

'JUST the TICKET'

WITH BOY DIRECTORS AND OFFICIALS

STILL
ONLY



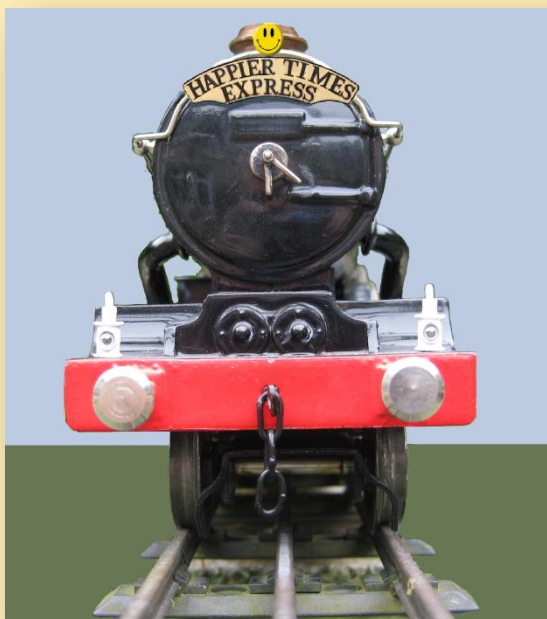
Having patiently looked into the window since December 1954 the boy finally got his wish and his dreams came true. Tinplate had truly come of age!

Issue No. 14. June 2014

Well hello readers and welcome to the June 2014 edition of **'Just the Ticket'!** Every reader of last month's edition will have noticed the tremendous sense of frustration which emanated from my editorial, a frustration which yet again nearly drove me to a point of capitulation and calling it a day on the production of these newsletters. Just two things have kept me going, under normal circumstances I thoroughly enjoy compiling them, but more importantly, so many of you clearly enjoy receiving them.

For those trying to keep abreast of developments within the world of coarse scale O gauge, this month there is one particular piece of news which should raise a cheer with many readers. This month you will see for yourselves, confirmation that Allen Levy and the team at ACE Trains are planning to make use of the pages of this publication. I know already, from the various emails I have been sent, just how much many of you appreciate this move, something I have many times doubted would ever happen, but clearly it can and will and I'm convinced this has to be good for the wider hobby.

Without further ado, let's climb onboard the 'HAPPIER TIMES EXPRESS' and head on down the line to see exactly what this month's contributors have got to bring to your attention. Exciting, isn't it! David Upton



If the frontispiece looked familiar to you, here's the inspiration, the iconic cover of the December 1954 Meccano Magazine.





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



The J 94 project

“People who have met Bruce Palmer in the last few months may have noticed that Bruce had a small black 0 gauge locomotive with him. Many of you know that the development of a new locomotive model costs time and when you need to communicate with people who hardly speak English, you can imagine it takes a lot of effort!

Bruce has asked a lot of people what their opinion is about the prototype of the J 94 while I sought opinions here in Holland. As I was doing so, I was surprised to discover I was talking with the two men who restored the Dutch J 94!!! (Pictured below)



This fine restoration is known in Holland simply as 8811.

Images courtesy of Frits Thies

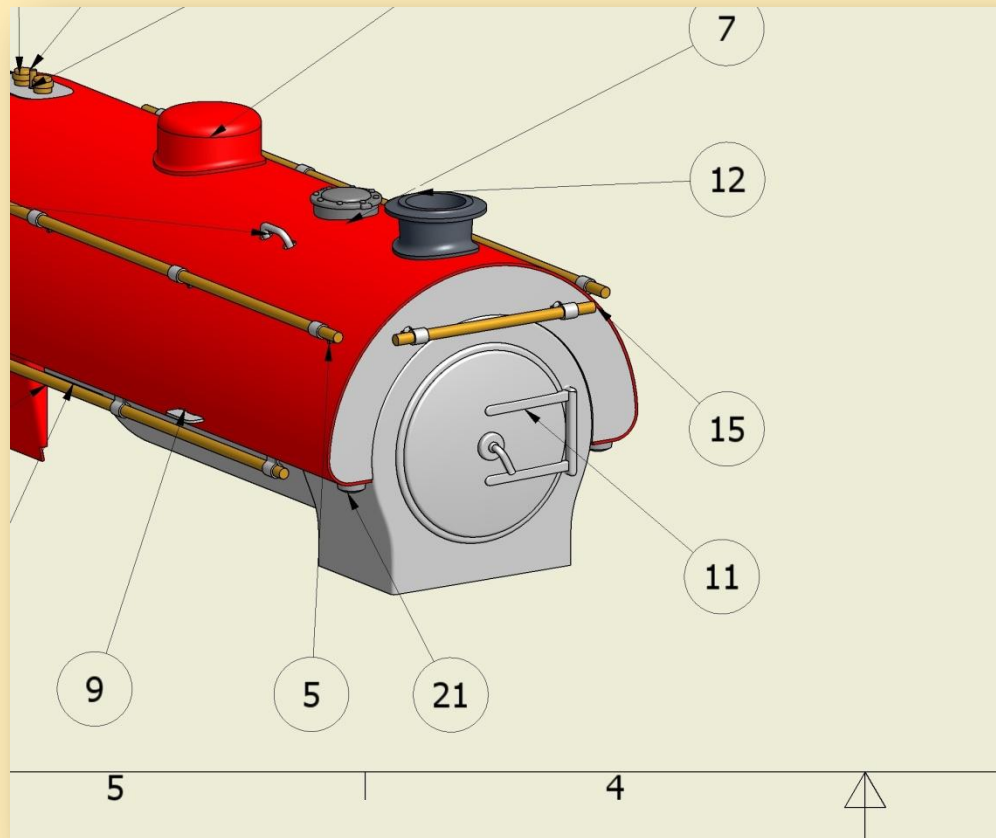


Eventually, Bruce was able to write a report in which he provided MERKUR with our feedback, with us splitting the work between us. Bruce worked with the technical details and I tried to explain to MERKUR what the meaning of the ‘feedback’ is and had to persuade them to alter the model in line with the results of that feedback.

In a very short period of time we received a drawing concerning the remarks on the steps and the railing.

Bilk en Speelgoed





It appears that the remarks about the smoke door handles did not register first time around however MERKUR did their homework and we have now seen the new drawings in which we see two smoke door handles and we feel MERKUR has done a good job. Sure, sometimes we complain about the lack of communication but MERKUR nevertheless works hard to improve their model; we are not ready yet but there is progress!

Bruce just commented on the new drawings. Some changes have to be made and now we are talking with MERKUR about the planning and all the other small but important issues.

As you know, Bruce Palmer and Blik en Speelgoed (Rob Giskes) cooperate in providing the UK market with MERKUR track, the 760 and 900 mm points (thanks to Bruce's effort), tinsplate house building kits and the train models. Bruce has contacted Chris Reeve who wants to sell the MERKUR track in Scotland and the north of England.

Some people may be interested in the new model of MERKUR 4-6-2 locomotive, the BR 01 as it is called. This is a German main line engine. If there is any interest in this locomotive please contact Bruce, telephone 0208 686 3179. He is able to provide you with more information, including the German test results of it.



Bilk en Speelgoed

We hope to tell you much more in the next issue of 'Just the Ticket'."

Rob Giskes *Bilk en Speelgoed* Visit Rob's website [HERE](#)

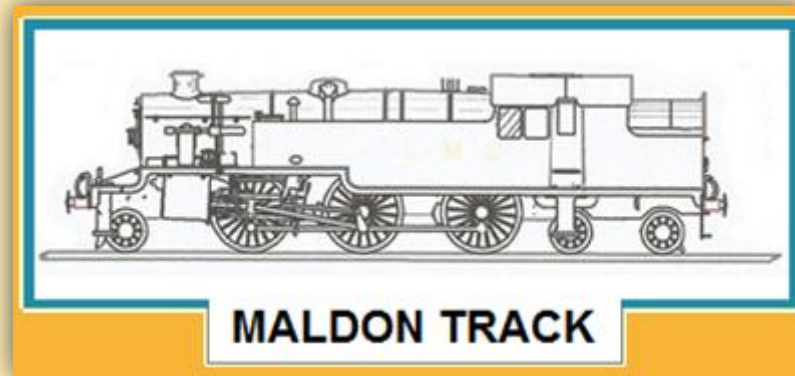


Whilst at the HRCA's 45th anniversary gathering, I got to look at and handle this extremely rugged model which when it comes to full production should go down well with many enthusiasts. Also, looking around on YouTube for some suitable film of a saddle tank like the J 94 I came across the following and forwarded it to Rob for his information. This locomotive works a preservation line not far from me and also showcases our part of the country rather well. This is a film, about PEAK RAIL and is viewable [HERE](#). It has been put together by Nick Short who has many other very watchable films to view.

Ed.

Peak Rail





Visit the Maldon Track Website [HERE](#)

Check-out the Maldon Track 'Track Project Voucher' offer [HERE](#)

Ron's Newsletter: 'Ron on Rails' No. 10

The Maldon Track 'O' gauge Display layout



"Hello readers! This article is to introduce the Maldon Track 'O' Gauge Display layout.

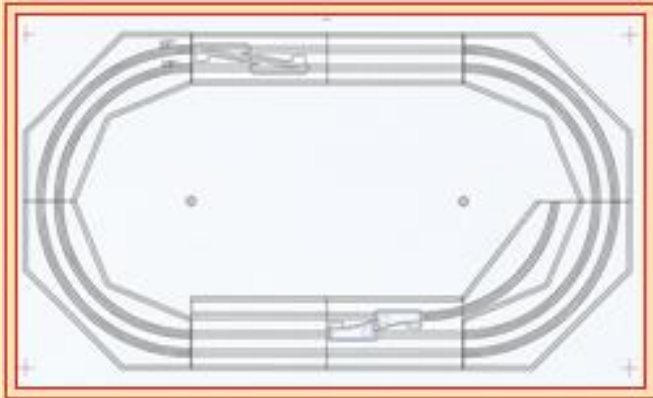
For those who are not aware 'O' gauge locos are about 21 inches (530 mm) long and 3 ½ inches (80 mm) high.

Display Requirements

At its minimum size, the display requires a platform 6 feet by 10 feet (6 trestle tables) and an accessible power point (within 30 meters). The layout platform needs to be set on level ground. The layout is suitable to run outdoors and capable of weathering a spring showers (electrical supply excluding). The power on the rail is 12 volts and presents no danger to the public.

Attraction

Model trains form a good distraction for most people, and make a good centre piece for the general public. Most people are more use to 'oo' gauge model trains and so the large scale 'O' gauge attracts a great deal of attention, as it's able to show more detail.

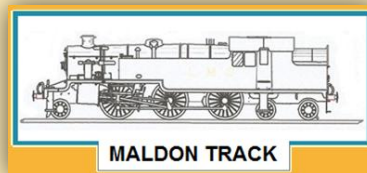


The layout is 6 feet wide (1.82 meters) by 10 feet long (3 meters) long. The size was chosen carefully to indicate the minimum size of an 'O' gauge layout and that it is also possible to have an 'O' Gauge layout at home. This practical layout will only take a few minutes to assemble.

The layout consists of two loops running parallel to each other and a siding with a platform.



There are two sets of turnouts, one to feed the siding, the other to change from one loop to the other.





There is also a girder bridge.

The layout is made up of 8 sections, other sections can be added to extend the lay out.

Best regards,

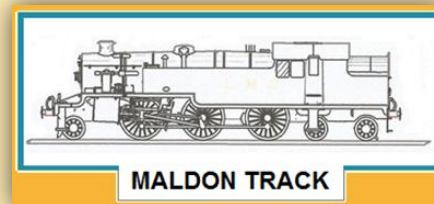
Ron Fraser

Maldon Track

01621 852642, 0789 1916758

Email: ron@maldontrack.com

Web: Maldontrack.com



Visit the Maldon Track Website [HERE](http://Maldontrack.com)



It's now time once again to dust down the old spot-light...



Spot-light on....



ACE Trains
Brilliantly Old Fashioned

Well ladies and gents. It was thought it could never happen, but here today is proof positive that all things are possible!

A personal message from Allen Levy of ACE Trains.

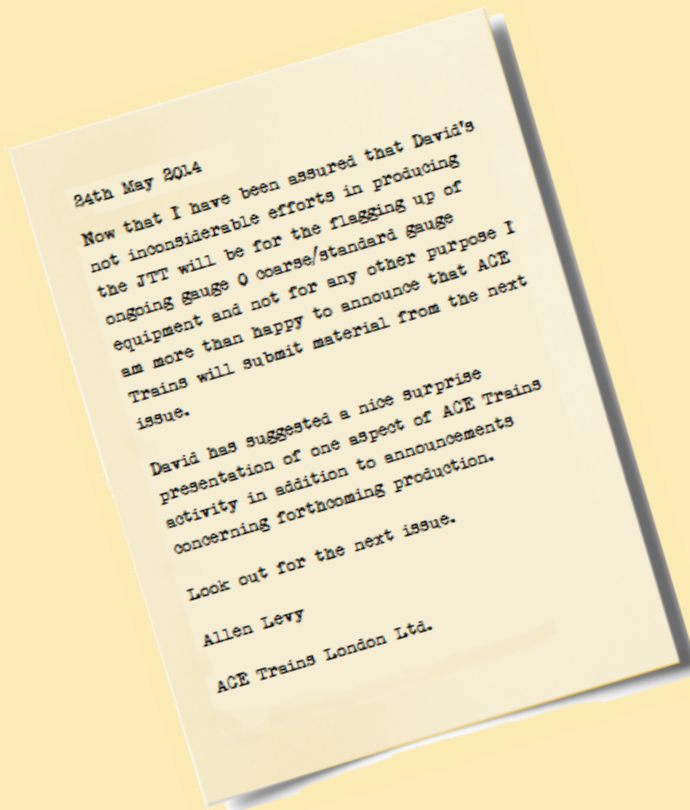
“Now that I have been assured that David's not inconsiderable efforts in producing the JTT will be for the flagging up of ongoing gauge 0 coarse/standard gauge equipment and not for any other purpose I am more than happy to announce that ACE Trains will submit material from the next issue.

David has suggested a nice surprise presentation of one aspect of ACE Trains activity in addition to announcements concerning forthcoming production.

Look out for the next issue”.

Allen Levy

ACE Trains London Ltd.



This photo has only just been taken at Sandown Park by Richard Tiley. Caught on his phone camera having just been stopped for the adverse signal! This is the pre-production Ace Trains 70004 William Shakespeare. There are more fine photos on the ACE Trains or the Classic O Gauge Forum.





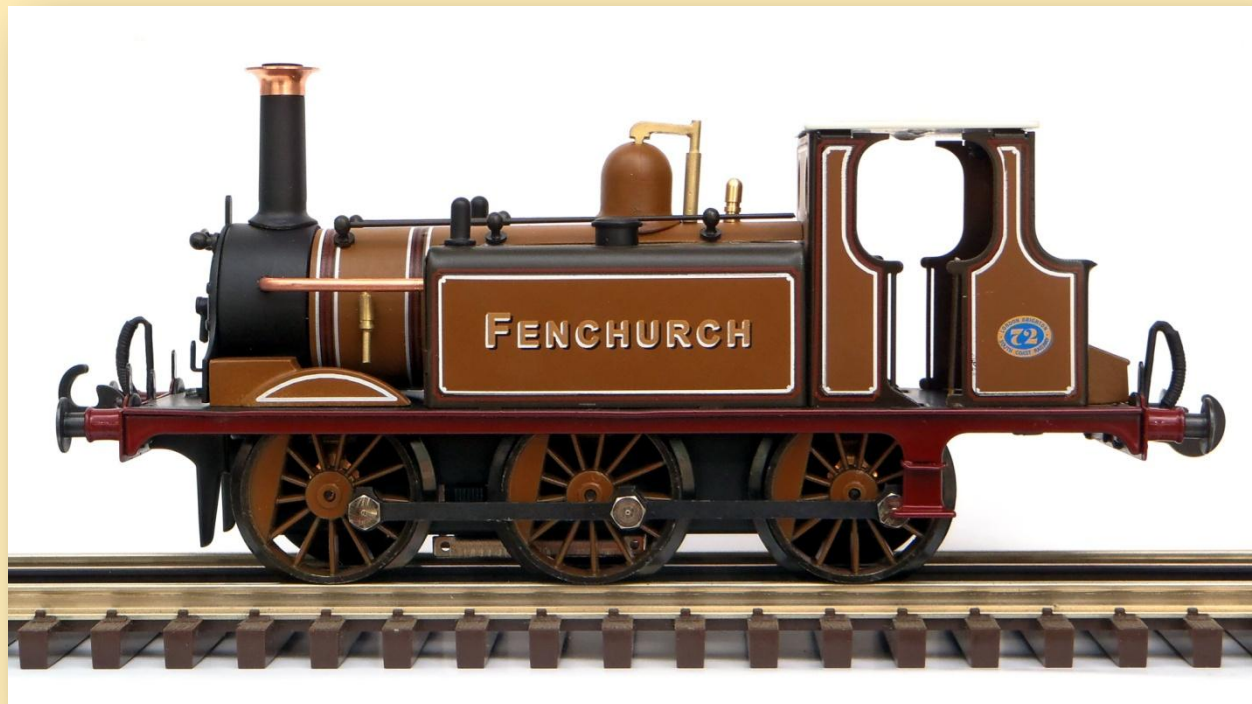
Colin Toten writes:

Hello Readers,

“How the time flies by; we have just started the Car Rally events for this year, the Chiltern Hills rally held near Aylesbury (Buckinghamshire) attracted over 1000 entrants and was blessed with brilliant sunshine. As usual I was one of the judges, my designated class this year being cars from 1900 to 1930, with some 36 entries and the awards went to a very early Ford Model T 2 seater with Dicky seat and a 1925 Lancia Lambda tourer. I made them very happy and perhaps some of the following update will make you happy too?

We have now taken delivery of the remaining special named and numbered Improved Engine Green Terriers, there are only 12 of each and Paul Lumsdon and I have 6 each on offer at

£325 each, we expect them to go very quickly so early reservations are recommended. We have a few of the earlier liveries left all at £299, full details are on our web sites. The last few liveries of Terriers (GWR Portishead, LSWR, K&ESR and an alternative SR green for those who missed out on the first livery) will arrive during June and July and then a short break till September when the first Railcars will arrive.





Darstaed are delivering a further consignment of 6 wheeled stock in June. They appear to be very popular and it may be a good idea to reserve your favourites in advance. They are also busy preparing and researching the liveries for the new corridor coaches (35cms.length) and have confirmed that the first livery will be LMS followed by SR and BR green ex.SR etc, so perhaps that is one for your Christmas list? (beats socks and handkerchiefs!)

Horton Series are busy preparing a new batch of advertising van liveries for release later this year after the engine sheds are completed, just waiting for some of the lighting parts and the special tool for the door hinge fittings. The new liveries will be:

Beautiful Isles Apples (see p20), Peak Freans Biscuits, Lipton's Teas, Guinness, 3 different of each SR and GWR Vans and by request The Tasmania HRCAA Van also re-runs of sold out liveries Lyons Swiss Rolls, Standard Fireworks (see below) and Robertson's Golden Shred.



The Horton Series Standard Fireworks van.



The Horton Series Beautiful Isle (Pears) vans.

Colin continues: *We have also added another model to the Raylo Exclusives London Transport and Metropolitan Railways series, the Battery cars have arrived and full details will be on the web site by the time you read this article.*

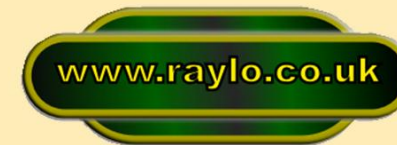


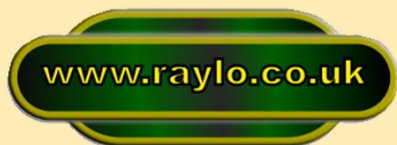
Directory Series have agreed to produce some more goods rolling stock to accompany these and I also have a few Darstaed bogie and 6 wheeled coach sets, London Transport Pannier Tanks and very few 2-6-2 tank locomotives”.

www.raylo.co.uk



Colin also asks if I can make mention of the forthcoming range of Corridor Coaches from Darstaed. As they are mentioned in more detail in the Darstaed newsletter which follows, in the mean time, here are some pictures of the coaches to feast your eyes on. Note that prices of these coach sets have yet to be decided.







And Now –

The Wessex Transfers Engine Shed Project, a further update.

The last update from Rob Horton appeared in the February 2014 edition of '**Just the Ticket**' but to imagine no further news suggests nothing is happening would be quite wrong and Rob has now forwarded a further update which reveals he has been continuing to refine his marvellous engine shed project. Below are the very latest images which attempt to convey the attention to detail which is being employed. Note: below are computer generated graphics.



HORTON SERIES

ENGINE SHED.....It's looking good !!!



- ★ All tin-plate construction
- ★ Interior & exterior lighting
- ★ Clear plastic windows, with printed details.
- ★ 24 inches long to fit two tracks.
- ★ Pressed parts for extra realism.
- ★ Beautifully tin printed, with exquisite attention to detail



WESSEX TRANSFERS
www.wessextransfers.com
rob@wessextransfers.com

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NB: computer generated graphics.





Above and below: actual photographs of the unfinished prototype.

HORTON SERIES
MODEL RAILWAY PRODUCTS



HORTON SERIES
MODEL RAILWAY PRODUCTS

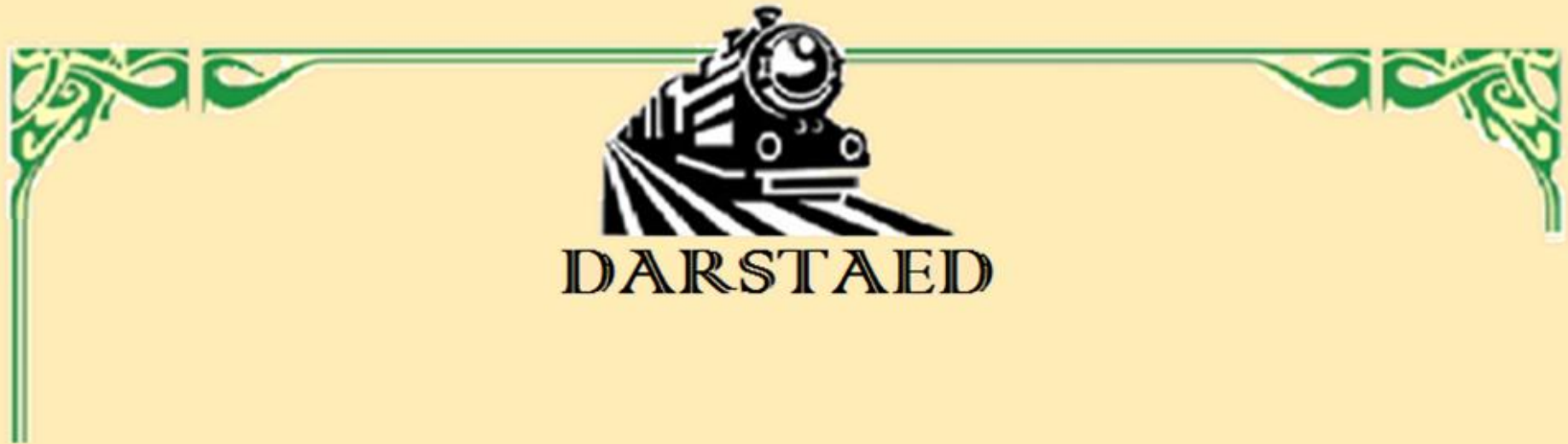
Website:

www.wessextransfers.com

email:

rob@wessextransfers.com





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

Darstaed Newsletter No. 33

Gentlemen,

"It is my pleasure to announce our 35 cm Corridor Coaches that we hope to release by September.

The first liveries to be done are LMS period I and LMS period II both with their BR equivalents in British Railways liveries Carmine & Cream for LMS I and maroon for LMS II. Each of the above liveries will be issued in a set of three as follows:

LMS period I Set A:

Brake 3rd with rear light

All 3rd

Composite

LMS period I Set B:

12 wheeler diner

Kitchen car

Brake 1st

LMS period I Set C:

12 wheeler sleeper

Full Brake

All 1st

LMS Period I – All 3rd



LMS Period II – All 3rd



BR Carmine & Cream – All 3rd (Ex LMS Period I)



BR Maroon – All 3rd (Ex LMS Period II)



LMS Period II – 12 Wheeler Diner



Single 12 Wheeler sleepers may be made available if interest warrants.

The LMS period II set will be of the same composition as LMS period I except that Set C contains an All 3rd instead of an All 1st.

The BR sets will mirror the LMS set compositions. LMS period I for BR Carmine & Cream and LMS period II for BR Maroon.

The other sets that will follow (not necessarily in this sequence) are:

SR Maunsell in Olive Green and BR ex SR Light Green Set A and Set B.

SR Bulleid in Malachite and BR in Carmine & Cream Set A and Set B.

LNER teaks Set A, Set B and singles Buffet and Composite, BR ex LNER in Carmine & Cream

LNER quadart

GWR Set A and Set B Top Light, Set C Collet, single Full Brake, Set D and Set E in Chocolate Lake

BR ex GWR as above Set A and Set B in BR Maroon.

For details of the coaches please view our website [HERE](#)

Of all these liveries we will first issue all Sets A, then the Sets B etc.



It is also our intention to produce 2-rail stock of 40 cm length with detailed roofs either in ABS or aluminium.

As per the generally expected standard set by Darstaed previously all coaches will feature sprung bogies and installed lit interior ready to run. Naturally all tail lights will be lit."

Enjoy your trains!

Cheers,

Andries Grabowsky

Darstaed

The Darstaed Distributors:

UNITED KINGDOM EAST: NEIL BAILEY of Vintage Trains, Norwich

web: www.vintagetrainsnorwich.com

email: neil@vintagetrainsnorwich.com

Tel: 01508 483854



"Specialised on-line web-shop. Fast shipping world-wide. Visitors welcome."

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email: info@blik-en-speelgoed.nl

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AUSTRALIA: DAVE ALLEN 'The O Gauge Guy'

web: www.theogaugeguy.com

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

web: www.trainshoover.com

email: trainshoover@gmail.com

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UK – DAVE BARNICOAT of 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."*



Indeed, these two photographs were taken on the 30th May and have arrived just in time to be included in the latest Darstaed update. They show Andries Grabowsky and some of the work force checking and packing serious quantities of the 6 wheeled coaches and vans.





And finally for this month from Andries Grabowsky and Darstaed, the very latest photograph of the marvellous Darstaed engine sheds of which Andries writes:

***“Engine Shed:
Latest
development, the
final stage is to get
the colours right.”***

***Enjoy your trains!
Cheers,***

Andries Grabowsky

Darstaed



Featured YouTube™ *uploads:*



Trans Europ Express and Swiss Express Train by okt848 viewable [HERE](#)

His channel can be viewed [HERE](#)



Last month I made the grave error of suggesting 'JtT' reader Robin Dobson lived in the U.S.A., when anyone with a basic grasp of geography will know that Vancouver Island is in Canada. Herewith my public apology to Robin and by way of a thank you for the ready forgiveness he has already shown me, is another of Robin's YouTube uploads, posted just a few days ago. This one is entitled:



Post War Lionel Trains in Action and it can be viewed [HERE](#)

'JtT's' Mailbag



After last month's edition, there were a considerable number of emails which came in from readers, all of a very similar tone, so this month I have picked just one which can speak

for the rest. It does not matter who wrote it, but thank you all the same to each one who took time to pen a few lines, they are all gratefully received. Hopefully this writer is prophetic as much as he is complimentary.

Dear David

Thank you for the latest edition of JtT and well done for another very informative read.

I was not aware of the latest spat you referred to but I just wanted to say that I do appreciate how you could be feeling stuck in the middle of all this. Well done for keeping your composure, presenting a fair and balanced position, and for speaking out on behalf of (I suspect) the vast majority of coarse scale collectors and enthusiasts. I realise what it must take to put this publication together and I can also imagine the dream you must have that one day all will be calm so that we can enjoy this fascinating and absorbing hobby without fear of bickering, squabbling or, worse still, recriminations!

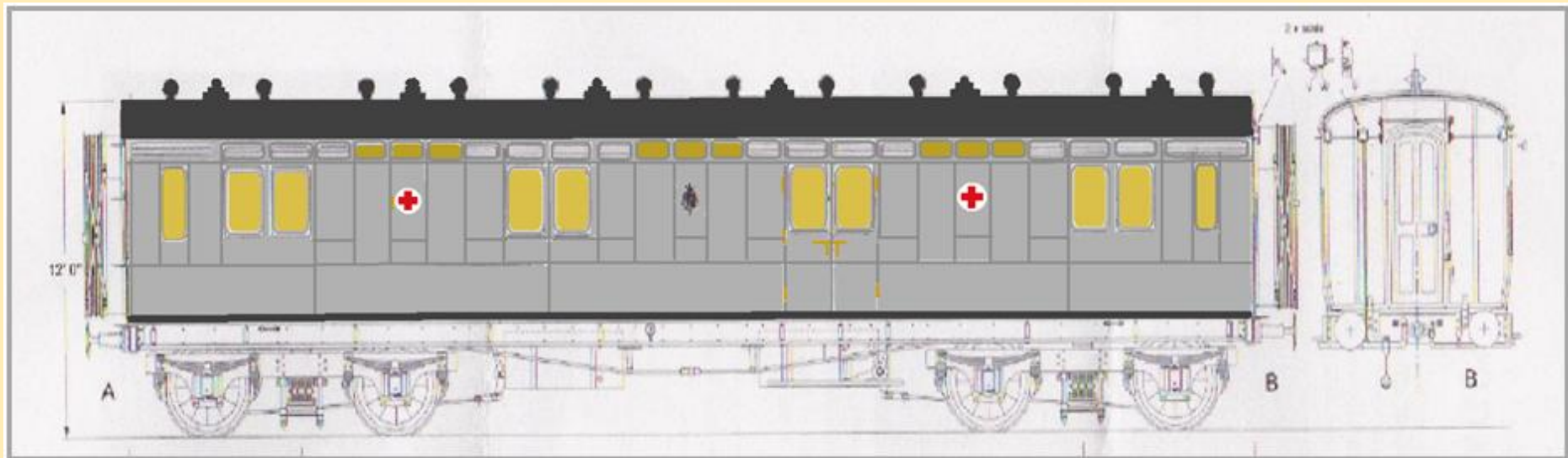
One other I have to share. This, from Norman Allen in Kansas. Having just received his May edition of the newsletter, I got this simple one-liner back:

Incredible and delicious; what a treat. Many thanks, Norman Allen in Kansas City

‘Strange’ I thought? It sounds like he’s referring to something he’s just eaten, so I queried this with him and got the following back...

JtT issue for me was better than a meal ! Esp. the train ride through the layout ! Regards, Norman. All I can say is Bless you Norman!

On a different theme altogether, John Burridge and I found ourselves exchanging emails on the subject of WW1 Ambulance Trains. John tried unsuccessfully to send me one particular image but it just would not travel, so he kindly sent it courtesy of Royal Mail. The scanned image was none too clear however I could not resist getting the crayons out and giving it some colour based on research which suggests many of these trains were painted in a shade of grey. I still feel that an Ambulance Train would be one of the most fitting sets to produce in this, the centenary year and so I thought I’d take this opportunity to bring up this subject again. Many of these 48’ War Office Ambulances as they were known, were converted fruit vans.



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](#)



'THE CLASSIC O GAUGE FORUM' tinplate trains * coarse scale * 2 and 3 rail * worldwide. An independent forum covering *all* brands of coarse scale tin plate O Gauge: www.classicogauge.net



ACE Trains Owners Club

Brilliantly Old Fashioned

The forum for all things ACE Trains click [HERE](#)

Here are a couple of remarkable sites catering mainly for the American enthusiast. For the OGR Forum click [HERE](#)





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](#)

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Look out next month for the first
ACE Trains feature!

