

TRACK RECORD #5

Editorial

Welcome to a packed Issue #5 with a Christmas flavour. Apologies for taking so long in publishing this issue. Not helped by damaging my wrist in a fall. Don't shake my hand! Please continue to supply me with your news and photos.

This edition contains a number of items which I hope you will find of interest.

There is a lot to cover since the last issue. Along with the usual features eg gauge reports, the contents including Meet a Member, the story of the life of, this time - George Tomlin our Honorary President who was one of the club's founders.

Then a brilliant article explaining each of the disc's code positioning used on Southern Locos with words and photos by John Dedman. A subject I've always wanted to understand by me a Midland/LMS man! A further report on the restoration of 34058 Sir Frederick Pile is also included by club member Andy Ford; all updates are loaded onto the restoration sites Facebook Page.

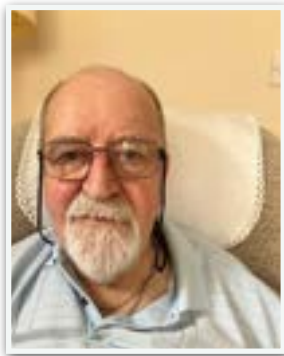
Articles with photos cover club members' visit to Michael Well's wonderful Abbey Spring Gardens back in the summer (did we have one?). Where we could operate his and our own 0 gauge locos on his garden layout which was built on his old tennis court. His own locos are based on American profile.

In addition I have provided some photos from the Bachmann Collectors Club members day held at Swanage Railway where I bumped into an old boss from over 35+ years ago. Plus much more. Following an update on our Board of Directors to get us into that Christmas feeling Joe Holmes has provided a Christmas Quiz with answers at the end of this newsletter - No cheating!

Happy Christmas Everyone!

Club News 🛎️ 🛎️

Directors



**GEORGE TOMLIN
HONORARY PRESIDENT**



**DAVID WICKS
CHAIRMAN**



**JOE HOLMES.
SECRETARY**



**DR FRANK PRICE
DIRECTOR**



**JULIAN TOMINEY
COMMUNICATIONS**



**CHALKIE WHITE
FINANCE**

Director News:

Dr Frank Price has joined the board as Director. Steve Mosedale has stood down as a Director but remains Exhibition Manager.

CHRISTMAS QUIZ



Just for fun, there is no prize as such, but have a go and test yourself on railway matters!

Start scratching around for the answers ! 😊

1 What is the colloquial name in the UK of a very early morning train ?

2 If you arrive by train at Waverley station, in which UK city would you be ?

3 Which of the following 'Big Four' railway companies adopted lined apple green for its locomotives ? GWR; SR; LMS; LNER;

4 Type 4 diesel-hydraulic C-C D1000 Western Enterprise was painted in a one-off colour scheme when first delivered? But what colour was it ?

Bright Blue / Desert Sand / Lined Gold / Green & Yellow;

5 In what year did the British Railways 'late crests' first appear on locomotives ? 1952 / 1954 / 1956 / 1958'

6 Which freight company's diesel locomotives were painted silver-grey with dark blue stripes when first introduced ?

Direct Rail Services/ARC/Foster Yeoman / National Power;

7 Name the device that collects electric current from overhead lines for electric trains

8 What was the Christian name of the infamous Dr Beeching, the first chairman of British Rail, 1961 to 1965 ?

9 Which is Britain's longest railway tunnel, apart from the Channel Tunnel ?

Severn / Mersey / Blackwall / Corby

10 All the locomotives belonging to Class 52 carried names, and without exception all the names started with the same word. What word was this ?

Eastern / Southern / Western / Northern

11 Class 45 locomotives were named after regiments of the British Army. Which one of these was NOT a Class 45 locomotive ?

Royal Highland Fusilier / Royal Fusilier / Northumberland Fusilier / Inniskilling Fusilier;

12 Name the "Life President" of the South Coast Model Railway Club ?

George Tomlin / Alan Middleton / Robert Ward / Chalkie White

13 What was the name of Winchester's second station ? (Now closed.).

14 Where was the first passenger railway station opened in the UK in 1830?

Liverpool Lime Street / New Milton / Manchester Liverpool Road / Darlington

15 In which year were the Rainhill Trials held ?

16 What does "TOPS" stand for ?

17 The Flèche d'Or was a luxury boat train of the Southern Railway and later British Railways. What was it called in the UK ?

18 The Fawley branch line, is also known as what ?

19 What was the brand name of the ferries run by British Rail ?

20 How many private train companies are there operating throughout the UK ?

19 / 28 / 36 / 40

Answers at the end of the newsletter.

Charity Status Latest ❄️ ❄️ 🔔

Dr Frank Price recently submitted our application for Charitable Status which has been acknowledged by the Charity Commission. We now expect a response within eight weeks from submission date (expected probably end of January/Early February).

Membership News

It is with great sadness that the club received the news of the passing of member Professor Emeritus John Sharpe. John featured in Issue 4 of Track Record's "Meet a Member" section, where his outstanding life and achievements were captured. If you haven't had a chance to read it I highly recommend you do so. Before John died he donated a number of his Gauge 1 Live Steam and other Locos to the club now known as the "John Sharpe Collection". He will be very badly missed and our commiserations and condolences are extended to Linda his wife and his family.



John (The Prof) in his workshop

The Club now has 73 Members.

Please welcome new members Jamie Dutton Forshaw (0 gauge), Graham Coulter (0 gauge) and Ian Farrance (gauge 1).

Sadly we say goodbye to Mark Turner and Michael Thompson through ill health; Mike Riddell; and finally Mitchell Granger work commitments and resulting relocation out of the area.

Congratulations to Mitchell Granger in achieving a First in his Electronic Engineering degree. He has since taken up a full time role at the AWRE Aldermaston where he had completed his work experience. Indeed he was so valued by the AWRE that they told him he had a job whether or not he passed his degree! No surprises there as he is a major talent. He will be sadly missed by his colleagues in the N Gauge team and the wider club. He will be most welcome to drop in any time he is back in the area. And we all wish him the best of luck as he begins his career.



Exhibition News - Steve Mosedale's update



2025'S EXHIBITION WILL TAKE PLACE 26TH AND 27TH JULY.

Next year we are holding our 13th annual exhibition. It has grown from being a fairly basic, winging it and see what happens, effort into a mainstream exhibition which is well thought of and successful. The boost to club funds is obvious, and of course welcome, allowing us to continue to develop our club. This has been a joint effort by club members and through your efforts we can continue to develop and enjoy our exhibition. Our exhibition has now developed to the point that it needs more involvement from our club Directors, with your continuing help, to steer it forward.

Therefore the organising of the show will now change with Directors and club members taking on specific tasks to avoid any mistakes or missed opportunities.

I will remain in charge of sourcing and inviting layouts and traders which, once I have completed, I will pass on to our Directors. We are in the process of listing specific responsibilities and tasks, and once completed our Directors will be approaching members and asking them to take on and run with a task. I'm sure you will be willing to help as required.

Right, this years show!

I have completed the invites to our usual traders along with a couple of new ones. It is always difficult to achieve variety with traders and too easy to have a show full of second hand railway models, I hope that the variety I've organised will be of interest to the public.

I have commenced inviting layouts now, I have details of around 20 layouts ranging from N to gauge 3 and all scales in between. This is time consuming as I have to phone each one, have a chat, ask them for their projected expenses, possible accommodation and so on. I'll have this sorted and completed by the end of December.

You may remember the kitchen area at this years show, which was a huge success thanks to the efforts of members organised by Julian. It is the

intention to improve our catering bottom line by focussing on what sold well last year, what didn't, and what we might add. That's it for now, I do hope you found this insight interesting, please feel free to chat with me about the exhibition if you need to know anything.

Steve Mosedale - Dec 24.

NB On behalf of the club the editor joins club members in thanking Steve for all the work he has put into our club exhibitions over the years. I know he suffers many sleepless nights worrying about setting it all up. So we all need to rally round and get stuck in and volunteer for tasks to help him deliver another hugely successful show. Without stress!!

DCC and Analogue Switching (Standing reminder)

Most of our layouts can and do operate as either digital or analogue via switching. Just a reminder to members to check which way switches face. As you know placing and running analogue locos on DCC powered track can seriously damage them if not completely ruin them. It is the responsibility of the operator to ensure layouts are correctly switched before running sessions.

New Club website

Thanks to Club Secretary Joe Holmes, our new club website is up and been running for a few months now. Check it out. I think its brilliant. Thanks for the hard work Joe.

U - SHUNT

Has been rewired to run in analogue mode. This was decided as the NCE DCC controller was far too complicated with all its buttons and features for children to operate. Thanks to Richard Adams for simplifying the operation.

Club Outfits

If anyone wants a Club branded Polo Shirt, Sweatshirt, Fleece or T-Shirt and optionally your name printed underneath, please use the feature within the membership section of the club website. As a guide a polo shirt would cost in the region of £25 and a fleece £45. Please note carriage charges also apply on top..

If you have any problems contact juliantominey@icloud.com.

Model Railway Exhibitions

Copy and Paste this link into your browser for the latest list of railway modelling and similar engineering type shows:- www.rmweb.co.uk/events

MEET A MEMBER

George Tomlin - Honorary President of SCMRC interview
27/08/24



Nickname? No

Where born? Harlesden, London

Any involvement in preservation? No

Where do you live? - New Milton

Nearest mainline railway station when you were a boy? Acton Main Line

Who is your favourite Loco Engineer? Roger Evans who drove GWR locos. When I was aged 14 I used to fill up sacks of coal for him. I would then jump on the footplate at Paddington and he would drop me off at Acton.

Favourite Loco? No particular favourite I like them all

Which is your favourite one of the big four railway companies?
GWR and their Castle Class locos.

Trainspotter? Yes

School? Priory Boys Acton: A club member went to the same school and was one year below me.

University? No, I have dyslexia and as such was badly educated.

Career? Where I lived a man obtained an apprenticeship for me at Stewart and Arden. I did a 5 year apprenticeship in Cars and Commercials. This was interrupted by National Service in the Army and as such was deferred until my Army service was completed.

I started the Army at Blandford in REME. Then I was selected to become a military policeman. Trained in Woking then went to Singapore by boat. It took three and a half weeks stopping at Gibraltar, Malta, Cyprus, Aden, through the Suez Canal and onto Colombo in what was then called Ceylon now Sri Lanka finally arriving in Singapore where I spent 18 months and loved every minute.

Handled police dogs then Land Rovers with the job of raiding brothels looking for servicemen. Caught a Lieutenant who said I could not charge him due to his rank, but I arrested him. We were strict on opium dens. The Lieutenant concerned got thrown out of the army!

I left after 2 yrs up went back to Stewart and Arden until I went to Kennings car hire as a mechanic carrying out MOT's. I was then promoted to Service Manager at their Streatham branch. A mate, Bob, asked me if I wanted to join Esso. I moved and doubled my money! I stayed on for 26 years. I had a bad accident hurting back via a fall which stopped me working, I am diabetic and together has done my legs in ever

since. I really miss the club but I can't get up the stairs anymore.

Anyone famous from your school? No. But I knew the Queen. When at Kennings I serviced the royal vehicles. Colonel Miller was in charge of the fleet. One day he said "be careful what you say now because that lady coming over here is the Queen". HRH was told that I was in charge of servicing the fleet and she asked after my welfare and whether I would like a cup of tea? And then ensured it was made for me. Over the years I met her quite a few times as I went to Buckingham Palace to pick up and return her vehicles.

Dad got a BEM.

Model Railway as a youngster? No but when I lived in Raynes Park near Wimbledon in London I had an OO gauge layout in loft. It was mostly Hornby. When I moved down here I joined a club in Christchurch then Brockenhurst where the N gauge layout manager was a pig! (Fortunately things have changed since then). I then became a founder member of Rails alongside Steve Matanle, John Dedman, Neil Moody and Robert Ward. The club has been on the site for 17 years since then. I worked on the O gauge platforms and 80% of the buildings.

How did you find the premises? Neil found the premises and took me up there. Steve Matanle knew the farm shop owner and secured the place.

What scales have you worked with? OO, O, OO9 in my shed. However O gauge is my favourite. I only have one loco now, a Class 40 Post Office with full sound. It cost me over £1000.

Married? Yes married to Pat

Children? None

Home or garden layout? None

Name three people you would most like to have dinner with?
John Dedman, Steve Mosedale and Geoff Taylor.

And a famous person? The Queen.

Reports from Gauge Reps

Gauge 1/Live Steam

Over the Autumn work has continued on cleaning/repainting some of the items donated by John Sharpe. Four of his live steam locomotives were taken by Frank and Andy to a professional model maker in Welwyn to be refurbished and restored to a steamable condition (at no cost to the club). On the layout, Chris has continue to rewire the pointwork on the through station and fit new point motors - this is ongoing. Work is also in train to fit canopies to the main terminal station. Some general tidying up has commenced but more needs to be done. A recent highlight has been Andy running his freelance crocodile round the layout, including down the diveunder, with 16 coaches in tow.

Frank Price

November 2024

Gauge 0

Things have been moving swiftly at St Stephen's Junction since our last newsletter.

John and Charles have completed the new 'switch panels' with the outer tracks being duplicated for ease of use. Charles has also been very busy building and fitting lights to all the platforms at St Stephen's, as well as at Vicars Town etc.

Robert has been redoing the scenery by the bridge branch and this includes a lovely scratch built farm cottage plus various scenic items.

We still have a slight track problem at the Vicars Town branch, where the rails need lifting and relaying due to repeated derailments on both tracks just after the inner/outer points. Our Signal & Telegraph expert (Alan Middleton) has completed the main lines signalling and has now moved his skills to the crossover & branch area.

David Wicks has been tweaking the Stephen's Lane Layout and the shareholders of the Test Track have sold this on and made a decent profit for the club in doing so.

Small Rant! Members are still not replacing batteries in the NCE handsets when required, leaving them dead in the holders for someone else to do.

Richard has revamped U- Shunt making it user friendly DC and lowering the layout for easier use for all. He has also built a bespoke control panel for it, ready for our exhibition.

Myself, John & Charles also try and remedy point and power problems as they occur. Recent events have included wires being inadvertently pulled off the underside for points and track. We would remind all members to take great care when crawling about under the layout.

The aluminium hand built DC hand controllers do get very, very hot after prolonged use... and I'm looking at an alternative for these. We only require two units and I'm researching for these as I write this.

Chalkie White

Nov 2024

00 Gauge

Ferndene South - New Exhibition Layout

There have been some significant changes in approach since the last Newsletter. Firstly - and after consultation with 00 gauge interest members - Ferndene South will now be wired for DCC only operation. The end-to-end track layout requires many sections to work effectively as analogue and the need to provide for both control systems was becoming far too complex. Many members now have DCC stock and those who remain analogue will still have two layouts available.

Secondly the layout is being reconfigured to be viewed from the station and engine yard side. This will be more interesting for general viewing and easier for operators.

Thirdly the number of baseboard joints has been reduced by permanently joining several boards.

All trackwork on the main scenic boards is in place, the upper level tracks realigned and improved joints across the remaining boards have been installed. Next steps are to re-lay the approaches to the

fiddle yard as the tracks will now run to the right coming off the main scenic boards.

Bournemouth East - the main OO gauge layout

Available for running, but maintenance is still needed to repair several points and the power feed to the main goods yard and engine terminal. Notes of repairs required have been left on the relevant parts of the layout, members are asked to please add details of any new faults as they are found. Members are also requested to clean the track on the main circuits and station loops, ideally each week before running commences - a PECO track rubber, attached to a handle, is available for use.

There are ongoing incidents of damage to the signals. Signals are inevitably vulnerable to knocks so members are asked to kindly take care when cleaning track, placing stock on or off the layout etc.

Installation of at least one cross-over between the up and down main lines is planned.

Control currently remains DC (analogue) only for the inner running line and sidings. The outer line remains either DCC or DC. This will need to be reviewed before any cross-over is installed.

Canalside

Available for running. DCC has now been re-instated on both up and down lines, with new controllers recently provided for analogue power. The only essential work currently needed is to improve train running over the board joints in the station - this has now become a significant problem and the layout will be need to be taken out of use for the relevant baseboards to be re-aligned. We hope to carry out this work in the New Year.

As before replacement home and starting signals to both up and down lines in the station are still needed. Any donations of the old Hornby Dublo electric junction stop signals will still be very welcome.

Important Reminder

Before placing any locomotive on either line on Canalside, or on the outer line on Bournemouth East - please check that control is set to either DC or DCC as required, and please check that no DC locos or multiple units have been left on the track before engaging DCC.

David McClory - NOV 2024

N Gauge

As the Bashley Road has come closer to its finish (are layouts ever finished? Everyone asks), activity has slowed somewhat. Attention is being paid to the two branchlines and the main station area, leaving the Motive Power Depot, tracks for the two traversers, the town scene atop the second Helix as the last major outstanding infrastructure items to be started. We have all the buildings required including a turntable which will be powered.

One of Mitchell Granger's last actions before moving on was to install overhead and ground signal lighting in our small industrial area at the front of the layout. An amazing piece of work as the ground signals are particularly tiny. Signal control is applied when points are switched via a mini control panel he built for this particular area.

On the lighting front Richard Denley has installed working lights in the buildings situated on the high industrial site. Temporary connections are in place and will be soldered permanently once we fit the Helix (completed) and then affix town buildings.

Branchlines

We have two branchlines to complete. Both are planned to run stock in auto shuttle mode. We will need funding to purchase the electronic equipment needed not that expensive as you would think (our first request for funds for a few years). Richard Denley has scratch built a fantastic bridge to connect the main layout end to the shunting layout which was donated to the club a few years ago now. Wall brackets are being fitted on which to base this layout which will also utilise a leg stand we already possess (another donation). The shunting end needs to modifications (not inc the auto shuttle work). The magnetic uncoupler fittings need their wiring reversed and before the layout has been turned round a modification is required to connect the track to the main board. Some scenic reworking will also be needed to enable this.

A running day was being planned but due illness to Richard and Julian this idea was knocked into touch for the time being.

With Mark Turner and Mitchell Granger leaving we are in need of help. However, I think I may have a possible new N gauge member interested. Fingers crossed.

Julian Tominey

Dec 2024

009 Gauge

The layout was displayed by Robert Ward at the New Forest Model Railway Society Open Day on Sunday 24th November. Robert is also a member of the NFMRC.

Sir Frederick Pile Restoration news

Rather than repeat what can be found in social media, please find below links to Southern Locomotives Limited (SLL) latest news. Thanks to Andy Ford. Paste these into your browser:-

SLL Facebook page: <https://www.facebook.com/profile.php?id=100070026408675>

SLL YouTube channel: <https://www.youtube.com/channel/UC4uDif2oC42yDNg9jZPB0dA>

As such our club newsletter will no longer provide separate updates as they are no longer necessary. Sir Frederick Pile IS Battle of Britain Bulleid loco 34058

Southern Railway Disc Coding

Another great article by a regular contributor John Dedman. Following his article "Making my models more realistic" in Issue 4, I asked him if he could write an article which explains all the different positions of the white disks placed on the front of Southern Locos. And he has done so! Thanks John. All photos are copyright John Dedman.

Southern Locomotive Headcode Discs

The Southern Railway used white discs on the front of their locos which showed the route of the train. This system carried on into the Southern Region of British Railways after nationalisation in 1948 until 1967. All the other regions used lamps on the front of their locos which showed the type of train.

Sometimes the white disc would have numbers on it, this was the loco duty/diagram number, the disks are usually replaced with lamps at night.

Loco Duty Example

Bournemouth Duty 381 in 1955 would be one of Bournemouth Central Shed's Merchant Navy class which at the time were 35008 Orient Line, 35011 General Steam Navigation or 35012 United States Line.

04:08 Bournemouth shed light to Wimborne

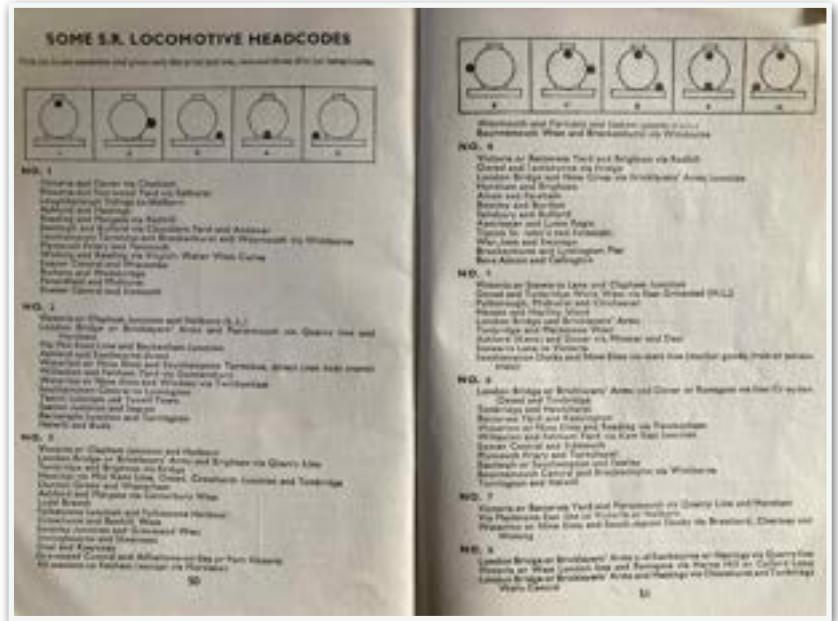
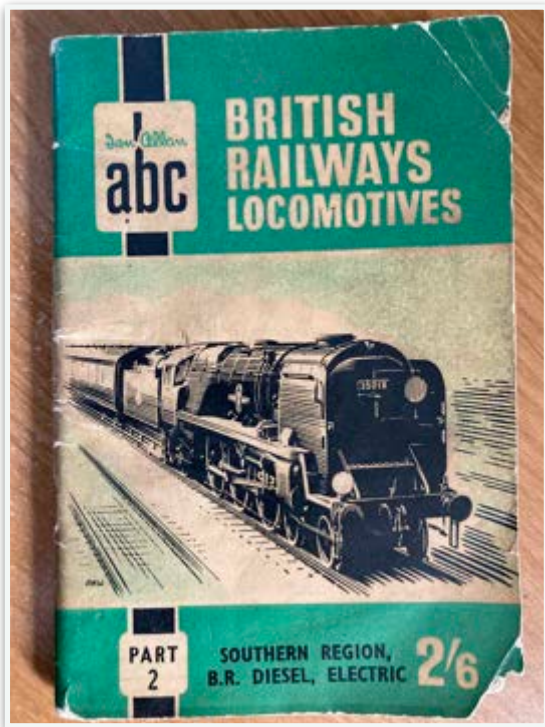
04:58 Wimborne to Weymouth goods then Weymouth shed

07:34 Weymouth to Waterloo 'Royal Wessex' then to Nine Elms shed

13:30 Waterloo to Weymouth then Weymouth shed

19:48 Weymouth to Bournemouth then to shed

The Southern headcodes can be found in some of the Ian Allan ABC's from the 1950s and 1960s, they show 30 different examples. Each combination would indicate 5 or 6 routes that did not conflict with each other. This is one of the ABCs and the first page of headcodes.



Here are some of the headcodes using the Ian Allan reference numbers, I have only added one route for each example.



Brockenhurst to Bournemouth Central via Wimborne



Waterloo to Southampton Western Docks



Salisbury to Bournemouth West via Wimborne



Waterloo to Bournemouth West via Sway



Exeter Central to Padstow



Salisbury to Portsmouth via Eastleigh



Lastly Waterloo to Portsmouth via Woking



Observations on a Railway Walk

Inspired by the YouTube Channel "Rediscovering Lost Railways" and having a new dog, a puppy called Kobbie, we have recently been walking part of the old railway line section between Brockenhurst and Holmsley. I wanted to see what, if anything, was left of the line after nearly 60 years of closure. In short not much.

I joined the line at Longslade Bottom car park. A short walk takes you to a demolished brick railway bridge now spanned by a wooden walking/cycling bridge. My first thought was why demolish a perfectly good railway bridge (leaving the abutments) with a poor substitute. One that probably won't last anywhere near as long? Sheer vandalism! See photo below.



Anyway, climbing up the path to the top of the embankment I turned left and crossed that replacement bridge and headed in the Holmsley direction. One can still see evidence of ballast underfoot amid the gravel. In this section the line in both directions is carried on a high embankment - a great piece of Victorian engineering. Giving great views in spite of the tree line. It must have been fine to take in the Forest from your coach window. The first evidence of the old line is a piece of rail sticking out of the ground which is difficult to see against the background. See photo below

Kobbie taking in the view and of the Ponies from the Embankment.



The line then widens considerably within a very deep cutting, I am assuming a passing point here maybe? Two concrete stumps can be seen amongst the forest detritus just before the first intact bridge which carries the road above. Photo of one concrete base below (difficult to see):



There are two extant over-bridges in this area. I looked in vain for soot where the steam locos would enter. Inspecting more closely it appears that

the over bridge facings brickwork have been cleaned as has the bridges roof's whereas the facing sides and bridge tops are still covered in soot.

Above - In the cutting approaching the road bridge which has its designation stamped on the side.

I do not understand why the powers that were/be felt they should demolish perfectly good bridges and almost all traces of the railway. Considering the efforts that were made in building the embankments and cuttings alone, the navvies must be spinning in their graves. Men died building this railway. What a useful line it would have been if shortsighted idiots hadn't closed it to trains though. In the 90's a business case showed positive returns on investment in re-instating the line from Brockenhurst to Ringwood (at least) but to no avail. It would have reduced traffic in the Forest.

My next walks will be from the Holmsley Station area toward the direction to Ringwood.

Home Layout(s)

This time I cover a couple of my N gauge layouts. Strictly speaking one is in my garage alongside my (retired) exhibition layout (which you have all seen and as such not covered here) and the other in my tiny study.

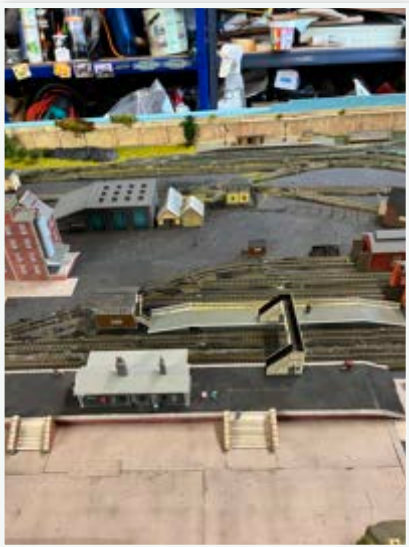
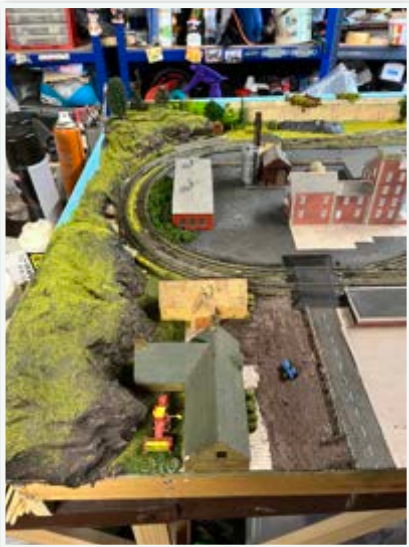
The first is an unfinished shunting layout that I acquired from my friend Tony Parker mid summertime. I call it "Stretford Sidings". It's dimensions are 9 inches wide by 60 inches long or for those of you who only speak French 23cm x 152cm ideal for my tiny study. I may extend it to be an L shape layout.

In the garage I have built a layout called "Charlton Road". This is a double track circular layout which can run either DC or DCC. I acquired the baseboard for £30 with all track pinned and switches already in place but not wired. The dimensions of Charlton Road are 32 inches wide and 56 inches long (92cm by 142cm). Unlike Sir Bobby this layout has no legs. It sits on the fully wired up (underside) baseboards that I started about 8 years ago but got sidetracked. I hope to build that one before I pop my clogs. Charlton is unfinished and for sale in its current state. The last picture shows the boards I built approx 8 years ago.

"STRETFORD SIDINGS"



"CHARLTON ROAD"





Club Outings or Visits

1. Abbey Spring Gardens

In the summer many members took up the kind invitation of owner Michael Wells to visit his garden railway. This is built on the old tennis court. Operations are run from a "signal box" structure. The extensive gardens were also available to attendees and quite a few took picnics. Also available was a swimming pool and an area for sun lovers. Some photos of the day follow:-









2. Bachmann Collectors Club Day at Swanage Railway

Being a member of the Bachmann Collectors Club I was one of many members invited to the annual members day. This year we met at the Swanage Railway. We had a coach to ourselves and had unlimited travel on the line. Our Loco for the day was LSWR Adams T3 no 563. We also visited the Mining Museum and Corfe Castle Signal Box. On the day EFE first announced and displayed its OO gauge T3 ahead of production.

Some photos of the day starting with two views of the mine.





Skills Session 1 Loco Servicing

The club's first skills session "Loco Servicing" took place in the club house recently. Led by Chalkie it was a really valuable session for attendees. They were taught how Locomotives work, how to clean and properly oil the Locomotives. A piece of test track enabled attendees to test their Locomotives once serviced. Everyone who attended really enjoyed the session and big thanks to Chalkie for delivering a very entertaining, useful and interesting session. A number of these sessions will run in future - Soldering led by David McClory and Cardboard Carpentry led by Bill Salter. Meanwhile here are some photos



Answers to the Christmas Quiz:

1. The Milk Train
2. Edinburgh
3. LNER
4. Desert Sand
5. 1956
6. Foster Yeoman
7. Pantograph
8. Richard
9. Severn
10. Western
11. Royal Highland Fusilier is a Class 55 Loco
12. George Tomlin
13. Chesil
14. Manchester Liverpool Road
15. During October 1829
16. Total Operations Processing System
17. The Golden Arrow
18. The Waterside Line
19. Sealink
20. 28