



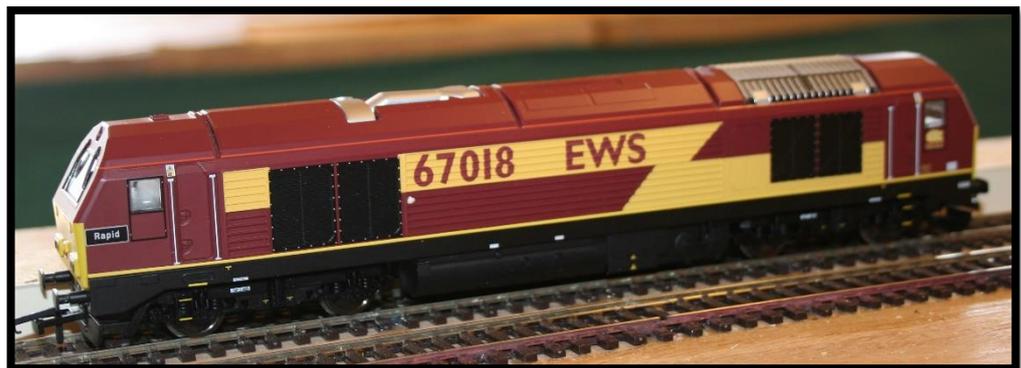
Brid Lines

Summer 2020 No 8

Spot the Difference- A Tale of two Class 67's



I know the numbers are different and one has a nameplate but apart from that!



As the new layout progressed, I began looking for appropriate stock. I have a wish list and I keep a look out on eBay and in the bargain basements of the traders I regularly deal with.

I spotted a Hornby Class 67 in EWS livery on eBay. It was described as used but it hadn't been used only test run. I examined the photographs carefully and yes it was in excellent condition. It was also DCC ready. It was advertised as a "Buy it Now" so I offered the full amount. It seemed to be worth it compared to the other Class 67's that were listed.

While I was waiting for it to arrive, I thought I'd better seek out and appropriate decoder. Hornby were doing a sound decoder for about £30. I watched the video on You tube of how to fit the decoder. Take the body shell off, swap the decoders, thread the wire through to the box under the chassis. Unscrew the box , mount the speaker, connect the wires , re-assemble the box. Then replace the body and off you go. It seemed reasonably straightforward and if I should get stuck, then I know people I can ask for help!

I looked for the Hornby decoder on line. It was out of stock everywhere I searched. There were some on eBay at greatly inflated prices (twice the r.r.p. in one case) so I decided to wait and fit the decoder later.

The Class 67 arrived a few days later. It was in excellent condition and ran very well on a single section of track I had wired for analogue. So, I decided to remove the body and see just what was involved in converting it to DCC. The body had to be unclipped. On the video I had watched there were screws- one in each corner, inside there wasn't a blanking plug just some wires attached to a small block. Had I been sold a pig in a poke? I continued to examine the bodyless locomotive and looked for the screws to remove the box to fit the speaker. Well there weren't any screws the box was solid. I consulted the manufactures instructions, yes it was DCC ready but it wasn't plug and play the decoder had to be hard wired. I have always avoided purchasing locomotives that require hard wiring as plastic and soldering irons and me are not a good mix and the usual result is a dark molten mess. On further examination there didn't seem to be anywhere to fit a speaker either. I also noticed that the storage cylinders under the chassis were solid and not individual cylinders as per the video I had watched.

I began to wonder whether I should contact the seller as it was not what I really wanted. Should I return it and pay the postage? Should I keep it and get someone to fit a decoder for me? After all no one but me would notice the toy like cylinders when the locomotive was running. I decided to hang on and not make a hasty decision.

I was puzzled as to why the locomotive on the video was so different to the locomotive I had bought. I did a bit of online research. The locomotive on the video was a fairly recent Hornby release, whereas the locomotive I had purchased was a much earlier release. In fact, I believe it to be an ex Lima model, the Lima moulds being acquired by Hornby when Lima went into liquidation for the second time. So that could explain the basic difference in detail.

As the loco didn't have a decoder, I couldn't run it on the layout and so it was a couple of weeks later before I took it out of the box again. I decided I couldn't tolerate the toy like appearance below the chassis. It was now too late to contact the seller to return it. In the mean time I began looking on eBay again just to see what was available and whether I could get my money back by listing it myself.

Right there on eBay was a class 67 in EWS livery, DCC fitted but bidding was up in about 25 minutes. I checked the photographs carefully. It was one of the later models with separately moulded cylinders. Time for a rather rash decision. I watched the bidding for a few minutes nothing happened it was steady and still very reasonably priced. I was prepared to bid a least another £40 for a new DCC fitted locomotive. As the time moved on the bidding didn't move. With 5 minutes to go there had been a little more interest and a slightly higher price had been offered. No more bids until 1 minute to go. I put my bid in the box at £12 more than the highest bidder. I also had my phone logged in to eBay as well just in case I needed to submit another bid quickly. 30 seconds to go, no more bids. 15 seconds to go no more bids. 12 seconds I submit my bid, 7 seconds I confirm my bid and press. Zero seconds I am the highest bidder and the Class 67 is mine.

Next day I listed my "old" Class 67 on eBay. My new Class 67 arrived two days later. It was literally brand new there was still cellophane wrapped around the locomotive. The appearance was much more realistic the detail was much finer and there seemed to be one or two slight differences in the dimensions. It ran superbly out of the box and I soon had it programmed to my own running number. The "old" Locomotive didn't sell straight away and it was relisted but within a day of it being relisted I had three offers each one increasing. I accepted the final offer as it was close enough

to the price, I paid for it and I saved the cost of having a decoder fitted, I am really pleased with the new locomotive and eventually I would like to fit a sound or at least get someone to do it for me!



On the older model the cylinders are solid with circles etched on to indicate that they are indeed cylinders.

The newer model has individually moulded cylinders and the detail is much finer.



There were some more subtle differences in dimension and shape but the finer detail on the newer model (right) make it a far more superior model.

The moral of the story is check that what you are buying is what you really want before buying it, but then again you can always sell it on eBay.

Digital Command Control (DCC) by George Bailey

DCC is the modern way of controlling model railways using only two wires for the control of numerous locomotives, signals, points and other electrically controlled equipment.

It is an amazing development and bring model railways into the 21st century.

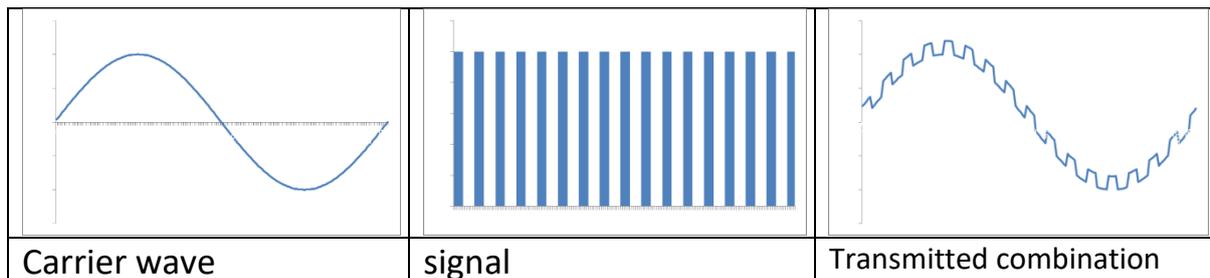
Some of you may be curious to understand how the system works from an electronic point of view rather than just the practical operation which the guide book tells you about.

This is my interpretation and I am attempting to keep it in simplified form to make it easier to understand.

Carrier waves and signals

Most of us listen to the radio and the system gets much of its inspiration for the development of radio signals.

The radio wave received by our radios has two components in the signal. These are the carrier wave and the signal. Radio two is transmitted with a 98-megahertz sine wave which is the carrier for the signal.



The basic sine wave is the modulated with a signal. For demonstration I have put a simple pulse as the modulation signal. The modulation of the carrier produces a combined signal . For demonstration I have added the signal to the sine wave carrier to give you a crude indication of the combined output.

You may recognise two common methods of modulation and these are Amplitude Modulation (am) and Frequency Modulation (FM). The above example is am. As you can see the height of the wave (amplitude of the wave) is modified by the signal. With frequency modulation the length of the wave is modulated. If we think of the wave as a spring the fm is the pulling or squeezing of the spring to compress it or stretch it.

With DCC the carrier wave is the 16-volt alternating current power supply. The electronics then modulates the ac wave to add a signal. So now we can put a signal into the track.

Coding

How does a locomotive interpret the signal which is mixed with the power feed?

If we are sitting in a room with our members in it and I said "David" stand up then we would have David Bannister and David Harrison standing up. To overcome this problem, I would have to say "David Harrison". This is a unique identifier i.e. we only have one David Harrison.

The DCC chip in the locomotive can separate the signal from the carrier wave. In the same way radio takes the music from the radio wave.

When the signal is sent out by the console it sends a group of digital pulses. The first group of pulses has the details of the locomotive that it wants to send instructions to. All the locomotives are listening but they will ignore the signal if it does not have their unique identifier.

The first group of pulses says something like pay attention loco number 35. All the other locos carry on regardless doing whatever they were told to do last. Having asked loco 35 to pay attention another set of instructions goes out to tell it to do something such as Stop, Slow down, speed up or Go in the other direction. The signal will then say I have finished with the current instruction and release the loco to carry on doing whatever it was instructed to do earlier.

The chips in the locomotive are able to regulate the speed, direction and other features such as noises based on the last set of instructions.

The system is a very good example of how technology has modernised the railway modelling universe.

More detailed information is available at https://dccwiki.com/Digital_packet. This web page is quite technical which is why I have tried to provide a simplistic overview of how the system works.

Pacifics at Bridlington and a Summer Saturday nearly 60 Years ago by Allen Ferguson

During the 1960's to the end of steam in 1968, I saw 4 Pacifics working through Bridlington. Two are fairly well known as I photographed A3 60038 Firdaussi of Neville Hill shed (photo now with Colourrail) and Mike Wynn captured A1 60121 Silurian .

Saturday 15th July 1961 Britannia 70003 John Bunyan 31B March

1N25 4.11 pm Cardiff General (8.10am) to Filey Holiday Camp *

Sunday 22nd June 1963 A3 60038 Firdaussi 55H Leeds Neville Hill

1Z03 Pte Excursion Leeds to Filey and return

Saturday 10th August 1963 Britannia 70051 Firth of Forth 5A Crewe North

1N73 ADDITIONAL Manchester Victoria to Scarborough **

Saturday 17th August 1963 A1 60121 Silurian 50A York

1G87 9.25am Filey Holiday Camp- Newcastle ***

*This train normally a York shed working - 3 occasions a V2, 1 Jubilee, K3, B1, B16 noted. 70003 is assumed to have taken over the Cardiff train at Gascoigne Wood

**seems to have been in addition to 1N75 Manchester Exchange-

Scarborough operated by 61353 Neville Hill shed

*** normally a York shed working—2 V2 ,3 class 24, 1 LMS 5MT noted

15th July 1961

This was a peak season Saturday and was unusual as no York B16s or V2s were noted but I did not start recording until 11.00am (school on Saturday mornings!) and these locos historically headed the early trains out of Filey Holiday Camp. In all, I had missed 11 long distance Saturday services. York and Hull Dairycoates sheds supplied much of the motive power for the Saturday trains but Sheffield Darnall and Leeds Neville Hill were also involved. 1961 was the last year for the original B16 class, and main line diesels had not infiltrated the steam workings to a great extent. The Hull and Sheffield allocated English Electric type 3 (class 37) had not arrived and diesels were represented by English electric Type 4 (class 40) plus a few Sheffield Brush type 2 (class 31)

York shed had great difficulty meeting all its commitments on a summer Saturday, working many trains to Scarborough as well as to Filey Holiday Camp

Following the closure of Selby shed in 1959, York had to cover its duties including the changing of locos at Gascoigne Wood for trains to and from the coast.

We always looked forward to see what engines York had borrowed at these peak times!

All times below are departure from Bridlington -not all trains worked the full Summer timetable and some operated for just 6 peak Saturdays

LMS 8F locos worked 3 trains: _

1H92 11.20 am to Filey HC (from Leeds) 48126 55B Stourton

1M70 11.33am to Manchester Victoria (from Filey HC) 48439 55D Royston

2.00 pm to Leeds 48126 as above- its train was brought to Bridlington by

4MT 80099 33B Tilbury. .just overhauled at Darlington and had been borrowed by York to take a train to Scarborough. It then travelled down the coast doing jobs to Bridlington and Hull.

English Electric (now class 40)

D351 (York) 11.02am Filey HC to York and Leeds

D276 (York) 1M82 12.38pm Scarborough (Lons Road) to Leicester Cen

D281 (York) ECS 6.55pm

Brush Type 2 (now class 31)

D5804 41A Sheffield Darnall 1N40 11.30am Chesterfield Mid to Scarborough Lons Rd.

LMS Jubilees

45586 21D Aston 'Mysore' 1N12 11.57am to Scarborough Lons Rd (from Manchester Victoria)

45700 26A Newton Heath 'Amethyst'—double headed with K1 62018 36C

Frodingham 2.02pm Manchester Picc to Scarborough Lons Road.

45695 55C Farnley Jct 'Minotaur' 3.23pm Scarborough Lons Road to Basford North

45646 55C Farnley Jct 'Napier' unidentified train

LNER K3

10 Hull Dairycoates 61818/47/69/71/75 61922 (Pilot) 61923/32/41/65

Two Hull K3s normally worked the heavy kings Cross- Filey Holiday Camp^

And return between the Camp and Bridlington. This was the only scheduled Train with a restaurant car.

61886 31B March arrived with 1H97 about 11.45am-unidentified train

61981 41F Mexborough 1N14 1.02pm Sheffield Victoria to Filey HC

61867 36A Doncaster 1M42 12.40pm Leicester Cen- Scarborough L Road

STANDARD CLASS 5MT

73162 55H Leeds Neville Hill 1N73 12.05pm Leeds to Filey HC

73169 55H Leeds Neville Hill 1N75 12.30pm Manchester Ex to Filey HC

LNER B1

50A York 61069/86

61049 on 2.37pm Additional to Blackburn

41A Sheffield Darnall 61044, 61139, 61334

56F Low Moor 61387 Bradford Ex – Bridlington and return

36A Doncaster 61279 – unusually with 61932 on Kings X to Filey HC ^

41F Mexborough 61093 1.52pm Liverpool Ex- Scarborough Lons Road

LNER V3

67635 50B Hull Dairycoates 1.39pm Hull to Scarborough Cen

Apart from the above and its return, Hull Scarborough trains were DMU, mostly made up to 8 cars

It had been a good day for a 15-year-old—I ‘copped’ 5 locos D351, D5804,45586, 80099 and 70003. It had started off with a GCE O level exam at school and finished with taking fish and chips home at 10.30pm!

Photos below copyright Allen Ferguson



9th Sept 1961 B16 61455
10.33am Filey-Leeds

4th August 1962 B16
61434 11.33am Filey Hol
Camp- Manchester
Victoria





25th August 1962 B16 61434
9.56 am Filey Hol Camp- York

25th August 1962 K3
61970 12.40pm
Leicester Cen-
Scarborough



4th August 1962 B1
61255 12.03pm
Scarborough-
Liverpool Exchange

Meetings

I had an email from the York N gauge group the other day. The owners of the community centre where meetings are held are considering opening up again, for meetings from 7th September onwards. I was canvassed as to whether I would be attending. I said it would definitely be no as I was still feeling quite vulnerable after my surgery earlier in the year. I haven't heard from Men in Sheds but I don't think it will be reopening any time soon. If I hear anything I'll let you know then we will have to decide how we proceed from there. I expect some of us have become quite used to staying in on a Tuesday evening.

I haven't broken the news to the N gauge group that I have started modelling in OO again. I shall probably become an outcast and end up wearing a bell to warn others that I am unclean!

Museum of Transport

Some of you may have seen the article in September's Railway Modeller about the layout called the Museum of Transport. The layout built by Robin Brogden over a period of 29 years was a regular exhibit at the Bridlington Model Railway shows when they were held at Leisure World. Robin attended nearly every show held there and was a frequent prize winner. (When he didn't win, he was runner up). In fact, he won so many times he was awarded the trophy outright. He graciously replaced it, but it disappeared after the Bridlington Club lost half its members to BARMATES.

Robin is passionate about his layout and has constantly added to it in terms of stock and the overall size. He loved coming to Bridlington and frequently popped over from his home in Bradford. He later moved to Heysham and I didn't see him so often. I occasionally bumped into him at shows when we were both exhibiting and I saw him a few times when he visited the Kendal M.R.C. when I was a part time member over there. He also organised a small exhibition on Carnforth station where I came across him again. I sure most of you will have seen the layout somewhere there cannot be many exhibition venues that he hasn't attended. He continues to expand and exhibit his layout and has



now attended 220+ shows. Robin was renowned for playing recordings of rousing brass band music during the exhibitions usually it was quite loud but he seemed to turn it down in recent years. However, you knew when the exhibition was about to close because a rousing rendition of Land of Hope and glory would penetrate every corner of the exhibition hall.

If ever we get round to organising a show in Bridlington again it would be nice to invite him back.

Lock down DVD's

Before my surgery earlier in the year I prepared myself for a long recuperation. I set up our old non digital TV with the VHS video player so that I could watch my collection of Laurel & Hardy videos. After my operation I found that I could not watch the videos for very long because the staples right

across my stomach didn't stretch when I laughed. It was quite irritatingly painful, so I gave up watching them and somehow never found the time after the staples were out to start watching them again.

A few weeks ago, I decided to catch up on a few railway DVD's, just one problem I couldn't find the DVD player. I rarely watch DVD's so I keep the DVD player in the loft. No luck, not a DVD player in sight. I found the old Sky box but Kay had a really good lock down clear out and whilst I could now actually get in the loft and move around, I couldn't find the DVD player. I had last used it at one of the social evenings at Men in Sheds and I came to the conclusion I must have left it there. So, no chance of watching DVD's until Lock down ends completely.

Last week we decided to donate our old computer to the RSPCA for office use. All the files we needed I had already transferred to the new computer and the files we didn't really need but might do one day were transferred onto an external disc drive. I then set about taking everything else off the hard drive and consigning it the recycling bin and then emptying the recycle bin. Job done. Then Kay said we had an old printer in the loft that could go with it to the RSPCA. As the old printer was lifted out of its resting place in the loft a discovery was made. There sitting tight underneath the printer, completely invisible to the outside world, was the DVD player.

What a relief! It was duly carried downstairs and connected to the non-digital TV via a scart lead, but no joy, no picture, no sound no nothing. I put the scart lead in the other scart socket still nothing. I went to my lead cupboard (never throw a lead away there will be use for it one day) I found a lead that had scart at one end and RGB at the other. I thought it was worth a try and it worked so, when I get a spare hour I might just sit and watch a DVD.

During lockdown I did tidy out a cupboard in the garage in which I had saved leads and cables and plugs from every discarded appliance we had ever had. It needed a special trip to the tip as soon as it opened to dispose of them!

Model Railway Supplies!

I have mentioned in previous issues about the difficulties of obtaining modelling materials. The larger traders seem to be out of stock or you have to pre-order stuff and wait. I have been really impressed by the service of two traders, in particular, that I have dealt with in recent weeks.- Durham Trains of Stanley and Model Scenery Supplies based in Cromer.

Durham trains had all the track I needed and some other bits. I received an email after my order to say because of the size they would send it by courier instead of Royal Mail. It arrived next day. Prices were just a fraction higher than Hattons but what service. I ordered some materials last Sunday evening from Model Scenery Supplies. I had an email at 9pm to say my order had been packed. It was delivered on Tuesday morning. Or it would have been had I been in I had to book a re-delivery through Royal Mail. Postage is free on orders over £30 from Model Scenery Supplies. You have to spend £170 at Hattons to get that offer.

Can anybody else report good service?