



Newsletter

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Editorial.

Model Shops, remember them?

As a child at Christmas, on occasion I was very fortunate to receive extra gifts of money rather than model railway presents. Thoughts then turned to making additions to the train set. In those days there was no such thing as holiday trading and all the model shops remained closed.

After a few long days when the shops did eventually reopen, a visit was made only to find that many other enthusiasts were there with the same intentions. In the 1960's there were many model shops to choose from but today almost all these shops have become extinct.

Your editor has no knowledge of any model shops in Merseyside and Lancashire but I am sure that just like Glasgow, there were many high quality shops in the area. As a comparison, here is a portrayal of what was one of the most prestigious model and hobby shops in Glasgow.



The Clyde Model Dockyard was the most respected model and hobby shop in Glasgow and was, according to their wrapping material, established in 1789. It existed at 22-23 Argyll Arcade, north side, near the L shaped bend. Not only well stocked with the products of Lines Brothers Rovex Tri-ang products and Hornby 0 scale, Hornby Dublo 2 and 3 rail and of course Dinky Toys and Dinky Supertoys road vehicles. There was also a diverse selection of construction kits such as Meccano and Bayko. The Clyde Model Dockyard also manufactured their own range of quality pond sailing yachts and power boats which were however somewhat pricey. They also produced their own exclusive brand of 00 scale model railway accessories such as wooden stations with various names and a

short tunnel. This shop always seems out of place in the Argyll Arcade, being surrounded by all those bead and trinket shops.

The Clyde Model Dockyard's facade was most inspiring. On both sides of the centre door there were tapering display windows towards the door and on the arcade itself was sited the main display windows. Above the shop, individual letters, about one foot high spelled out the name CLYDE MODEL DOCKYARD. These letters appeared in silhouette against the back lighting on the Arcade's cornice. On the pillars separating the shop from the adjacent shops were small display cabinets. The contents of these small cabinets would vary on a regular basis between the differing inventories of the two contrasting adjacent shops. Sometimes trains, sometimes trinkets. In the main windows the displays consisted of their own make of yachts, boats and model railway items including of course the many fine products of Tri-ang Railways, Hornby Dublo, Meccano and Dinky Toys.

The Clyde Model Dockyard was one of the few toy and model shops that stocked the products of both Lines Brothers and Hornby Meccano. Inside the shop, the serving counter was along each side and the back with more items displayed on shelving behind the counter. The shop's store room was above the shop, the staff access being by a somewhat steep wooden staircase on the left side of the shop. The shop was always very busy, especially on Saturdays as remember, there was no such thing as Sunday or late night shopping in those days. The assistants were always pleased to remove models from their boxes and give a personalised demonstration in order to achieve a sale, a service now lost to us due to the excessive and extravagant packaging of the models of today.

The Clyde Model Dockyard lasted until the 1970's but eventually closed and the premises were soon assimilated by the adjacent bead and trinket traders. On sale now, instead of the products of Rovex, it is now the products of Rolex. The demise of the Clyde Model Dockyard was a very sad loss to all of us in the model railway world. **Allan Trotter.**

Events Diary.

Thu 16 th Jan 2020	Committee Meeting. 10:30. Clubroom. All welcome.
Sat 22 nd Feb 2020	Morecambe exhibition with Claremont Old Quay.

Chairman's Report.

It is now almost 10.00pm on Christmas Eve and I have at long last been allowed to take a rest. After a long evening meal and plenty of booze, I managed to stuff the turkey (I think!) and put out the carrot, mince pie and sherry for Rudolf. Perhaps it would have been better to break out the latest modeller and dream of being able to produce some of the excellent layout therein.

Now back to reality. By now you are probably aware that our crowd funding exercise for upgrading the clubroom electrics has come to a successful conclusion and those of you who have made a pledge will have noted that Gocardless has extracted money from your bank account. Hopefully it will shortly be transferred to our club account. The generosity of people has meant that we were significantly overfunded and as well as completing the electrics and associated internal redecoration, we should be able to beautify the garden (much of the hard landscaping is now beyond the capabilities of our ageing membership) perhaps even with a garden railway based on the original Eastbank Station.

Earlier this month I was promising myself that over the festive period I would indulge myself in furthering progress on some of the ongoing projects I have (a model of Southport Palace Hotel, finishing if a rake of Bulleid coaches and getting the electric sorted on my 2mm fine scale model of Aston Rowant station). Sadly, the reality of three children (plus spouses) and five very noisy and demanding grandchildren have curtailed that activity.

Back to club activities. Before Christmas we were donated a significant amount of items which has mostly been catalogued and priced and is available for purchase by club members (see Colin or myself). Included in this was a lot of old track, some OK and some not. We will need to go through this and sort it ready for sale or disposal. In terms of HS3, the 32mm circuit is fully functional and can be used for both live steam and battery electric operation but we will need to make a decision on whether to fully electrify the track work to enable O gauge stock to run, your views please. Both 16.5mm circuits are operable with inbuilt analogue controllers. We have tried a digital controller on one of the circuits which did work OK but I do have reservations about black box we were using. As yet we have not tried out the Hornby live steam scenario but wish to defer this until the remote point switching and frog switching are in place. I would hate to rely on the switch blade to carry the relatively high current this system uses.

At this stage, I feel I must finish so that I can be sound asleep before Santa makes his rounds. I wish you all the best for the New Year and hope to see you on a regular basis at the club. **Ian Shulver.**

Secretary's Report.

No report submitted.

Where's Allan?

The first correct response received was from Ian Shulver who replied:

Allan is in Glasgow, Montana at 424 1st Avenue South and needs to wait for the train outside since there is no waiting room. Sorry, there is a slight correction; he does not need to wait outside because there is a waiting room.

Well done Ian. Absolutely accurate and if I had any, you would win the cigar.

A response was also received from John Howard who stated:

You are clearly in the Montana version of the fine city in Scotland. Re. your comparisons with the real thing, you forgot to mention a crime rate below the national average and a median house price of c. £60 K. Plenty of money left over then, to buy lots of nice model railways.

Well done and of course correct. Thank you for the additional information.



A response was received from Shaun Finucane concerning the "Where's Allan" November 2019 quiz. He recognised the original images as Southport, Connecticut, USA. He has sent this additional image of the restored freight depot, fully resplendent with the designation Southport Freight Station. Well done and thank you Shaun.

Now for the January 2020 "Where's Allan"



As may be seen from the station name board, I am in Scarborough but this is not the Scarborough in North Yorkshire but elsewhere on the other side of the Pond. There is however a large city with the name York in its title nearby. This north bound commuter train is powered by a combination of an EMD FL9 electro diesel and an F10 diesel electric locomotive and is en route from Grand Central Terminal to Poughkeepsie. Where am I?

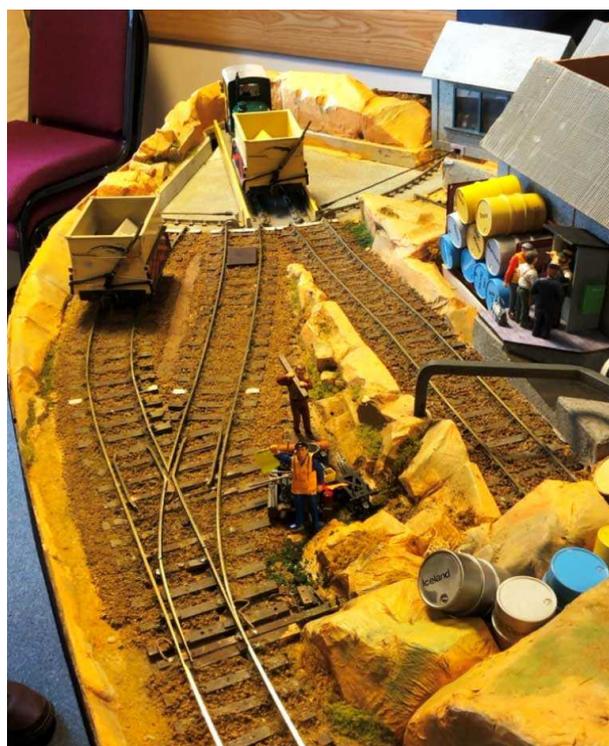
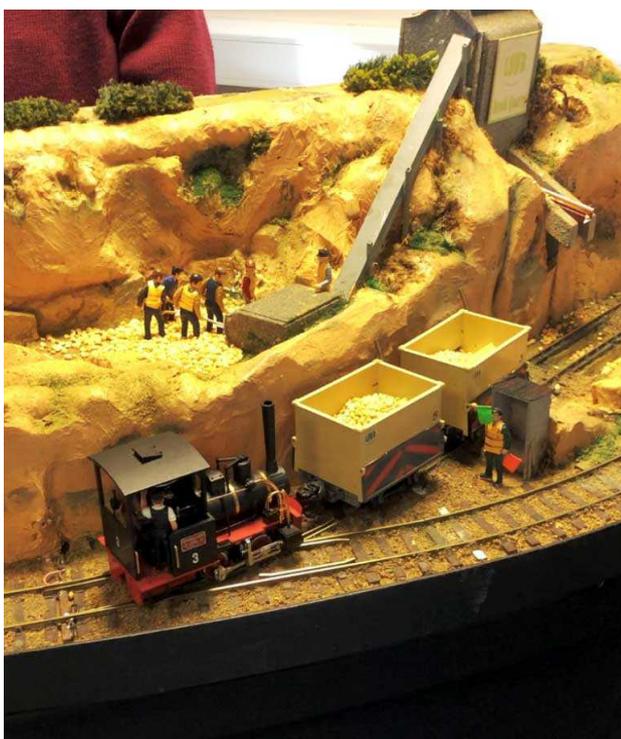
Members Miscellanea.

Steam & Mince Pies at Rodington.



This show is hosted by John Sutton Books and Models whose name may be familiar to those of us attending model railway shows up and down the country. Accompanied by my better half we visited the show held in the cosy and welcoming Rodington Village Hal, being treated to a free mince pie with our first drink. Although a relatively small hall it was capable presenting 4 layouts in either SM 32 Gauge or G Scale and seven trade stands including other names familiar

to those of the larger scale persuasion such as the Pendle Valley Workshop, Black Cat Bridges and Line Side Hut. I was fortunate enough to find a 16mm scale figure of Fred Dibnah, painted by Matt Acton on the Pendle Valley stand, cheers Mike.



The layouts were of great interest as well, being two G Scale LGB layouts, an SM 32 live steam layout and a G Scale layout called The Lentil Soup Works. As can hopefully be seen from the photos a very active team of quarry workers are shovelling the product onto a conveyer to the processing plant, following this action it is then fed by chute into the waiting trucks below. The laden train then shunts its load to the nearby shunting yard where a sector plate redirects said product for onward distribution to the lentil buying public at large.

As you can also see the Good Lady wasn't idle either, scooping up the bargains on the second hand stall, destined as Christmas gifts for the Parkinson clan's youngest rail enthusiast recruited only five weeks previously. Still, he'll grow into it.

This was a very friendly and sociable show and, as so often happens, a good opportunity to meet up with friends old and new in pleasant surroundings, here's to a get together same time next year. **Frank Parkinson.**

Tri-ang Railways RT268 Bell Signal Set.



Tri-ang Railways were one of the few model railway manufacturers to offer a comprehensive range of not only trains but a vast range of accessories to compliment your layout. These included many obscure items such as double track spacers, water troughs in either brown or grey and operating accessories such as a side tipping log carrier, gravity unloading hopper wagons and a giraffe car with an operating ducking giraffe. One of the most unusual items though must be the Block Telegraph Set or Bell Set. The set was introduced in the 1964 Tri-ang Railways catalogue and was listed at a

price of 45/- or £2.25 in modern day metric type money.

The set was based on the practice of using block instruments to control the use of a length of railway line between signal boxes. The Tri-ang model was designed to look like a miniature of the British Railways three position instrument to be seen throughout the country. By the way the RT prefix denoted it was suitable for either 00 or TT train sets.

The set contained two instruments with different bell tones in order to avoid confusion. The review of the set given in the October 1964 edition of Model

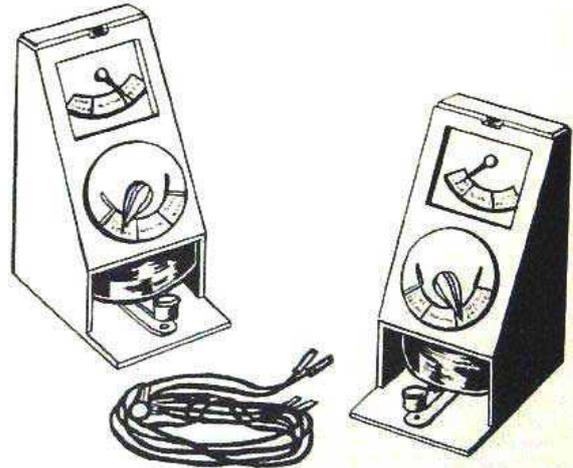
Railway Constructor was so good that it would be pointless to try and describe it any other way and therefore it is illustrated here.

Tri-ang
RAILWAYS

BELL SIGNAL SET PRICE **45/-**

This set is designed to bring realism to model railway operation. It makes it possible for two operators to communicate by means of the bell code by using "block instrument units" following a similar procedure to that which has been used for many years in the majority of British Railways signal boxes.

It may be said that the operators could call to one another and thus dispense with the need for block instruments, but the correct use of the instruments adds a fascination to model railway operation which needs to be experienced to be appreciated and is most impressive from the onlooker's point of view.



RT.268 BELL SIGNAL SET

Consists of two block instrument units and connecting wires to operate from lay-out power supply.

SIMPLE EXAMPLE OF OPERATION

Box "A" wishes to pass on an Express Passenger Train to Box "B" —
 "A" taps out 1 beat to "B" ("call attention"),
 "B" acknowledges by repeating the signal back to "A",
 "A" taps out 4 beats ("will you accept Passenger Express Train?").
 If "B" is prepared to accept, he repeats the signal back, allowing the train to proceed.
 "A" then taps out 2 beats ("train entering section").
 "B" acknowledges by repeating back signal. When the train has passed his section, he taps out 2 beats followed after a brief pause by 1 beat ("train out of section").
 If "B" is unable to accept the train, he does not reply to the 4-beat signal from "A". After a while, "A" repeats the series of signals from the beginning — 1 beat, "call attention" — until "B" is ready to accept the train.

COMMON BELL CODES

Message	Beats on bell		
	5 pause	5 pause	5
Opening Signal Box	1		5
Call Attention	4		
Express Passenger Train	3	1	
Local	3	1	1
Express Freight	2	1	1
Empty coaching stock	2	3	
Light Engine	4	1	
Mineral or Empty Wagon Train	2		
Train entering section	2	1	
Train out of section	6		
Obstruction danger	7	5	5
Closing Signal Box			

Extracted from Tri-ang Railways "10 YEAR BOOK" - price 3/6d

All Tri-ang Railways Train Sets and accessories are illustrated in full colour in the 1964 Catalogue, 1/-

Built in Britain by **ROVEX SCALE MODELS LIMITED** WESTWOOD, MARGATE, KENT.

There were reports in the May 1964 model press that the pre production models had been seen. They were also seen displayed at the 10th Model Road and Rail Transport Hobby Show at the Central Hall in London in August of that year.

The set was a welcome addition by adults; one must ask how popular they were with children, most of whom had little or no idea of just what they were or how they were to be operated.

Given a choice between a set of block instruments or a B12 locomotive for the same price, most children would have gone for the locomotive and judging by subsequent sales, they did. About 3,850 sets were made between 1964 and 1967 which was the final year in which the set was listed.

The relatively low number of sets produced means that they are extremely difficult to find, especially in a reasonable and operable condition. If you are fortunate enough to manage to locate a complete Bell Signal Set for sale today, it will most certainly be seriously expensive. **Allan Trotter.**

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