

The official magazine
of the
Hornby Collectors Club

Issue Three
March April 1998

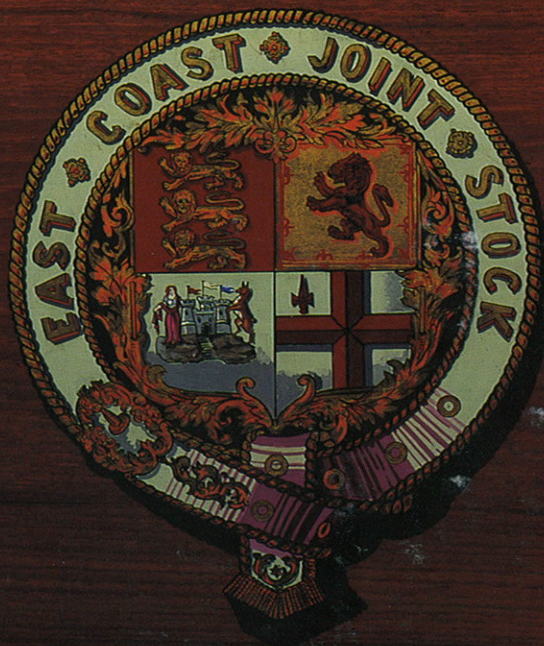


Features

- The Hornby Pug
- ELR hosts the Green 'Duchess'
- Auction Reports
- Hornby Planning and Pre-production
- New Releases
- Hobby Horse Model Services

The background of the cover is a photograph of a large, dark-stained wooden door. The door has a traditional panel design with a brass handle and a keyhole on the right side. In the center of the door, the word 'THIRD' is printed in large, bold, gold-colored, serif letters with a 3D effect. Below the word, there is a circular coat of arms or crest. The crest is surrounded by a rope-like border and contains a shield with various heraldic symbols, including a lion and a cross. The text 'EAST COAST JOINT STOCK' is written around the perimeter of the crest.

THIRD



NEW RELEASES

The launch of the new 1998 Hornby catalogue coincided with the London Toy Fair at the end of January and has revealed exciting new Hornby railway models coming out over the coming months - from train sets and train packs to accessories and track. Featuring even further attention to detail, improved specification and innovation, the range also includes more models from the recently acquired Dapol moulds.



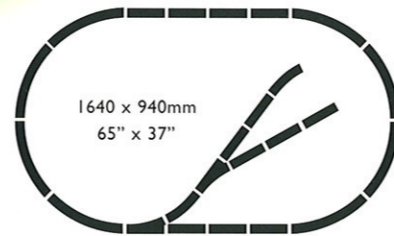
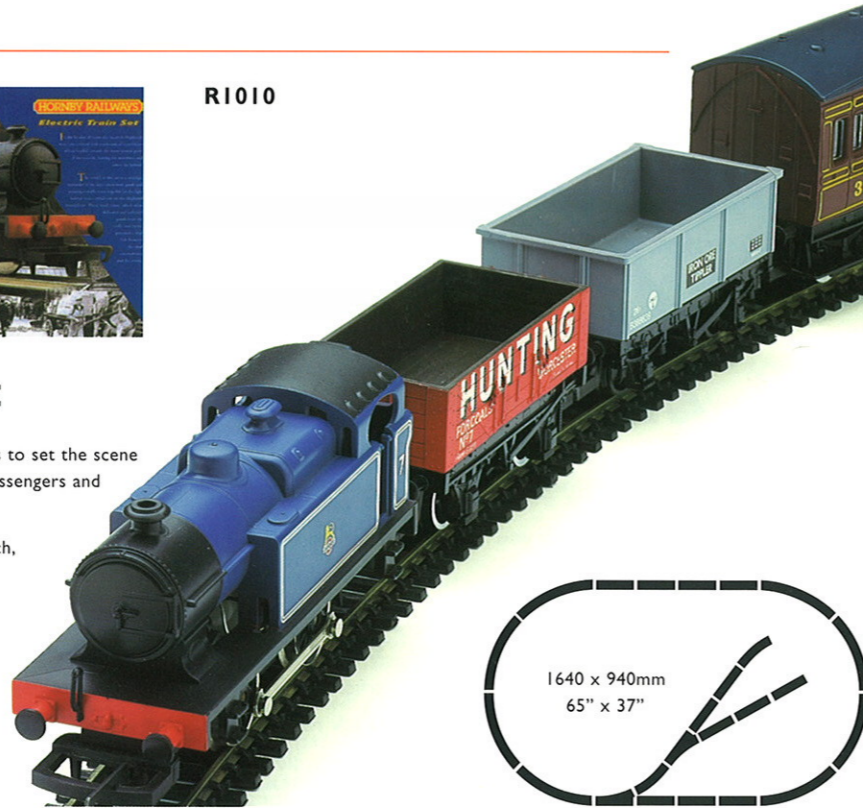
R1010

Highlander Goods Set

The set comes complete with trackside buildings and accessories to set the scene for the capable local-service locomotive and its mixed haul of passengers and goods rolling stock.

The set comprises a BR 0-4-0T locomotive, LMS four-wheel coach, and four assorted wagons.

Track: Starter Oval plus extension Track Packs A and B with two points and two buffer stops, signal box, goods shed, signal, R964 Wall plug transformer, R965 train controller, R602 power connecting clip and R8011 TrakMat.

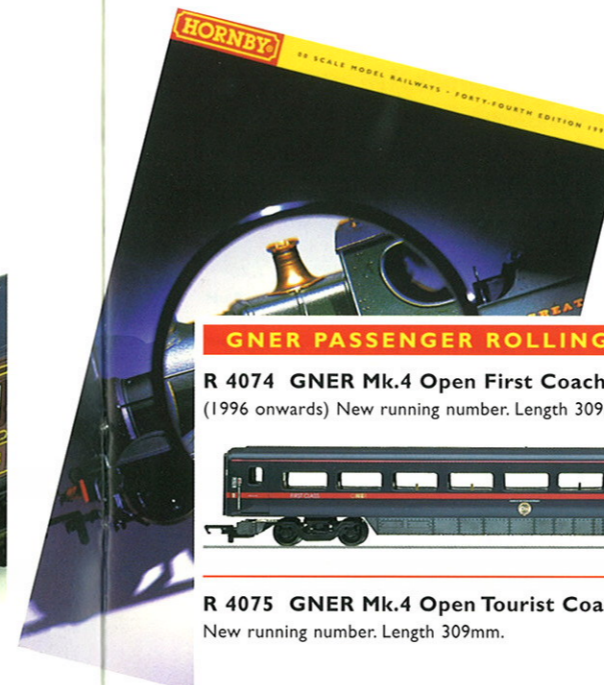
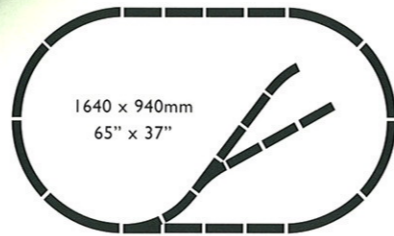


R1013

Eurostar Set

Experience in miniature the sleek performance of the 300kph Eurostar, purpose-designed for superfast passenger travel to Europe via the Channel Tunnel. Power driving unit, dummy driving unit and two passenger saloons create a realistic profile of the complete train. Special features include flush glazed windows, finely detailed roof with simulated pantographs and scale-design bogies with authentic copper-oxidised wheels.

The set comprises Eurostar Class 373 power driving unit, Eurostar Class 373 dummy driving unit, Two Eurostar Class 373 passenger saloons. Extra saloons are available. Track starter Oval plus extension Track Packs A and B with two points and two buffer stops, R964 Wall plug transformer, R965 Train controller, R602 Power connecting clip and R8011 TrakMat.



GNER PASSENGER ROLLING STOCK

R 4074 GNER Mk.4 Open First Coach
(1996 onwards) New running number. Length 309mm.



R 4075 GNER Mk.4 Open Tourist Coach
New running number. Length 309mm.



R 4076 GNER Mk.4 Catering Service Car
New running number. Length 309mm.



R 4077 GNER Mk.3a Open First Coach
(Trailer first) 1996 onwards. Length 265mm.



R 4078 GNER Mk.3a Open Second Coach
(Trailer second) Length 265mm.



R 4079 GNER Mk.3a First Class Buffet Car
(Trailer buffet first) Length 265mm.



FREIGHT ROLLING STOCK

R 6038 Three seven-plank wagons - W.E. Wise
Length of each 76mm.



PASSENGER ROLLING STOCK

R 4060 LMS Brake 3rd Coach
New running number. Length 242mm.



R 4061 LMS Composite Coach
Period 1933 onwards. New running number. Length 242mm.



R 4062 LNER Composite Coach
Approximately 1925-1943. New running number. Length 242mm.



R 4063 LNER Brake Composite Coach
New running number. Length 242mm.



R 4064 LNER Sleeping Car
New running number. Length 242mm.



VIRGIN RAIL COACHES

R 4082 Virgin Mk.3a First Class Buffet Car
(Trailer buffet first) Length 265mm.



R 4081 Virgin Mk.3a Open Second Coach
(Trailer second) Length 265mm.



R 4080 Virgin Mk.3a Open First Coach
(Trailer first) From 1997 onwards. Buffers included to run with Class 90 locomotive. Length 265mm.





THE HORNBY PUG

BY PAT HAMMOND

The model is based on a Class 0F 0-4-0ST built originally for the Caledonian Railway in 1885 but passing into LMS stock at its formation. It was used mainly for shunting and light traffic.

At Nationalisation of the railways in 1948, British Railways took into its stock 14 of this class of locomotive and the last of these survived until 1962. The locomotive weighed a little over 27 tons and had a tractive effort of 12,115lbs. The driving wheels were 3'8" in diameter and the cylinders were 14" x 20".

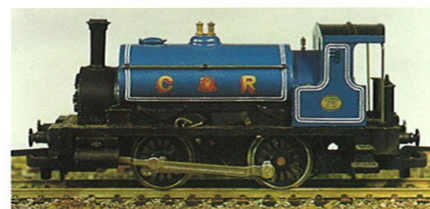
The model, which was first introduced to the Hornby range in 1980 as motive power unit for junior train sets, had a high powered can motor imported from Hong Kong. Despite its humble purpose, it was a very attractive model and soon became a firm favorite. The model broke new ground for the company in having a diecast footplate which gave it useful additional weight, making it possible to pull longer trains.

When first introduced, it had hand rails on the tank sides but these were soon dropped and the fixing holes filled in, probably in order to reduce production cost and so keep down the cost of the model to the customer.

Hornby have made the model in a wide range of colour schemes. These include a number of pre-grouping liveries of which only the Caledonian one could be considered authentic. It has received a number of LMS liveries, some of which would be acceptable, and two were modelled as BR locomotives of which the Club model is one. Besides railway company liveries, the model was made in five industrial concerns.

The following list of models produced is presented in approximately the order in which the models appeared.

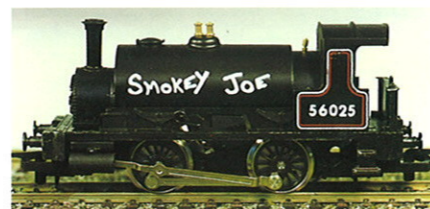
Those who have taken up membership of the Hornby Collectors Club should by now have received their special edition model of the Hornby Pug. This is one of 18 versions of this model produced over a period of 18 years and here we look at how it has developed in that time.



Caledonian Railway No.270 R057
Appropriately, the first version of the model to appear was in blue Caledonian livery and a very attractive model it made. From the start in 1980, it was available as a solo model as well as being available in a set with three short Cale coaches. It remained available for three years (the set for only two) during which time it is estimated that over 43,000 locos were made.



No.7 'Desmond' R779
Desmond arrived in 1981 and, again, was available in both a starter set and as a solo model. This was the only version of the model, besides the one above, to be fitted with hand rails. Desmond was bright red and numbered and was available from 1981 to 1983, during this time nearly 33,000 were made.



BR 'Smokey Joe' R782
'Smokey Joe' is the longest surviving version of the Class 0F having been made, now, for 15 years. It is finished in BR lined black with 'Smokey Joe' 'sprayed', graffiti style, on the tank sides. The model had arrived in late 1983 as a solo model.



LMS No.16032 R770
This model was initially made for sale by Stanley Gibbons Ltd. but was sold, instead, to Beatties in 1983. It was in a black LMS livery and only 500 were made. Today it is the rarest of the pugs.



No.205 Stewarts & Lloyds R752
In May of 1983 the model was released in an industrial livery; that of Stewarts & Lloyds of Corby, the steel producers. This had a maroon body and carried the number '205'. It was available for three years, both in a set and as a solo model, but did not appear in the catalogue until 1984. About 24,000 were made.



No.112 National Coal Board R162
The following year, another industrial livery appeared on the model. This was to be a National Coal Board tank for Dunraven Colliery in South Wales and was a creamy yellow colour with the detailing in black. Although shown in the catalogue in both 1984 and 1985, the 2,500 made were all produced in 1984. This low production figure makes it one the harder to find models.



No.4 Huntley & Palmers R174
Another hard to find model is our next one. Instead of making more NCB pugs which were not selling well, in 1985 production changed to a new industrial livery - Huntley & Palmers. This was shown in the catalogue that year as a red locomotive but, in fact, the model that appeared in the shops was brown with cream detailing. A little over 2,700 were made.



No.3. William Mansfield & Co. R161
For 1986 a new industrial livery was needed for the R672 train set and William Mansfield & Co. of Carlisle provided a blue finish for a change. This was detailed in yellow, and made for two years, but was not available solo. It is estimated that over 10,000 were produced.



Midland Railway No.313 'Robbie Burns' R159
1986 also saw the first of a number of pseudo pre-grouping liveries. The first was to be the Midland Railway and for two years the class 0F saddle tank was finished in red carrying 'MR' on its sides and the name 'Robbie Burns'. The model was available only as the motive power for the Rural Rambler set and there were probably about 15,000 made.



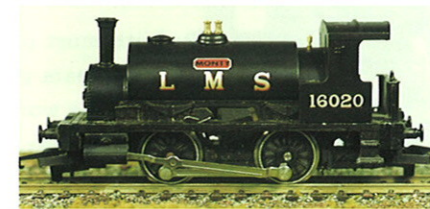
Lancashire & Yorkshire Railway No.627 R150
Also in 1986, the tank was available as a solo model in a pseudo Lancashire & Yorkshire livery. This was black but lined with red and white on the cab side. The printing was particularly good with the coat of arms on the side of the cab being particularly splendid and worth looking at with a magnifying glass. This good finish may account for the fact that the model remained in production from 1986 until 1992.



Highland Railway No.8 'Loch Ness' R255
Less impressive was the Highland Railway livery which, no doubt, sold well enough as bright blue Hornby engines have traditionally been popular. The model was made between 1988 and 1992. In the first year it was available only in the Highlander set but by 1989 it was also available as a solo model. The set was dropped in 1990.



LMS No.16031 R152
While the Beatties LMS class 0F of 1983 had been popular with modellers, no further LMS versions of the tank were introduced until 1990. Wanting a cheap 'Midland' set, the pug was made that year with a maroon livery and lettered 'LMS'. In this livery it powered the Midland Belle set for four years.



LMS No.16020 'Monty' R266
Another LMS version appeared in a set in 1990 but this was in black and carried the name 'Monty' above the company lettering. The set did not appear in the catalogue and was not repeated the following year and so little is known about it.



LMS No.16023 R300
For 1992 it was decided to offer an LMS version of the tank as a solo model and this time the more correct unlined black finish was used. This differed from the earlier Beatties model not only in the running number chosen but also in that the lettering and number were shaded red (as they were on 'Monty'). This model has remained in production.



Powergen R214
An industrial livery returned to the model in 1994 but for the first time the electricity industry was chosen. The tank carried the name "Castle Donington Power Station" and had a light blue body with "Powergen" and the company's logo on the cab sides. It was sold both solo and in the R769 Branch Line Freight set and was available up until the end of 1997.



Highland Railway No.6 'Ben-Y-Gloe' R072
The Highland Railway livery made a return when it was used for the 1996 Toys-R-Us special R556 train set. It was based on the R255 loco but with a new name. The model had maroon wheels and pulled three bright red 4-wheeled coaches.



LMS No. 16030 R337
The final LMS version appeared in 1995 and is also still in production. It carries the livery dating from 1923-26 which had the number on the tank sides and the 'LMS' on a red panel on the sides of the cab.



BR 56038 R2049
This brings us finally to the Hornby Collector's Club model given to all members signing up to the new club. The model was made in October 1997 and 5000 were produced. The livery is BR unlined black with 'British Railways' on the sides.

The Caledonian Railway was not the only source of 0-4-0 saddle tanks on the LMS. This year, Hornby introduce their first version of the Lancashire & Yorkshire Pug which will be manufactured from tools they purchased from Dapol in 1996. Although looking different from the Caledonian pug, these were also placed in the 0F class. It will be interesting to see what versions will appear in the years ahead.



THE EAST LANCASHIRE RAILWAY HOSTS THE GREEN "DUCHESS"



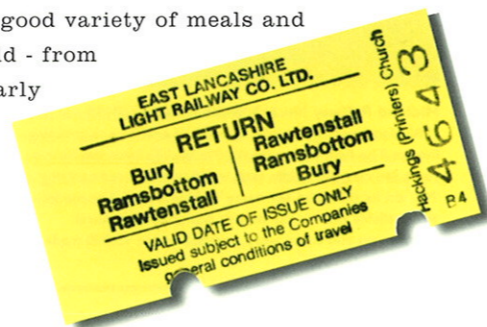
However, upon disembarking at Bury, we took the car to Summerseat to get a wonderful view of the Nunney Castle steaming over the viaduct before we disappeared into the Waterside Inn for a late lunch.

Many train enthusiasts took advantage whilst waiting for their chosen loco to leave Bury Bolton Street station to pay a visit to the Engine Sheds and Loco Works a mile down the track. The locos doing the hauling were 51218 0-4-0 BR Saddle Tank - similar to our own 1998 Club loco - and which is normally seen on the Keighley & Worth Valley Railway and the 1300 0-6-0 Lancashire and Yorkshire locomotive.



As with most private operating railways, ELR operate several steam galas during the course of the year, with many locos working and frequent changes of engines during the day. Their 8-day diesel gala - being held this year between 4th and 12th July - must put them on the map as having the best collection of operating diesel locos in the British Isles.

Bury Bolton Station itself underwent major refurbishment in 1996, since when ongoing work has continued to improve the atmosphere and appearance of the station. The island platforms 3 and 4 have received a replica station running in board. Replica tourism posters on the staircases recall holidays by rail of a bygone age, whilst Dr Beeching's Tea Rooms on Platform 2 serve a good variety of meals and snacks, hot and cold - from breakfast for the early birds to a substantial lunch and tea, if you are still there.



Railway enthusiasts were given a rare treat recently when three famous locomotives made a joint appearance at the ELR's BR Enthusiasts weekend on 24th and 25th January. Bolton Street Station, Bury in Lancashire was packed with passengers, many armed with cameras, tripods and flashlights, to catch a historic view of the star attraction - the 46229 Duchess of Hamilton, resplendent in her temporary green livery, supported by 5029 Nunney Castle in green and the 60007 Sir Nigel Gresley (blue).

The National Railway Museum had given permission for a group of steam photographers to repaint the LMS Stanier Pacific Number 46229 "Duchess" for a series of gala events organised by the ELR over a limited period of 3 months, following which she must return to the NRM in York. The locomotive had originally carried the green livery in BR service between 1953 and 1958 but since her preservation has been seen in BR maroon, the colour to which she must return before being handed back to the NRM at the end of March 1998.

Similarly, the 5029 Nunney Castle has had a temporary BR repaint and was on view over the same weekend.

The enthusiasts group had paid £3000 towards the cost of the repaint, which we understand, is still short of the target needed to fund the complete task. Any offers?

Hornby Collector joined the train pulled by the Duchess at Bolton Street for the hour long journey to Ramsbottom and Rawtenstall and back in dry, crisp winter sunshine. Sir Nigel and Nunney Castle were on duty at alternate times over the course of the day.



The enquiry office was "manned" by cheerful Rosemary, who was most helpful with our many enquiries, whilst the bookshop in the ticket hall carried a wide selection of ELR souvenirs and books for those seeking a reminder of the day. For the more serious, the platforms hosted a variety of stalls with a wide array of railway memorabilia. Several of our fellow passengers opted for "a bit of shopping" instead of a second ride behind a famous locomotive.

DRIVE A STEAM LOCOMOTIVE

ELR RUN COURSES THROUGHOUT THE YEAR FOR BOTH STEAM AND DIESEL FOR ANYONE OVER 18 INTERESTED IN DRIVING A LOCOMOTIVE. ALL THE LOCOS USED ARE EX MAIN LINE. IF YOU WOULD LIKE FURTHER DETAILS, PLEASE CALL LOIS ON 01772 685984. SHE WILL BE PLEASED TO SEND YOU AN INFORMATION PACK.

SPECIAL EVENTS

1998		
April	18 - 19	The Roaring Forties. 40th Anniversary of Class 40s. All services Class 40 hauled.
May	2 - 4	Thomas the Tank Engine
	9 - 10	Traction and Vintage Vehicle (Provisional)
July	4 - 12	Diesel Week. Up to 30 locos in action. Various theme days
Aug	8 - 16	30th Anniversary of End of Steam. Featuring classes from the last days (Provisional)
	31	Teddy Bears Picnic
Sept	12 - 13	Diesel Theme Days (Provisional)
Oct	3 - 4	Thomas the Tank Engine
	24 - 25	Autumn Steam Event
Nov	28 - 29	Santa Specials
Dec	5 - 6	Santa Specials
	12 - 13	Santa Specials
	19 - 20	Santa Specials

For further details and confirmation of any of these events, contact East Lancashire Railway, Bolton Street Station, Bury, Lancashire BR9 0EY. Telephone 0161 764 7790

COMPETITION TIME

Here's your chance to win free tickets for one of the special events on the East Lancashire Railway during 1998 and a Hornby Virgin train pack when you enter our Club competition.

All you have to do is spot the 6 differences between the two pictures A and B of the LMS 0-4-0ST Locomotive featured below.

Write your answers on a postcard and send - with your name, address and Club membership number to

Spot the Difference, Hornby Collectors Club, PO Box 35, Royston, Herts SG8 5XR, UK.

The first prize will be a day out on the East Lancashire Railway for four people plus a Hornby Virgin train pack. The 2nd and 3rd prizes will be 2 tickets each for a day on the ELR.

RULES OF ENTRY

1. Only one entry per family. Multiple entries will be disqualified.
2. No correspondence will be entered into in connection with the competition.
3. The competition is not open to employees and agents of Hornby Hobbies Ltd, East Lancashire Railway or their families.
4. Entries altered or defaced in any way will be disallowed.
5. Entries must be received at the Hornby Collectors Club office on or before Friday 30th April 1998.
6. No cash equivalent is available.
7. All prizes must be taken up by 31st December 1998.
8. The judges' decision is final.
9. Results will be announced in our July / August issue.



Auction Report

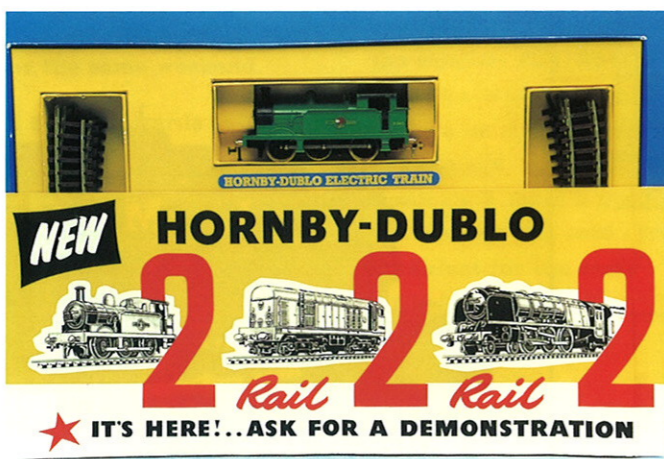
Barry Potter's November Auction, held at Benn Hall in Rugby realised some high prices against estimates, with unusual items being snapped up by railway collectors.

Wrenn locomotives were the first of the trains to be sold and amongst more than seventy locomotives was a City of Leicester £360, streamlined LMS King George VI £420, City of Carlisle £280, BR blue Yeovil £330, BR green Yeovil £500, Duchess of Abercorn £320, City of Leeds £510, Manchester Regiment £390, Lamport & Holt Line £330, a Golden Arrow version Fighter Pilot £390, Bodmin £390 and an unusual BR 8F 2-8-0 loco and tender No.48109 which made £760. Amongst the Wrenn rolling stock was a pair of Auto Distributor wagons £310 and a group of twelve tanker wagons at £270.

Hornby Dublo locomotives were sold next and some of the notable prices were a pre-war clockwork LNER black tank in its box £700, three rail examples of the Canadian Diesel made £510 and £620. Amongst the boxed train sets was a pre-war GWR Goods set at £300, 3-rail Bristolian set at £310 and a rare 2-rail 0-6-0 Tank display set with a shop display poster which sold for £600. Amongst the Hornby Dublo rolling stock and accessories was a shop display wood and glass cabinet at £610, pair of Super Detail Restaurant cars £210, Terminal Station set £250 and two Canadian Pacific Cabooses at £210 and £240.

In the Triang Railways section was a collection of Triang TT gauge comprising six locomotives and numerous wagons, coaches and accessories. The whole collection was in mint boxed condition and split into three lots sold for a total of £1440. A complete collection of catalogues from the Triang No.1 edition through to Hornby No.41 sold for £300, whilst a set of seven Triang TT catalogues mde £130.

Barry Potter Auction



Following a mid auction break the 0 gauge trains started and there were a number of Hornby locomotives in very nice condition going under the hammer. These included a Princess Elizabeth at £2000, a rare 6 volt electric Southern Tank loco at £1400, one of the very first Flying Scotsman clockwork locos from 1929 at £860, a rare post war electric LMS 0-4-0 loco and tender £610, a Southern Schools class Eton £900, an LNER The Bramham Moor £880, an early Great Western No.2 loco £690 and No.2 loco in Southern black £660. A selection of rare Canadian Hornby in the sale included a Canadian Pacific 4-4-2 loco and tender complete with pair of matching CPR bogie coaches. The set dated from around 1930 and in original but well used condition made £2750.

The Hornby 0 gauge rolling stock included some very nice condition boxed items such as a United Dairies tank wagon £610, a red Colas tank wagon £630, a pair of Southern corridor coaches £520, a pair of LNER corridor coaches £410 and a Crawfords Biscuits van £250.

Finally some notable prices amongst Hornby 0 gauge accessories were an electrically lit Goods Platform £490, two electric double Lamp Standards at £270 each, a combined set of station names and notice boards £300, a Reading electrically lit station £180 and a boxed French Hornby Station £380. The highest price of the day was reserved for a very rare set of 16 Hornby pre-war Countryside sections, which are now very hard to find and made £3350.

Editor's Note: Barry Potter is an established expert in the field of collectable toys and trains. Barry Potter Auctions are held regularly at the Benn Hall in Rugby, Warwickshire. All sales are held on Saturdays and sale catalogues are available for a fee from Barry Potter, 13 Yew Tree Lane, Spratton, Northampton. NN6 8HL. Tel: 01604 770025. Fax: 01604 771070.

Auction Report

For any readers who may be interested in Hornby 0 Gauge, Christies of South Kensington had a good selection at a recent auction.

Hornby Series bogie coaches and mixed rolling stock featuring two No.2 GWR corridor 1st/3rd and No.2 Corridor Brake/3rd, Nestle's milk tank wagon, GW bogie loco coal wagon, Mica B, eight other wagons and late Nord eight-wheel tender No. 31801 in poor to good condition with some storage wear, brought £782 against an estimate of £200-£300.

Hornby Series lithographed No.2 LNER bogie coaches circa 1938 with some damp and storage wear carried an estimate of £200-£300 and went for £552.

Hornby series freight stock, electric accessories and track featuring No.2 SR bogie cattle truck, trolley wagon and 12 other various wagons, No.2E double level crossings, three-section viaduct, signals, No.2E station and ramps "Margate" circa 1935 and accessories including train nameboards, figures and a quantity of track and points circa 1935-1937 in fair condition with some damage realised £747 against a £250-£300 estimate.

Christies Fine Toys and Dolls Auction



A Hornby series electric Princess Elizabeth locomotive and tender painted in lined lake livery, in original blue rexine-covered case circa 1937 - fair condition - with various accessories went for £1150. Estimate £1000-£1500.

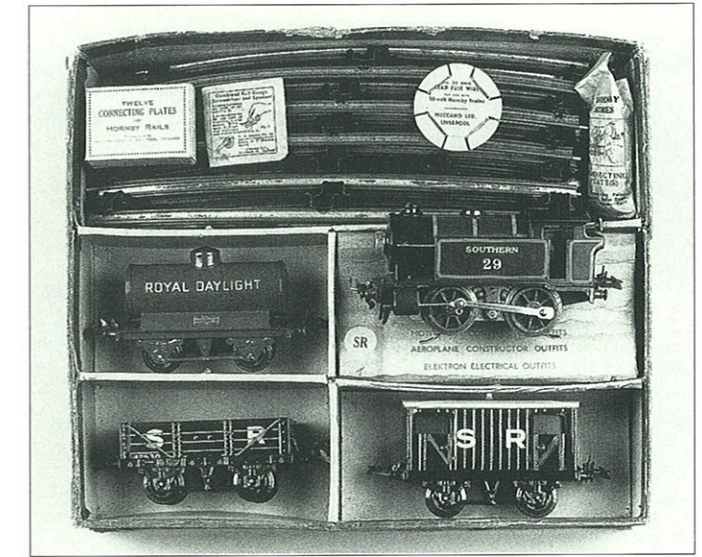


A Hornby series Colas Bitumen Tank Wagon in good to excellent condition, on late base with auto-coupling, painted in blue in a good original box, circa 1936 had an estimate of £300-£350 and went for £460.

Finally a Hornby series electric E120 SR tank goods train set featured

locomotive No.29 painted in lined green with Royal Daylight tank wagon, open wagon, brake van and track in original train set box with wrapping and paperwork. Circa 1937,

in good to excellent condition with a box in fair to good condition - although the lid was poor, the set had an estimate of £250-£300 and went for £598.

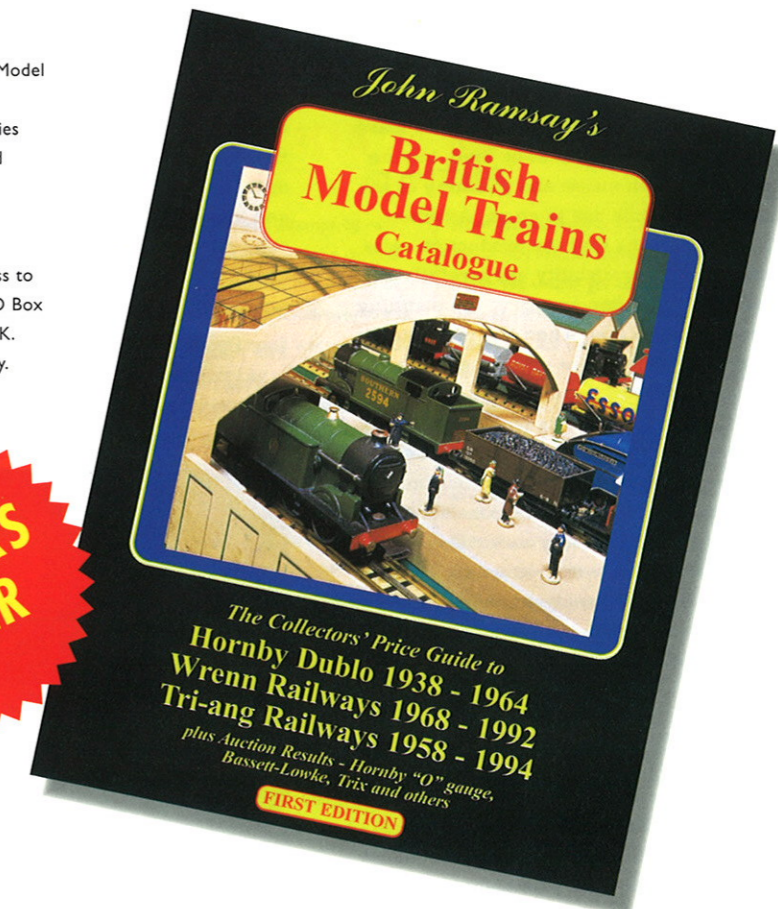


British Model Trains Catalogue

Are you interested in finding out how much your own railway collection is worth, or obtaining detailed information on liveries, variations and current market value? If so, you may like to purchase a copy of the First Edition of the British Model Trains catalogue by John Ramsay. The 212 page catalogue is primarily a collector's price guide to Hornby Dublo 1938-1964; Wrenn Railways 1968-1992; Tri-ang Railways 1958-1994. It also includes auction results, Hornby 0 gauge and much more.

John has an established reputation over a number of years for his principal British diecast model toys catalogue, which included a section on Hornby Dublo and Wrenn Railways and which is an encyclopaedia for serious collectors. This year, for the first time, he has extended the series to include a special book on British Model Trains.

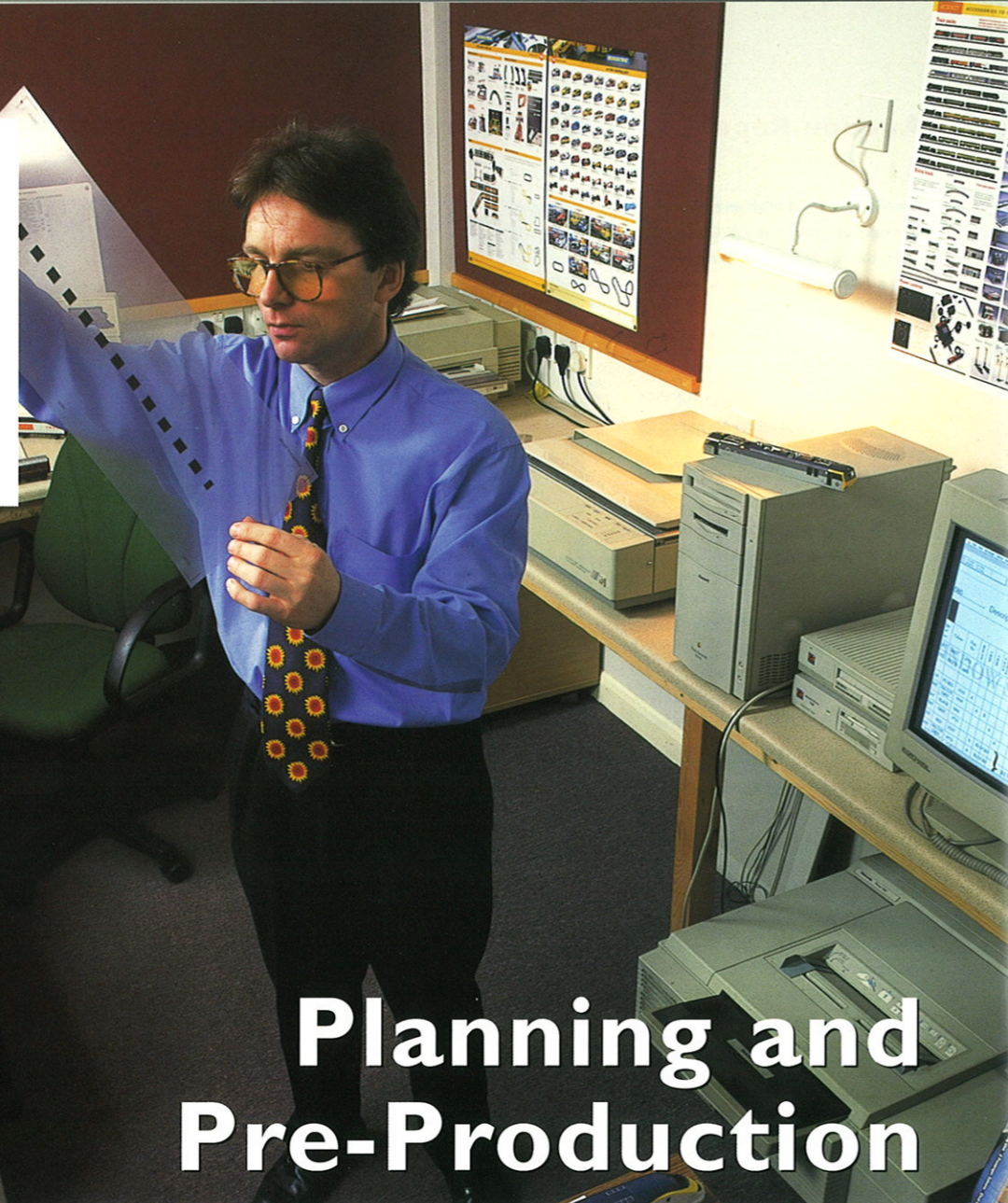
To obtain a copy of the British Model Trains catalogue, send a cheque (made payable to Hornby Hobbies Ltd), postal order or credit card payment to the value of £17.95 (including postage and packing), together with your name, membership number and address to the Hornby Collectors Club, PO Box 35, Royston, Herts. SG8 5XR. UK. Please allow 28 days for delivery.



FROM THE FACTORY FLOOR

How your Hornby model is made

In Issue 2, we followed the progress of our Hornby model through the Engineering Department where its initial tooling took place. Now that tooling is under way, the planning of the model from its current state to final delivery into the marketplace has to be scheduled accurately.



Planning and Pre-Production

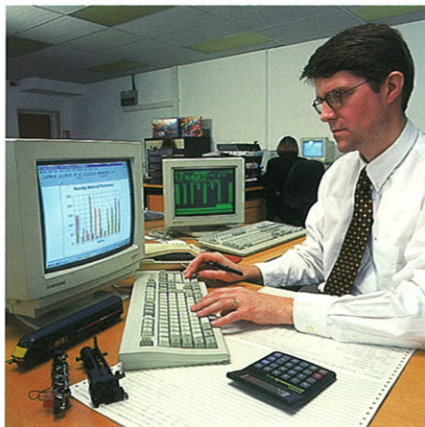
Part 3

While tools are being made to enable mass production techniques to be used, buying of materials en masse and planning of the factory schedule has to go on. Advance planning means that the production rates and material availability are carefully coordinated. The importance of the planning process can be seen when one understands that some of the more exotic materials and components used to make Hornby railways can take up to 30 weeks from ordering to delivery so any slippage can be critical, as Duncan Hardy explained to us. Duncan, Purchasing Manager, is responsible for buying in the necessary materials and scheduling them into production, which means accurately analysing sales forecasts and blending production accordingly.

When the words mass production are used, the image is often of huge machines with few operators but this is not normally the case. Hornby has a large number of highly skilled operators in this particular hobby field. It is vital to plan the labour pool to match the schedule and vice versa. Whilst there may be over 50 plastic moulding

machines, it is necessary to plan in relatively long runs for each mould in order to keep costs down. The updating and monitoring of potential production start dates is essential, particularly when they are so dependent on the availability of tooling and materials.

The planning and development of packaging is carried out concurrently with the engineering procedures. Standard packaging is used for coaches



and wagons but a locomotive needs a well-fitting expanded polystyrene tray to ensure safe transportation to you, the railway collector. It follows, even here, that we cannot complete the final packaging details for the tooling of the locomotive tray until a first sample of the model is available.

In the same way, a spray painting "mask" or stencil must await a complete body moulding before the masking tool can be made. Without a fully approved body, an ill-fitting mask could cause overspray, which is not acceptable in the current competitive marketplace.

Pre-Production

Tools are being sampled and prototypes being built to make sure the components fit together but another important aspect is also being considered. Will it last? Samples of new products undergo life testing to search for any component which may cause premature failure. If this test proves positive, the component may

require redesign and tool modification. In the environment of mass-production, the various components must fit together satisfactorily within the production tolerances. As a moulding machine runs, the temperatures of the machines vary imperceptibly, the material specification varies and the temperature in the factory varies. All these may add up to dimensional changes and it therefore becomes very important to maintain close control over the tolerances of the components with frequent checks on the fitting of parts which mate together.

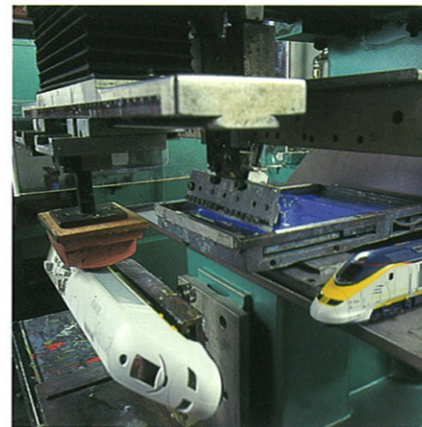
The first prototypes are now produced from production tooling to allow "production release" to be signalled. This means that the components are right and providing they are assembled correctly, will give acceptable finished models. But there is one further step to go before the button is pressed to proceed with production. Hornby has its own new product testing scheme where the first few



Making of pod printing plates

items off the production line are given to employees who take them home, play with them and comment on their findings. A further quantity is sent to the sales representatives to take to retail outlets for first hand consumer criticism.

Only when all comments and sometimes complaints are examined and overcome does production really start.



Pod printing test run

In the next issue we move to the factory where production is about to start.

HORNBY ROADSHOW DIARY DATES



JOIN THE ROADSHOW AT ONE OF THE 1998 VENUES IN YOUR AREA

March 14-15th	Redruth Model Railway Tangye Institute, Redruth, Cornwall
May 9-10th	Eastbourne Miniature Steam Railway Park Eastbourne
30-31st	Okehampton Railway The New Visitor Centre, Okehampton, Devon
July 18-19th	Moors Valley Railway Horton Road, Ashley Heath, Hampshire
Sept 5-6th	Okehampton Railway
Nov 6-8th	Warley Model Railway Show

IS THIS A RECORD ?

JIM WHITTAKER

One hears of these attempts by rail travel enthusiasts to travel a record number of train miles in a period of seven days using a BR railover ticket. The last figure I recall was about 3,300 miles - achieved by a schoolboy. It pales into insignificance, however, compared with an authentic record which commenced one day in 1950.

An elegantly dressed gentleman boarded a train at Rome Station. From that day, he is reputed to have never left the railway. He was Francesco d'Ayala, an eccentric Italian nobleman who had always nursed a passion for trains and vowed that when he retired, he would live on them.

As a former Deputy in the Italian Parliament, d'Ayala possessed a pass which allowed him free travel on the State Railways and, in the 20 years

from his retirement in 1950 to his death in 1970, he travelled 3,600,000 miles. He would get off the trains only at terminal stations, where he then boarded the next train, going anywhere. During an estimated 7,200 nights spent on the train, he never once took a sleeper - sitting bolt upright in a first class compartment - presumably asleep.

This grand old man of the railway ran out of steam in Turin. He died just as the train pulled into the station. We all know that fanatics on any subject are sometimes capable of incredible feats of endurance but one cannot fail to wonder how he coped with the occasional bath and change of clothing and so on.

Records are always prone to be broken in due course, but surely not this one ?

MY HORNBY LAYOUT MY LIFE

CLUB MEMBER ROD SHIPP, FROM KENT TELLS HORNBY COLLECTOR HOW HIS TRAIN COLLECTION TOOK ON THE STORY OF HIS LIFE.

It all started with two train sets - the Flying Scotsman and Industrial Freight - in the attic. Both had TrakMat layouts and featured two sidings, at that time situated at one end of the roof space.

To make it more interesting, I added, as we all do, another station, then came a town. After that villages. At this point I decided to base it on my life. Before long, I had filled the attic from end to end.

The estate featured in my layout is just like the one where I was born. When I was 15 years old, I worked at Fremains Brewery in Maidstone, so I have included a model of it. Made redundant when Fremains were taken over by Whitbread, I progressed to ICI Yalding before returning to Whitbread, where I stayed for 12 years. Believe it or not, I was made redundant yet again and went back to ICI Yalding where I stayed until I retired on health grounds. I therefore added an ambulance depot to the scene.

My father taught me to drive in his Morris Z Van - ex GPO, so I added the vehicle to the story, as well as an Austin A35 van which I bought myself upon passing the driving test. My father was a bus driver with Maidstone and District Transport, so I made a 00 scale bus depot with appropriate bus models, part of Corgi Classics 00 range, which are perfect for the Hornby 00 scene.

The layout is based on the 50s and 60s era and I have given further realism to the period by including vans and trucks, firefighting vehicles - I have even featured them in an action situation and public transport. The destination blinds link up with the villages, which I have named accordingly. My son produced the graphics on his computer.

All the trains are Hornby, as are the majority of the buildings. I have included one or two amusing features. My fantasy transport company - Taurus_of Maidstone - is named after my birth sign. And, to remind me of my other hobby - that of clay pigeon shooting, I have parked a model of my Kia 4x4 Sportage in a convenient space too.

In all, I have eight trains on four tracks, all running at the same time. Not at top speed, I might add - the whole thing may get out of control!



Service Dealer Profile

HOBBY HORSE MODEL SERVICES



As you will see from the Hornby Roadshow Diary Dates, one of the venues is the newly refurbished Okehampton Railway Station, now named the New Station Visitor Centre, over the weekend of 30th and 31st May. Within the complex is Hobby Horse Model Services, owned by Roy and Julie Gibbs, who we visited recently to hear their amazing story.

Hobby Horse Model Services is set in what was once the W H Smith paper shop and licensed bar area of Okehampton railway station.

The whole complex has recently been restored to its former Southern Region glory by proprietors Roy and Julie Gibbs, supported by a hard-working and



determined team of family and business colleagues. Even the name is new - the New Station Visitor Centre, officially opened on 24th May 1997. Okehampton station was once as Roy described it

"The Clapham Junction of Devon" until it closed under Dr Beeching's axe over 25 years ago.

Everyone pulls their weight here from collecting rubbish to manning the model and souvenir shops. Even Roy and Julie's young family have their own jobs to do.

Roy and Julie's experience in the model business started 20 years ago in Sussex, before moving to Liskeard and then on to Okehampton, where they have been for the past 10 years. Hobby Horse Model Services has the strong support of local railway collectors but also runs a worldwide mail order service, particularly to Australia, Canada, South Africa and Japan.

The exhibition area includes a Hornby railway layout and sells model railways alongside a wide selection of accessories, not usually stocked by everyone.

"Why undertake the enormous and expensive restoration of a railway station?" we asked Roy.

"Having been in the business of model retailing for 20 years, I have always wanted to expand using a station as a base. Having "Southern" leanings from boyhood, Okehampton was perfect. Somehow I managed to persuade Julie to start her own catering business which came in very useful when we launched the Bulleid buffet in the former parcels office, with additional seating under the restored canopy on the station platform.

It is hard to believe back on that wet October day in 1996, looking at the derelict station buildings, that we would be successful in undoing 25 years of neglect and actually see passenger trains running again on this well-loved line. Even more fantastic that the first train would be the Orient Express, which roared in on the opening day, full of visitors and dignitaries to help us launch the project.

It has been a fine example of what can be done with the co-operation of the public and private sectors. Particular thanks must go to the organisations who helped us - Camas UK Ltd, who own the quarry at the end of the track and who have been so supportive; Devon County Council and the local Borough Council; the Rural Development Commission and - most important - the Bank, all of whom have shared our vision."

"Of course there were problems," added Roy. "We had to come to terms with Health and Safety Regulations, including raising the platform by 150 mm and yet retain the original Southern Railway appearance. The station canopy restoration cost over £50,000 alone. We are now working on Phase 2 for 1998 - a Southern Railway Museum on the other side of the track, using an existing building. We were

determined to be up and running for the 1997 season. During the week, ballast trains run from Meldon Quarry with passenger services on the Dartmoor line on Sundays. We also run Winter Steam specials."

The facilities are open 7 days a week, 9.30 am to 5.30 pm with reduced opening in the winter. The complex comprises the model shop, displays including the Hornby railway layout, photographic exhibition and other railway memorabilia, a gift shop selling station souvenirs and an excellent buffet managed by Julie Gibbs, with Paul the chef behind the scenes. Try one of his excellent Wheeltapper's steak and kidney pies, Porter's pasty or Engine Driver's bacon butty. They are worth stopping the train for!

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Hobby Horse Models is located at the New Station Visitor Centre, Station Road, Okehampton, Devon, EX20 1EJ. Tel: 01837 55330. Fax: 01837 54588. For further information, send a medium stamped envelope to Roy and Julie Gibbs for a free colour leaflet.



THE MAIL TRAIN

your letters answered



Q I would like to start weathering some of my locomotives, particularly DMUs but don't really know how to about it. Do you have the names of any manufacturers of products which may be helpful. I understand it is possible to purchase special aerosols for this purpose. Any tips welcome.

PAUL DOCTOR, ANGUS, SCOTLAND

A As manufacturers of ready to run locomotives in liveries of a very high standard, Hornby do not encourage model enthusiasts to undertake the kind of thing you have in mind. Are any members willing to help Paul?

Q I have quite a large collection of Hornby 0-gauge tinplate stock - 7 engines and 39 pieces of rolling stock collected over the years at toy fairs. I notice some stalls have pieces labelled with a Hornby number. Is it possible please to obtain a list of Hornby tinplate? Perhaps this would give a year of manufacture and so on?

Can you also tell me if it is possible to get small spares? Several wagons have lost the odd coupling or door handle.

STEVE WEBB, MIDDLESEX

A Unfortunately, we do not know of a list of Hornby tinplate in existence but we have sent you a list of locomotives manufactured from 1950 to the present day. Regarding spares, please contact our helpline on tel 01843 233525.

When I applied for membership, I answered the question on the form - What future projects would you like us to take into consideration. I immediately wrote down MANSTON - Battle of Britain Class - No 34070. Recently Hornby have produced an exact model of MANSTON but the name of the locomotive is Lord Beaverbrook - No 34054 (R.310). I feel you should look at designing MANSTON for a number of reasons:

On the 5th April 1996, MANSTON was removed from Richborough Power Station and took the journey of a lifetime. The 90 ton engine was based and preserved at the power station for the past 13 years and has now joined 3 other engines at the Great Central Railway in Loughborough. It will remain there for the next 5 years and it has been predicted that by the year 2001, MANSTON should be fully restored and able to make passenger trips.

I realise that years ago Hornby produced a MANSTON model, which is being displayed at the RAF Manston Museum, but the locomotive was produced as a West Country Class loco - No 21C170. It would be an excellent idea if you were to produce the new MANSTON as a Battle of Britain Class, to celebrate its return.

NEIL HIRST, DEAL, KENT

Q Are Hornby Railways going to supply Mk 3 First Class and Buffet coaches to run with the new R2045 Virgin Trains and R2046 Midland Mainline 125 High Speed Train packs?

L HUGHES, LLANELLI, SOUTH WALES

A You will see from our releases pages in this issue that Hornby have certainly introduced coaches to accompany the Virgin Locomotive. We reviewed the new coaches to accompany the Midland Mainline 125 High Speed train in Issue 1.

Q I have recently bought a silver Tank Wagon with THINK TANKER detail on the side. The model came in a grey box. Inside was an invitation to a seminar and lunch at the Barbican on 8th December 1983. Can you tell me anything about it?

M DRISCOLL, MAIDENHEAD, BERKS

A The Think Tanker was a limited edition run of 200 which were given away as promotional items at the event for which you have the invitation. Quite collectable, we should think.

Q I understand that on a proper layout, track underlay is needed. I know there are already holes in the track to put pins through but I would like to know if it is possible to pin the track down with track fixing pins (R207) if underlay is under the track.

ROBERT BROWN, BARNES, HERTS.

A It should be possible to use the track pins but we would recommend not hammering them in too far.

Q A handy tip when you are wanting to recreate the look of a ploughed field on your trackside - apply a thin layer of modelling clay and gently run a comb along the field to depict the furrows from the farmer's plough. When the clay has dried, you can easily add paint of your own choice.

CHARLES BOSOMWORTH, HEATON, NEWCASTLE UPON TYNE.

A Even better, Charles, use modelling clay that is earth coloured to start with. An old metal fork would work as easily as the comb - preferably not one which you still use on the dinner table! Anyone with handy hints, please let us know.

Editor's Note: If you have any Hornby Railway related items or queries to tell us about which you would like published on our Letter Page, please write to The Editor, Hornby Collectors Club, PO Box 35, Royston, Herts. SG8 5XR

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Wanted: Tri-Ang L1 and M7 Loco body any colour. Also brake end green suburban coach
Tel. (Worthing) 01903 261560
Evenings only. Thank you.

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We specialise in the repair, servicing and supply of spare parts for obsolete Hornby Railway models. We also provide a repair facility for the old Hornby Railways Zero 1 Master Control Units. **Contact: Model Railway Doctor, 24 Alicia Avenue, Kenton, Harrow, Middlesex. HA3 8HR. Tel: 0181 907 7662. Fax: 0181 909 1714.**

Hornby Collectors Club members are welcome to place classified advertisements in this section of our bi-monthly magazine for **Hornby products only**. This may be your opportunity to seek out that **WANTED** item for your collection or to offer **FOR SALE** or **EXCHANGE** railway pieces surplus to your requirements. Perhaps you have a service you are able to offer fellow enthusiasts. Here's your opportunity to do so.

Wanted:

R430 Mk.3 Buffet 2nd Grey Swallow
R488 Mk.3 1st 7-window Executive
R031 NE Brake vans - long
R732 Consett Tipplers - painted
R032 Hargreaves End tippers
R506 Diesel Sound Unit
R936 Sound Generator
Mainline 37-095 Leander/Orion
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Bogie Bolster
Contact Tel: 0161 905 6707

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