

This is: *'Just the Ticket'*



Issue No. 16 August 2014
The tin hats and trains edition!

Welcome to the August 2014 edition of **'Just the Ticket'** a freely produced e-publication which attempts to keep it's readership abreast of what is happening in the fascinating world of coarse scale O Gauge model trains. The information you read within its pages is supplied each month by the various players in this field who feel they have information to share, and naturally as editor I attempt to present that information in the best possible light, regardless of who has submitted what.

The month of July has been an exceptionally busy one in our family, with a son getting married and as soon as he and his wife departed on their honeymoon, Operation 'Kitchen-Fix' went into action during which we had just seven days to secretly get into their house and sort out their kitchen which had been ruined by a leaking water pipe earlier in the year. What a job, but just to see their dumb-struck faces on their return was reward enough.

As you receive this document on the 1st of the month, the significance of the month of August will surely not be lost on any of you as regards events which were unfolding in Europe exactly 100 years ago. In point of fact the key piece in the jigsaw, an assassination of an Austrian Archduke and his wife, (little known to the majority over here in Britain) actually occurred just over eight weeks ago on the 28th June, but in Britain, events were now rapidly coming to a head. In 1914, the 3rd of August was a glorious, lazy Bank Holiday but by the next day – just four days from now, if you had been alive at the time, your world was about to be stood on its head as you found your country was now squarely at war with another European superpower – Germany. How would you have felt then and how might you feel if it happened today? At 57yrs of age, the recruiting sergeant is unlikely to come tapping on my shoulder, but my son, would most like soon be gone, and it makes you think.



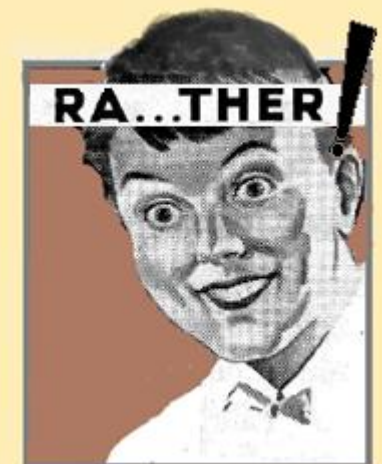
I do not want to steer this publication off at a tangent, but as you will read, the story of the First World War has long held a grip on me, as I know it does many others out there and consequently, I simply cannot let these events go by unnoticed and more on the subject follows on p67, however before passing on completely, here's a piece of little known and distinctly eerie WW1 trivia. What was the registration number of the car the Archduke Franz Ferdinand was driving in on that fateful day in June 1914 and what significance does it have for the war? Answer can be found on p71.

Meanwhile; in the world of coarse scale O Gauge there are some distinctly exciting things going on, after all these are the golden days, or so I keep saying, so let's jump into the first available coach, drop the door window and head off to find out what all the excitement is about....

David Upton



Here comes the latest article from ACE Trains; this will surely buck you up?





ACE 2014

Brilliantly Old Fashioned
August



We have now had the first deliveries of our E/20 Westinghouse Met Bo Bo



Short run. Price £365 Inc. VAT. Contact your dealer or ACE Trains.

ACE Trains PO Box 2985 London W11 2WP Tel: +44 (0) 20 7727 1592
E-mail: info@ace-trains.co.uk - Web Site www.ace-trainslondon.com

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Also arriving this month are the Met 35cm Pullmans Galatea and Mayflower
Correct American style bogies fitted

Price: £85 Inc. VAT



Also arriving this month are the Met 35cm Pullmans Galatea and Mayflower
Correct American style bogies fitted
Price: £85 Inc. VAT



The first of the 40cm C series coaches including the Stanier series, the Coronation sets, and the early Mark 1 BR are now in production and a full Coronation set will hopefully be running shortly

C/18 LMS maroon Stanier stock Set (A)



Corr. brake 1st. 5062 (with working rear light)



Corr. 3rd No. 1935



Corr. 1st No. 1083



Open 1st No. 7513

C/18 LMS maroon Stanier stock Set (B)



Open 3rd No. 8953



Corr. Compo. No. 3953



Corr. brake 3rd No. 5769

Single Coaches



Dining car No. 125



Kitchen car No. 30078 (note: this coach is 35cm long)

Illustrations are of production drawing

C/20 LMS blue `Coronation Scot` Set (A)



Corr. brake 1st No.5054 (*with working rear light*)



Open 3rd No. 8931



Corr 1st No. 1071



Open 3rd No 8950

There will also be a set
in Coronation maroon



Kitchen No. 30088 (*note this is 35cm long*)

Train formation is 5054, 1071, 7509, 3087, 8931, 9029, 3088, 8950, 5814.

C/20 LMS blue `Coronation Scot` Set (B)



Open 3rd No. 9029



Open 1st No. 7509



Corr Brake 3rd 5814



Kitchen No. 30087 (*note this is 35cm long*)

Single Coaches

Illustrations are of production drawing

C/13 BR MK1 Blood & Custard Set (A) consist



Corr. brake 3rd No. 34134 (*with working rear light*)



Corr. 3rd No. 24147



Corr. composite No. 15328



Restaurant No 1733

C/13 BR MK1 Blood & Custard Set (B) consist



Corr. Brake composite No. 21087



Corr. 1st No. 13065



Open 2nd No. 4917




Full brake No. 80533

Single Coaches

Illustrations are of production drawing


The E/27 Britannia Class is due for delivery shortly and the first examples will be available at the upcoming Sandown Show. The E/28 9F factory order has now been placed and production will commence after the Britannia's have cleared the factory later this year. The balance of the Pannier Great Western and BR versions will be delivered by October. Orders have been placed for the M7 and G5 0-4-4 Tank locomotives and the rest of that series will follow shortly after these deliveries are made. E/22 City Class deliveries later this year £525. A sample of the Prairie Tank will be available at Sandown.





ACE TRAINS

The Home of Standard Scale Gauge 0

Brilliantly Old Fashioned







Smokebox door opens on all E/27s with correct internal smoke-box detail

Type	Loco	Tender
A	70000 Britannia lined satin black	BR 1A pre 50 logo
B	70000 Britannia lined gloss green	BR 1A pre 50 logo
B1	70000 Britannia lined gloss green with white cab roof	BR 1A pre 50 logo
C	70000 Britannia lined gloss green	BR 1A post 50 logo
D	70004 William Shakespeare lined green (Festival of Britain)	BR 1A pre 50 logo
E	70004 William Shakespeare lined gloss green	BR 1A post 50 logo
G	70012 Oliver Cromwell lined gloss green	BR 1A pre 50 logo
H	70013 Oliver Cromwell lined gloss green	BR 1A pre 50 logo
J	7000x Custom named lined gloss green	BR 1D pre 50 logo
K	7000x Custom named lined gloss green	BR 1D post 50 logo
L	7000x Custom named lined gloss green	BR 1D pre 50 logo
M	7000x Custom named lined gloss green	BR 1D post 50 logo

Sealing valve casting on top of cylinder will be added in production by modifying cylinder casting.

We have some small run factory fitted names still available. Enquire as to availability. Castle Kit E/7-2K sold out.

E/27 7MT 2/3rail. Runs on most commercially available track. Robust, elegant and usable. Deliveries commence September 2014 - Price £695 inc VAT post £16. 1951 'Festival of Britain' version illustrated £745 inc VAT post £16. ACE Trains PO Box 2985 London W11 2WP Tel: 0207 727 1592 E-mail: info@ace-trains.co.uk www.ace-trainslondon.com © ACE Trains 2014

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HORTON SERIES

ACE TRAINS LONDON

NEW VANS AVAILABLE AUGUST 2014

This month, Rob Horton has forwarded images of the latest series of vans which he and ACE Trains, London are making available. Please note these are all CAD images - computer generated, but regular readers will know just how true to life they are and how the finished products are very unlikely to dissappoint.





Red or Grey roof available.























Red or Grey roof available.

Concerning this series of vans, Rob Horton writes:

"I'm expecting delivery of the parts any day now, and they should be with Colin Toten in the UK about 4 weeks after I receive them, so this should be about mid-August. Unless Colin decides to raise the UK retail price, they will remain at his current price for existing vans of £45.00GBP or \$69.00AUD directly from me. Britannia Models in Canada will also have them available."

Rob @ WESSEX TRANSFERS





*News from Benelux
& the Continent,
with Rob Giskes
& Blik en Speelgoed.*



"I thought it was required to visit the factories of Lehnhardt, - the producer of tinsplate gauge 0 model trams and MERKUR, - the producer of tinsplate gauge 0 model trains. I know it is quite a journey; from my hometown Deventer, it is about 650 km to Lehnhardt and from Lehnhardt to MERKUR about 400 km, one way! But I had some important issues to discuss, issues which could not be solved by a phone call....

CONTINUED.....

“As you know, Lehnhardt produces not just the model trams but also some tinsplate self-assembly buildings. In the last few months the shelves of their warehouse in Oberlungwirtz, Germany, (Lehnhardt is situated next to the Sachsenring an important car race circuit), became more and more empty. I felt it was time to ask what is going on and what we may expect as I was worried Lehnhardt might stop their production.

After a very warm welcome I was able to visit the production facility. And some people were still working there. Sure I needed to pick up some orders and the representative of the management assured me all the tools were still kept and models which are selling well will be produced. The production of their tinsplate buildings and some of their model trams has however stopped. Nevertheless; when a certain quantity of a model is ordered, Lehnhardt promise to produce it. When it is possible to cooperate with some dealers we are able to provide our customers with some very nice Lehnhardt products.

It isn't said, but I believe no new models will be made; a loss for the tinsplate community I think. However I am glad it is still possible to order.

Like most of the readers know, Bruce Palmer and I do also work with MERKUR on the J 94 project. Concerning this project and also some other business matters, I need to be honest to you all; like quality; logistic's were subject of a conservation, with MERKUR.

MERKUR is situated in Police nad Metuji, a small village in the north part of the Czech Republic, not far away from the Polish border, where MERKUR is an important employer in the region. Although the surroundings of Police nad Metuji are very beautiful (mountains, a national park, great views, lots of mountain bike tracks) it is still a region where a lot of people are unemployed. Most of the factories I have seen were closed. In the former socialistic republic, the production

of tinsplate train models ended and all the tools were destroyed; only the metal construction sets which MERKUR has produced since 1920, came out of the factory.

When Mr. Kriz Snr, the owner of MERKUR, bought the factory he took a high risk as he started with the production of the tinsplate gauge 0 models again! The machinery available might look 'old' but it is still perfectly suitable for the production and as everyone will understand, it is not always necessary to buy new! On the other hand a lot of people work in the factory and depend on the investment in new products and machinery within it. The responsibility for the workers and the (new) products is huge and in the Czech Republic, MERKUR is an important firm, known for its educational products and I have seen the great craftsmanship and the enthusiasm of the workers for their products.

Above all we must not forget the bad times in the Czech Republic after the Second World War. The centrally planned economy and the way factories were managed still have their effects on the daily work. It is hard to compare a factory like this with the factories, for example, in Holland. Investments and quality systems, human resource policy and empowerment are key words, so be sure MERKUR has a long way to go, but their enthusiasm, the faith in their products and the investments in new products (BR 01, BR 52, J 94 and more to come) makes me glad I am able to cooperate with MERKUR despite the cultural differences.

So, keep this all in mind when you see the pictures of the factory and also when it takes a bit longer to deliver a much wanted model or when something else goes wrong.

The tinsplate train models and construction sets are made in four factories and I visited two of them.

One just outside the village and the other one in Police ad Metuji itself, not far from the building in which the MERKUR museum is situated.



The MERKUR facility just outside the village



The MERKUR factory at Police nad Metuji



The MERKUR museum





Above: Jaromir Kriz Jr working on one of the newer machines.

I had the opportunity to talk to the engineer who is responsible for the development of the J 94. He showed me two prototypes, (one of them was presented by Bruce in the UK). I was able to tell the engineer about some special items needed - I hope he understood what I meant!

Fortunately he was able to show me the latest technical drawing and I must say, but I am not an expert, all looks OK to me.

Although Jaromir Kriz jr is the responsible manager, he would not send Bruce a new prototype in one of the foreseen liveries but I could persuade the engineer and the head of the production department to build one more prototype and send it to the UK so that we are able to give some feed back to MERKUR. When his staff agreed to this, Jaromir also agreed! Bruce and I hope the new prototype will be in the UK by the end of August.

I explained to MERKUR again, how important it is to listen to their customers. In the former Soviet guided economic times, factories just produced and people bought everything which was offered, no matter the quality or the quantity. We still need to convince the Czech producers that people in the Western part of Europe have very different demands!



I am sure we will hear more from MERKUR, for instance, there is some work on a new Czech diesel locomotive and there will be more scenery items.

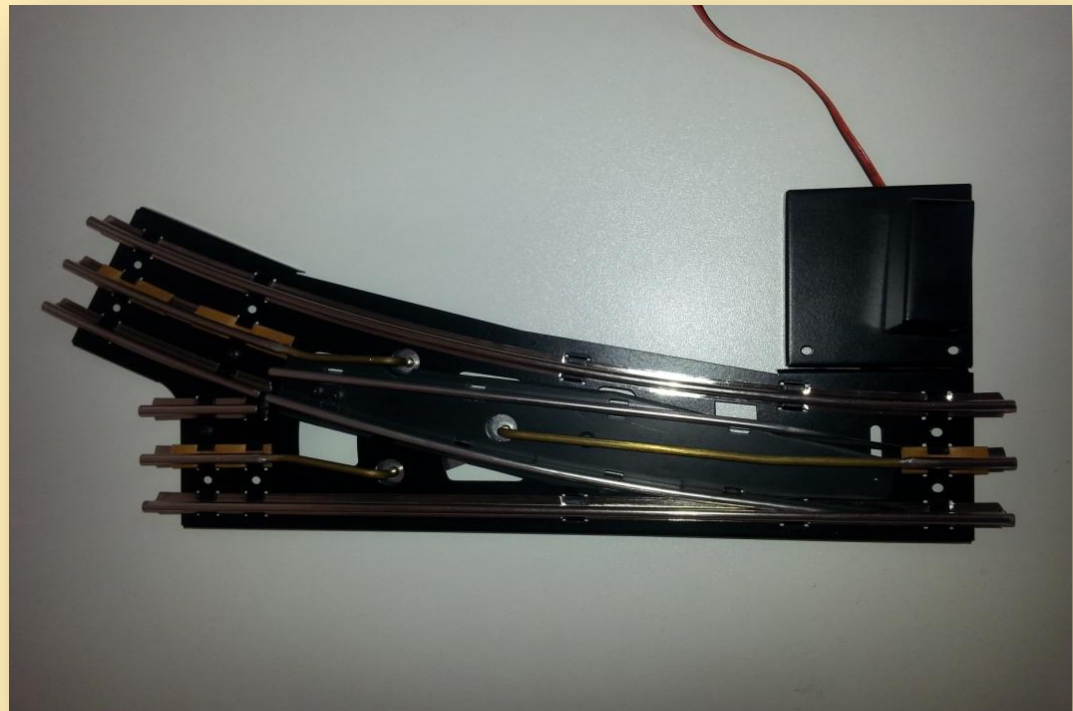
I hope you understand I cannot discuss these things at the moment, but what I can say is that MERKUR is working very hard on a remotely operated point/switch. Kits will be offered so you

are able to modify the MERKUR points to suit. Prices and date of production are not told yet but I may show you a picture.

Perhaps the readers say 'Is this all'? Well, I must say 'No,' but unfortunately I am not able to tell you much more at this time. When you meet Bruce and when you have any questions, please drink a nice cup of tea or drink a good glass of wine or beer together and have a little chat with him, but I hope my visit was worth the effort and we may receive a lot of models in time and in a very good quality.

Rob Giskes

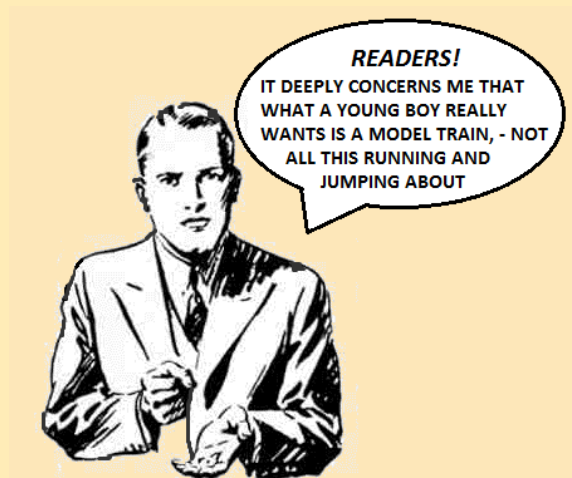
Blik en Speelgoed





'Just the Ticket' aims to promote and enthuse about the modern coarse scale O gauge model railway scene. If you have a story to tell, a layout to show or a product which lends itself to this wonderful miniature world, then please feel free to get in touch and you too could find your story or product freely told or promoted here!

Contact details on p71.



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What's New for August?

The Terrier-fest continues!

Terrier A1X - GWR No.5 'Portishead' arrives

...and is another little 'corker'!

The GWR only operated 2 Terriers and No.5 'Portishead' started life in LBSCR service as No.43 Gipsyhill. In 1925 she was sold to the Clevedon and Portishead Railway as No.2 'Portishead' and joined the GWR in 1940 renumbered as No.5 'Portishead'. Only 20 of this one have been produced (split between **WJVintage** and **RAYLO**) and they are again priced at just **£299.00** each plus £11.00 p&p.



STOP PRESS

Terrier A1 – KESR No.3 'Bodiam' – Imminent Arrival

I have just received notification that the next Terrier shipment is leaving Prague and will be with me by the end of July – so just in time for this edition of **Just the Ticket**. This A1Terrier has come out really well in the smart lined blue livery of the Kent and East Sussex Railway.

Again priced at just £**£299.00** each plus £11.00 p&p, this is another limited edition of just 20 locos commissioned by, and available exclusively from **WJVintage** and **RAYLO**. Get them while you can, once they are gone, they are gone!!



GWR Diesel Railcar update

The Passenger Railcar prototype has now been returned from Prague fully refurbished to more accurately reflect the production model. Clear glazing has been installed along with a full interior and interior lighting. Unfortunately this doesn't show up very well in photographs as it has to be seen running to get the full effect of the lighting. However 'we have the technology'.

I have now posted a short video clip on Youtube of the prototype running on David Embling's Hornby layout at the recent TCA event at Biggleswade. The Railcar is shown running on 2ft radius curves and you can find the video by pasting the following link into your internet browser:

<http://youtu.be/r8nU1NsoCD4>



Railcar Prices

The Passenger Railcar, which as noted above will feature seating and interior lighting, will be priced at **£450.00** plus p&p.

GWR Choc/Cream, BR Carmine/Cream, BR Green

The Parcels Railcar will be priced at **£430.00** plus p&p.

GWR Choc/Cream, BR Carmine

Railcar Delivery ...

... is due for late August/early September but realistically we expect to have the first batch available at Sandown on Saturday Sept 13th

Bassett-Lowke – New Old Stock

I am always on the lookout for unused 'new old stock' Bassett-Lowke items, mainly through my network of trade and old Corgi contacts. I am pleased to say I have unearthed another couple of very nice locomotives – in unused mint condition.

BL99013 BR (ex LMS) 4-6-2 Pacific Express No. 46208 'Princess Helena Victoria'. - £595.00 plus P&P (£15.00 for UK)

I know the history of this one from new as it was originally acquired by one of my former colleagues at Corgi who has stored it in the loft ever since. It has **never been run** and so is in absolutely mint and new condition. It comes complete with all accessories (lamps, name boards, duster and instructions).

The box has a little light edge wear from storage.

It features 2 or 3 rail running options with an isolator switch and also has a smoke generator. It is number 186 of a limited run of 200 pieces

I have put it on my rolling road and it runs beautifully in both 2 and 3 rail mode, forward and reverse – very smooth and quiet.





BL99012 BR (ex LMS) 4-6-0 Express Passenger Loco No. 46102 'Black Watch' complete with 3 Ace Blood and Custard BR Mk1 Coaches in a wooden presentation box - £650.00 plus P&P (£20.00 for UK)

This is another brand new mint set with **zero running hours**. It comes complete with all accessories including lamps, coach boards and instructions.

The loco features 2 or 3 rail running options with an isolator switch and also has a smoke generator.

If I am really picky, the wooden presentation box is not 100%. These were produced in China and the quality is not the best carpentry I have ever seen but that is how they were from new. The price reflects this and I really think this is a real bargain for the money.

The photos below are library shots rather than the actual items. If you would like to see photos of the actual set please email me at:

wjvintage@lumsdon.eclipse.co.uk



My stock is changing all the time so please keep an eye out on my website for latest availability:

www.wjvintage.co.uk

If you are a user of social media why not look up **WJVintage** on **facebook**

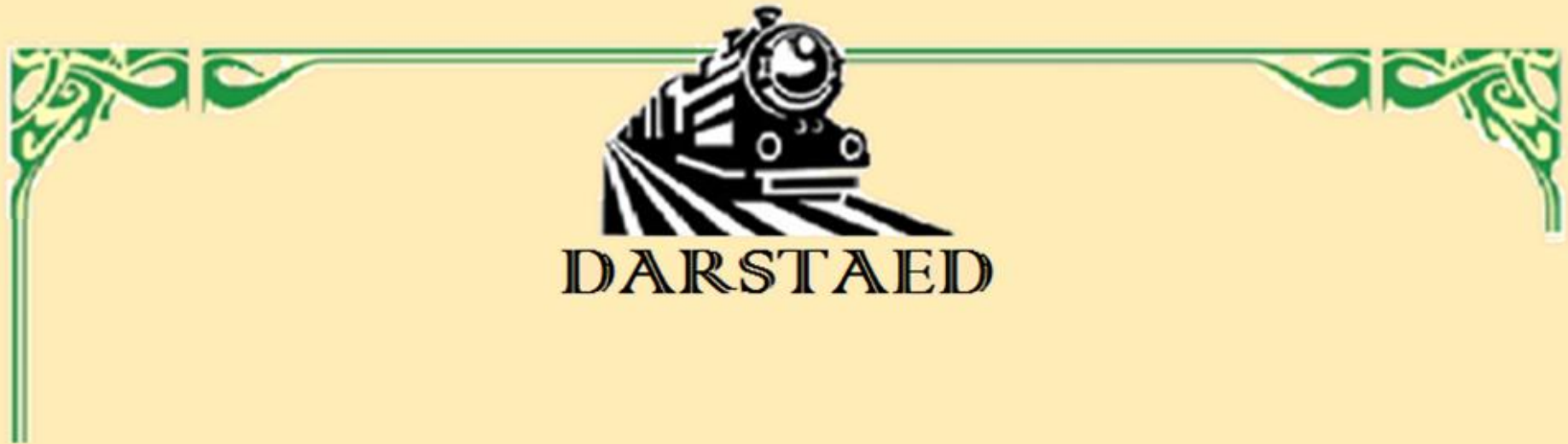


Remember news breaks first on our **facebook** page so if you want to be amongst the first to see what's new, join up and 'like' the **WJVintage** page.



Email: wjvintage@lumsdon.eclipse.co.uk





And now news from Andries Grabowsky and Darstaed....

Darstaed Newsletter No. 35

August 2014



Gentlemen,

“We can look back on the first six months of the year with some satisfaction as clearly our hard work is paying its dividend. Looking forward next month the “season” is upon us and kicks off with the National events at Rugby and Sandown where our distributors will have the ES (Engine Shed) available and hopefully the CCs. (Corridor Coaches)

As internally we have now for the first phase a full complement of workers that are in the various stages of training, externally we are also forging good relationships with the best subcontractors available to produce components according to our standards. This is not easy in a society that is money driven rather than motivated by delivering quality.

As the pictures below will show we believe nothing is better than personal attention.







The first product to be shipped imminently is as promised the ES. Shown below, the forming of the printed ES parts. You may note that before pressing the sheets are plastified for pressing, then the plastic film is removed, printing takes place and plastic film is applied again to protect the product while forming.



The ES will be packed in our carry case that has proven very popular.

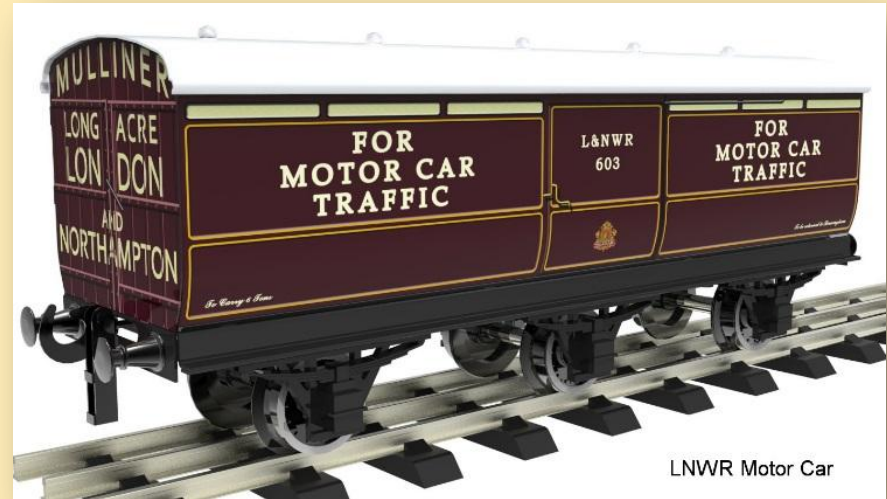


Wonderful times eh? Ed.

Re 6Ws, the printing will start next week for batch 2 of the 6W goods and another run of passenger stock.



SR Milk Van



LNWR Motor Car

To see the complete range of our 6w goods liveries please visit our website [HERE](#)



CR Horse Box

Windows will be cut out in Production



GWR Luggage Van

To acquiesce to the requests made by some American customers to allow the 6Ws to run on tighter radii than the 2 Ft radius they are designed for we have amended the tooling to enlarge the slot in the centre bogie allowing it a larger swing. All 6Ws will hence forward be fitted thus, these bogies can be ordered separately.

Re the CCs, they will be printed at the same time as the 6Ws and production immediately afterwards as soon as all components are in. Regarding the CCs as I announced in our NL last month we will only produce 50 sets per livery until any rerun in 2017 at the earliest. There has been a request for additional single coaches with different numbers, if you think this is a good idea please let your Darstaed distributor know.



To see the complete range of our proposed CC range please visit our website at:

http://www.darstaed.com/products_b004.html

Re mainline engines we are working on it, we beg our customers some more patience.

We have had many requests for our free running coach wheels. They will now be available from some of our distributors in sets of four. Both isolated by POM bushes for 2-R operation and non-isolated with brass bushes for 3-R operation. These wheel sets will also fit all coaches designed and made by us and sold under the Ace name pre-2011.

Most news, plus some more will first appear on our Facebook page where you also can leave a message. You do not need to be a facebookie yourself to visit our page. The URL is: <https://www.facebook.com/Darstaed>

Enjoy our hobby!"

Cheers,

Andries Grabowsky

Darstaed



The Darstaed Distributors:

AUSTRALIA: DAVE ALLEN 'The O Gauge Guy'

web: www.theogaugeguy.com

email: dave@theogaugeguy.com

Mobile: 0421778151



U.S.A. & CANADA: JOHN HOOVER of TRAINS-HOOVER

web: www.trainshoover.com

email: trainshoover@gmail.com



UK MIDLANDS: COLIN TOTEN of RAYLO

web: www.raylo.co.uk

email: colin@bhvccc.co.uk

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web: www.wynfordclassics.com

email: mike@wynfordclassics.nz

Tel: 01984 632466

UK – DAVE BARNICOAT of www.atoyguy.com

web: www.atoyguy.com

email: dave79barnicoat@gmail.com

Tel: 07932 252 282

"For 24 years I have been a dealer in collectable toys. I ran the UK's largest independent collectable toy store for many years and am now flying solo. www.atoyguy.com is my new on-line store catering for all O gauge needs."

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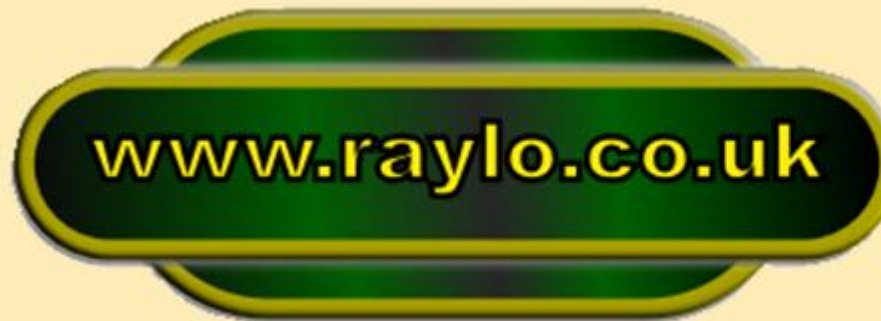
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email: info@blik-en-speelgoed.nl

Tel: **+31570650378**





Hello Readers,

“I have been busy checking a large delivery of 6 wheeled coach sets, Full Brakes, and Vans from Darstaed, also our monthly delivery of Terriers from ETS; the latest delivery was the GWR version “Portishead” and the final 2 liveries KESR and LSWR will be next month.

In September the first deliveries of our GWR Passenger Rail Car will begin, the pre-production sample was returned to ETS for the interior seating and lights to be added also the windows replaced with clear acetate, these will be followed by the other passenger liveries and the Parcels versions.

Following my Darstaed delivery I now have most of the 6 wheeled coach sets, Full Brakes and the first group of Vans in stock, the final order for the first issues and the latest group of vans has been placed and are listed on the web site at www.raylo.co.uk.

We have also refined the liveries and agreed prices with Seven Mill Models for the 2MT (Mickey Mouse) and the 03 Diesel and these are also listed on the web site.

Horton Series have been busy designing the next group of Advertising and Regional Vans and we hope deliveries will start in September, advance orders without obligation are always welcome and help in deciding the quantities for the first production run.

Best regards to all

Colin









www.raylo.co.uk





www.raylo.co.uk





*Where modern coarse scale
O gauge continues
the tradition.*



'JtT's' Mailbag



Here is something very different thanks to an email I got in mid July from Richard Tiley. He drew my attention to a film on YouTube which shows the making of what looks like a remarkable film which stars none other than The Lone Ranger?! Now I well recall The Lone Ranger in cartoons and comics as a youth, but would not necessarily consider going to see a big screen film concerning the masked man. That was until Richards link to the film arrived. Rather than me try to describe it further, just click [HERE](#) and see for yourself what it is that seems so promising about this film and here's a clue.



Another cracker Dave nice to see Ace appearing as well! Merv, from a very sunny S Wales coast....

Merv went on to add the following and send a couple of photos: *Just ripped up the garden railway so I can get an Ace Pannier to go with my Darstaed one.*



All the way from Kansas: *Hi David, I just love your newsletters, and I have been laughing out loud at the cartoon balloons! When I cannot sleep at night I get on your site and enjoy all. The front piece of Allen's Ace trains is stunning! Thanks for all your hard work; and I can tell you that professional sports do not interest me at all. Here in my country the sports craze is out of control! All the best to you from Kansas City.*
Norman

I got the following, but can't personally assist as I don't actually attend the BL Society meets - can any reader oblige?

David

The newsletters are great! Many thanks; very helpful.

I note that you go to the Bassett Lowke Soc. meets. Do you by any chance have a contact email for them - their website does not seem up to date. I am seeking someone who might repair my BL (recent 'Corgi era') 2-6-0 N class loco.

Sorry to trouble you.

Kind regards,

Hi, Dave.

Just thought I would write a short note to congratulate you on the NL. Really marvellous! My only gripe was that I thought that the content of Ace Trains supplement appeared to be slightly out of focus to me, making reading the various parts rather difficult. Perhaps I need to have my eyesight/glasses checked out, but was wondering if anyone else had made a similar comment. Having said that, keep up the good work, please!!

Best regards, Richard

David,

Thanks for JtT again. I am delighted that ACE are now participating. It's good to know all that is on the market and what a choice we have today. Sadly no one provides me with the finances to match the choice!

Enjoyed the adverts especially as I feature in one (p22 I think), where Allen delivers an engine to my boat, under the banner - ' we deliver anywhere.'

Best wishes

Dave

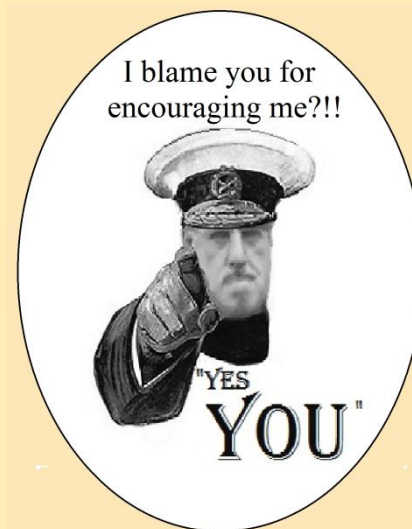
Dear David

Thank's a lot for this good news. The new JtT is again very informativ and has a very good style and layout. Well done!

I will distribute it with my friends.

Have a nice week

Michel



World War 1 Remembered

As previously stated, the subject of The Great War has been a source of fascination to me since I was quite a young boy. I knew my grandfather had not served in it on account of being too young and in the second world war he held a reserved occupation within the Midland Railway as was, so first hand information about the war was a bit sparse from within my family and once I found myself wanting to know more, it wasn't always that easy to get answers. In about 1968, when I will have been about eleven years old my history teacher tasked the class with doing some written work during our summer holidays on any history subject which interested us. I decided to try and find out all I could about the war and tell its story as best I could. In doing so I got so immersed in the subject that I submitted a couple of well filled binders, all one-finger typed on my father's typewriter. The astonished teacher almost certainly never read it all and I suspect just gave my work a gold star for effort, but that one event birthed something which has never left me and today I count myself as very fortunate to be able to have a display on the subject of the war, on loan to my local museum and am increasingly finding myself invited to give presentations on the subject now we are into the centenary year(s). Having said this, I make no attempt to set myself up as some sort of expert on the subject – a very dangerous thing to do in my opinion, but there are certain aspects of the war which are a constant source of wonderment to me, from its sheer scale to its utter horror.

August 2014, is obviously the critical year in these centenary years, for had events not unfolded as they did in August 1914, the world might not necessarily have embarked on the global conflict which it did. I don't propose to try and tell the story of the war each month, as this is not the place for attempting to do so, being a coarse scale O gauge train publication, but what I will try and do each month is somehow bring a railway related aspect of the war into the pages of 'Just the Ticket' and if any readers of 'JtT' have any stories from within your own families you would be prepared to share, you can be assured I would be most interested to hear from you. I perhaps should point out that the tin hat or (Brodie) Shrapnel Helmets referred to on the first page of the e-newsletter, were not actually designed and issued when the men and boys went to war in 1914 – their introduction would come in 1915.

Good byeee....



Once the decision had been taken to declare war on Germany, a carefully laid down plan of mobilisation went into action and the highly regarded Field Marshall Earl Horatio Herbert Kitchener was appointed Secretary of State for War. It was perhaps a good job because whereas many, both in and out of government, seriously thought war would be a fairly swift affair and most likely all be over by Christmas, Kitchener knew perfectly well that it would not and called for 100,000 volunteers straight away. Those men responded in their droves, for a variety of reasons, but by 1916, Kitchener would have called again for a further 200,000 men and yet still many more would be needed.

At the outbreak of war, over half the British Army was overseas, around the Empire, so it was vital that mobilisation took place rapidly and so the men of the regular British Army, the British Expeditionary Force (BEF) were mobilised with hours of the declaration of war and were en-training at various locations. Those in Britain were moved by rail to Southampton from where they were taken across the channel by boat, where after landing they were again moved inland by train and marched towards recently invaded Belgium, looking for the advancing German Army. Scouting Dragoon Guards would be the first to encounter them and the first shots were fired. Today a plaque in the village of Casteau, just north of Mons commemorates the event and just a short distance away another plaque commemorates the furthest point reached by advancing Canadian troops at the time of the cease-fire in 1918.

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Nurse: *You're making an excellent recovery Captain.*

Captain: *Yes, I feel much better now. I think I'll get my trains out and give them a run.*

Keeping in touch.



Copies of these e-newsletters are freely available from me at the following address: d.upton355@btinternet.com
My YouTube channel click [HERE](#) Yes it's true – I'm now on facebook



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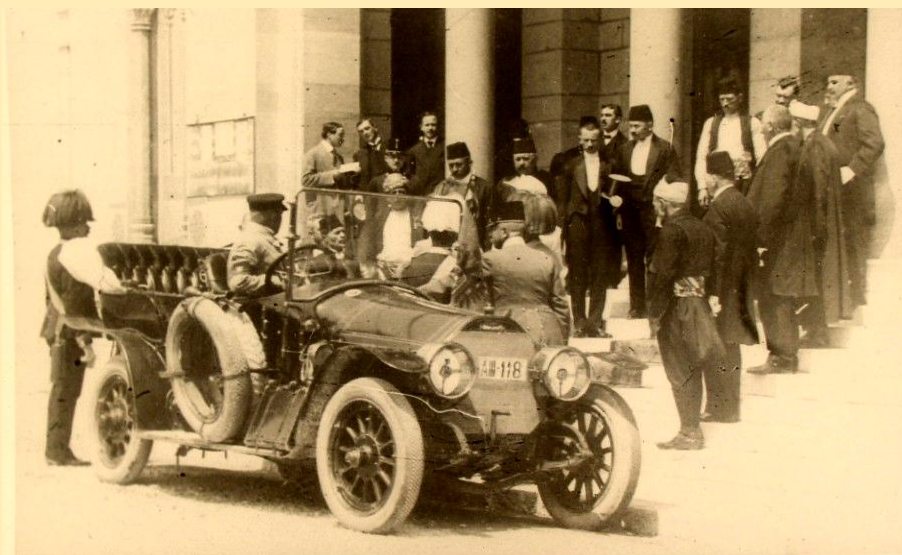




J&C Studios O Gauge Archive O Gauge / O Scale Forums and Individual Blogs for Model Railroading. For the site click [HERE](#) It's on this site that I have my own 'blog' in which I post on any developments relating to my garden layout and all that runs on it. To view click [HERE](#)

OK; so what is so eerily significant about the number plate of the car as used by Archduke Franz Ferdinand on the 28th June 1914?

There are not that many period photographs of the day, in which the number plate is seen; this is possibly the best of them.



In case you struggle to see the number plate it reads: AIII 118 and here is the somewhat damaged number plate on the preserved car in the Austrian Heeresgeschichtliches Museum in Vienna.

In fairly recent times it is claimed that a British visitor to the museum, whilst looking the car over, suddenly noticed something distinctly curious about the number plate. Was it even remotely possible that on the day of the assassination of the Archduke and his wife, the world was already being informed as to when the war that would flow from this event would end? (A) Armistice – 11/11/18. Strange, but true!

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And absolutely finally!

On p2, I informed our son had recently got married and so he has to a lovely young woman called Rosie. Well done David and Rosie from a proud mum, dad and sister.

