

Die Cooke Brüder Unsere Reise von Göppingen nach Liverpool. The Cooke Brothers Our journey from Göppingen to Liverpool.



Von Krokodil to Castle
By David (464) & Allyn(551) Cooke
"The anglicising of our collections and
the fun we had in the process"



What starts any one on the path of model trains and collecting? The answer according to most writers is the simple first train set. However the final destination Station may be a long way from the commencing Station and in our case via Australia and finally crossing the English Channel

David: My earliest memories of railways were when my mother took us to watch The Royal Train passing through Epping station in 1954. I remember the green pilot engine followed by 2 blue diesels hauling the train. The Queen and Duke were waving from the observation car. I was later to learn that the engine was a NSWGR C38 the diesels were the Royal Blue 40 class. I first encountered Hornby O Gauge one year later while staying with family friends. The children were the proud owners of a Hornby Clockwork No 2 special (Yorkshire). We had wonderful fun running it from room to room. The following Christmas my Dad bought our first train set. (An HO Marklin clockwork passenger.) Unfortunately older boys over wound the spring with the inevitable (ching) result. This was a blessing in disguise. After the Christmas break my father took it back to "J Searle & Sons" Pitt St Sydney for repair. They advised him that repair was expensive and he would be best to covert to electric. They then showed him how to use the existing rolling stock and gave him a discounted 0-6-0 Marklin CM800 tank engine transformer and track in a train set box



So commenced our fascinating journey from Göppingen to Liverpool. This new set was hidden away until my 5th birthday, (which the Americans celebrate in style every year I really must send a letter of, thanks for all their trouble).

Our Father was very much involved in the model railway, hand building track and points to augment the train set as Finances were tight in those days.

My first Binns Rd product arrived along with the measles in the form of a No3 Meccano set (aged 7). My father helped me build our first model a tank engine.

My brother was now the proud owner of a red rail bus and trailer after our trip to Queensland; I acquired a guards van complete with working red tail light.



Dad was a great innovator and very artistic so all of our child hood layouts had scenery and backdrops becoming more elaborate with each iteration.

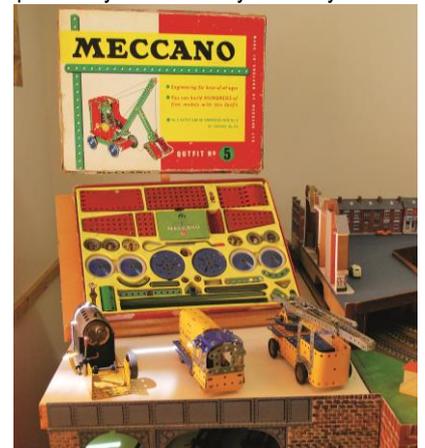
The first scenic layout 8'x4' was from the Faller Plan book. After the purchase of our first overhead electric locomotives in 1964, Dad developed a system of homemade catenary. I soon became a dab hand at soldering up the wires on the homemade jig he had designed. This innovation made its first appearance on our Mirandah Layout.



Our mother was a facilitator of all this hobby activity so long as she could make curtains to hang around the perimeter of the layouts to hide our mess. We used the excuse that "Really the layout was like a 3D painting and a work of art that would enhance rather than detract from the ambience of the living space." She was a little outnumbered but none the less allowed the layouts to be in the living room in 2 of our homes.

My Brother has described in some detail our ongoing development of various layouts, over the following years of our childhood. As we developed our Marklin collection we very nearly acquired Hornby Dublo. A local shop was selling 3 rail Dublo during the transition to 2 rail. My Dad was keen on the offer of a

Gresley and Castle going cheap but it was to be many years before I became the custodian of any Dublo. In 1960 the next item from Liverpool made its appearance in the form of a No 5 Meccano Set. This Set forms an integral part of my exhibition layout today.



In 1968 we moved to Qld starting my medical studies in 1969. While still a late teenager we made the acquaintance of early Qld HRCOA Member (53) Clive McTaggart, Proprietor of "Austral Model Craft." My brother and I became frequent visitors to his little back yard shop packed from floor to ceiling with lots of trains. We had no idea of his collection of Hornby O gauge and Dublo until we visited our first Brisbane Model train show. There we discovered Clive and his mates with the Hornby O gauge display. We continued on with Marklin and built our most elaborate layout in 1969-70. Shortly after this I met Verity my future wife at a Christian convention. Trains started to take second place to study and romantic letter writing as she was a school teacher in S.A. University holidays did provide some opportunity for model railways as most holiday seasonal work dried up after Christmas.

With my Marriage in 1972 and the appearance of the first Lima models of NSWGR, Marlin HO gave way to grand



plans of Southern Aurora Expresses on

the main south line and Brisbane Ltd Expresses seen at South Brisbane station. As relaxation from medical study, I scratch built in styrene the carriages we saw at South Brisbane. Goods vans and wagons followed, soon augmented by the Lima C38 and some early kits from Workshop5, MRC and Freidmont. The 44 was super detailed and a workshop 5 streamlining and tender kit soon followed. 3801 rolled out of shops painted and hand lined. These models still run on my 2 rail NSWGR layout.



However I digress from the main story. In 1978 we moved to England, but not before a short diversion into N gauge American. Once in England the British models started to exert their inevitable attraction. My N gauge collection was sold off to a friend with a small portable layout built in the UK. I was always very impressed by the metal bodies of my earlier Marklin locos so gravitated to the relatively new range of Wrenn 2 rail. These were effectively re runs of Hornby Dublo and so much better than the Triang-Hornby of that era. I had a very handy tax refund at the end of the financial year making available. Some much needed funds. Junior medical officers in the NHS were poorly paid at that time so spare money for hobbies was a sheer luxury .My Parents on a visit to the UK augmented this collection these models are still some the best in my heritage collection. On my return to Australia medical work took over for the next 2 years but finally we had a home of our own and model trains became a relaxation from the rigors of medical practice. 3 rail Dublo started to reassert its charm and was purchased from the UK. But Marklin still held sway. Toward the end of my time in Qld my friendship with Clive and the McTaggart family became closer. He actively encouraged my interest in 3 rails Dublo and sold me some of his choice models which I still have including "Barnstaple" and the Southern SD coaches. Shortly after our move to Launceston in 1991 I was introduced to members of the HRCAA in the North leading to active membership (464) of the association. At first I decided I would just be a 3 rail Dublo collector and so it stayed until a trip to Adelaide in 1997. During a visit to the village of Hahndorf I spotted a very nice LMS O gauge clockwork goods set.



This was followed but some serious negotiation with my spouse along the lines of "I just need something O gauge to run on Hornby days. It will just be a one off". Sound a familiar line? Well permission was granted and so the rot set in. Since then the collection has broadened to include a small but attractive range of post war O gauge. Now where to run it and how to combine Dublo with O gauge. So my concept of a Hornby exhibition display layout began. "The Products of Binns Rd". This started as a simple single oval of O gauge clockwork with a dual oval of Dublo on an elevated board. An invitation to attend an antique fair at Clarendon House saw the concept developed to include Meccano, Hornby O gauge and Dublo .To complete the display Dinky toys including the Dublo Dinky range were added to my collection. "What another collection?" says my fair spouse "Oh no just a few

items to make the display look good" So my ever loving and patient wife looks a little suspiciously at me!! The final design and layout plan is seen in the diagram and photo. We have a post office box and the post office was becoming curious about all the parcels arriving. They joke every time a new parcel arrives "More trains David?" While this transition was happening I decided to encourage my brother to look at the merits of Dublo and with a few well-chosen surplus items for Christmas and birthdays, this ensured he too became captive to the charms of the Binns Rd product as his story will tell. So the Journey that started in Göppingen finishes in Liverpool. The train hauled by the Marklin Krokodil ends in a journey to Penzance behind a Hornby Castle. my grateful thanks to my wife Verity my children who were co-opted to run various layouts at exhibitions, my Father and Mother who encouraged us both in a wide variety of hobbies and interests and my brother who is very much a co-conspirator in the gentle art of Model Train collecting building and layout construction.

