



Well my boy,  
you tell me, what's it to  
be? An Engine Shed or  
Grand Theft Auto..?

Please say  
engine  
shed...



**'Just the Ticket'**  
**An independent 'shop window'**  
**for those supplying *and encouraging***  
**the coarse scale 0 gauge model train enthusiast.**

**Issue No. 11**  
**March 2014**

Greetings coarse/standard scale O Gauge enthusiasts, and welcome to this, the March edition of **'Just the Ticket'**. This month see's a subtle change in the above descriptive of this publication, now reading: **'An independent 'shop window' for those supplying *and encouraging* the coarse scale O gauge enthusiast.'** I've decided to make the change in recognition of the number of enthusiasts who have so kindly been prepared to share their own personal O gauge stories. This month see's a submission by Vincent Bory of Switzerland, whose YouTube uploads of his layout I featured last month. His article is accompanied by some excellent photographs for you to enjoy.

Last month we got to see the developing Engine Shed projects of both Darstaed and Wessex Transfers. Rob Horton of Wessex Transfers now has his pre production version shaping up very nicely and he has forwarded me a number of photographs to be shared with the readership. In order to do full justice to these photographs – and others featured in this and forthcoming editions of **'Just the Ticket'**, I have also taken to decision to alter the page orientation; I trust this meets with your approval.

I still find it very hard to believe that such marvellous things are still happening within the coarse scale O gauge scene – I for one would have found it hard to believe just a few years ago, that we would soon be talking about the possibility of having a full scale tin printed engine shed to compliment our layouts! Back in the 1980's it seemed to be accepted wisdom that the glory days of O gauge tinplate died with the advent of the Second World War, but the more I ponder the situation today, the more I believe the 'glory days' are only just getting going!

From an editorial point of view, February has been a very strange month in that for most of the month I have had very little in the way of submitted material to work with, and I seriously wondered if producing a February edition would be viable. The situation rapidly changed just a couple of days ago and submissions suddenly arrived from Rob Giskes and then Darstaed closely followed by more just this morning – the 1<sup>st</sup> March! For this reason, JtT's proof-reader Richard Tiley has only had opportunity to cast his all searching eyes over a small portion of the overall, so if you find any typos or other grammatical errors, then they are nothing to do with him!

On a purely personal note, some of you will have noted my comments about my wife and family shop business also taking on our local Post Office. I'm now in a position to confirm that this finally happened in mid February. Quite what impact it will have on my ability to produce these e-newsletters still remains to be seen, but for the time being they still keep coming, so settle back and enjoy this, the latest.

David Upton

# *The* **WESSEX TRANSFERS** *& tin printing*



## *Engine Shed Update*

If this happens to be the first edition of of 'Just the Ticket' that you have read you might just be unaware that there are currently two tinprinted engine shed projects underway. One by a Mr. Rob Horton of Wessex Transfers and located in Tasmania and one by Andries Grabowsky of Darstaed Vintage Trains Ltd., located in China. Nothing quite like either of these two amazing projects has been undertaken for many years – the Canopy Stations perhaps being the closest thing which springs to mind, but in the case of the engine sheds we are talking about a fully and traditionally tinprinted structure designed to house the largest of British outline modern coarse scale O Gauge locomotives. The tinplate model railway world has not seen anything like this since long before the 2<sup>nd</sup> World War, and if this editor comes across as being stirred up by these projects, he makes no apology!

Last month's February edition kicked off with a comprehensive article on the Darstaed version which is unashamedly a replica of the classic Hornby O Gauge original, with a few enhancements. Rob Horton has taken a different approach and has come up with a freelance design based on contemporary building details. As yet, I have no detailed information from Rob as to how his engine shed assembles or when it might be available and he is rather letting his excellent photography do the talking as he fine-tunes his pre-production model.

So, this month, we get going by reproducing the photographs which Rob sent me about ten days ago. They have already been featured on The Classic O Gauge Forum (viewable [HERE](#)), so many of you may well have seen these photographs already and therefore to some extent, to some of you this will not be 'new' news. Nevertheless, I'm sure the photographs will still be a feast for the eyes of plenty of other readers of the newsletter.







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Wonderful attention to detail. Notice the broken window and in another a cobweb with spider in waiting!



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## *And now... A personal review of...* **Darstaed 6 wheeled coaches.**

Herewith a few comments on the Darstaed 6 wheel full brakes:-

It seems to me that so long as the Darstaed 6 wheel full brakes run well it is up to individual taste which ones are purchased. Mine take curves down to 21" radius and are good runners. The liveries are splendidly executed. I have so far obtained the GWR and the Metropolitan/London Transport examples. One must remember that some of the Darstaed models are not based on a real prototype.

The GWR did not have 6 wheel full brakes with clerestory roofs as does the Darstaed model. The Met did not possess any 6 wheel full brakes only 4 wheel ones. However the Darstaed models look right and for tin-plate/standard scale enthusiasts like myself, if something looks right it is right. These 6 wheel full brakes are very versatile. They can be used on all manner of trains, passenger, parcels, newspapers, milk, perishables, etc. I suspect most layouts will find a use for such models.

Regards, Alan Cliff



Metropolitan Railway livery



G.W.R. livery



## **Darstaed Newsletter No. 30 February 2014**

***“Gentlemen,  
As you can see it is all happening,  
Cheers,  
Andries”***



Andries continues....

*"Dear All,*

*Now Chinese New Year has officially ended with Lantern Festival on February 14<sup>th</sup> production has recommenced and the first 6W goods vans have been made and prepared. Here Andries and Vijay doing the final QC.*



*In the meantime a new series is in preparation, shown below a CR Horse Box Van*



*Also printing continues unabated. Each print run will need first swatches to be printed and the colours on the computer screens do not correspond with reality and the software does not always talk the same language as the printing machine thus each time one prints the colours are different.*

*Here Vijay is checking the colour swatches for the brick work, green for the windows and blue/grey for the roofs of the engine sheds.*

*Also can be seen the jig for positioning the 6W coach sides.*





*We have had many requests to continue our 4W goods vans as customer seem to prefer our detailed roofs, solid “feel”, sprung buffers and superior artwork made by Ian Coleman. We intend to come out with a new series and as we are able to reduce costs by having all manufacturing in one place we pass on this cost saving to our customers as is our policy and in line with the Darstaed adage “A superior product at better value” .*

*Our standard new vans will all be priced at £39 each (incl VAT and P & P) or any three for £100.*

*Our previous Advans will remain at £45 per piece, are individually numbered and are sold out ex-factory.*



*We also do vans for exclusive orders for our distributors like the HRCA van for Bruce Coleman (@£50) and the HRCAA van for David Allen. Of these vans only about 50 will be made.*

*We can produce vans in any small quantity and even can make single van if we like to, like a single HRCAA one for founding member Mr. David Neale.*



*Now how about a special gift van? Just send us the picture and text you like on it and we could do it.*

*\*Please note the HRCA van is designed by Ian Coleman and is exclusive to his father Bruce who informs: This is a strictly limited edition of 50 examples, all numbered and signed and produced under the Darstaed Label by me, of Womersley Trains. Any still unsold by the time of the 45th HRCA meeting will be available to buy at Loughborough.*

*What we would propose if there is sufficient interest is to offer in five standard colours :*

*1. Melrose Red*

*2. Coleman's Yellow*

*3. Light Grey*

*4. LSWR Salmon Pink*

*5. Rowntree's Blue*

*Roofs either Grey or White.*

*To see a rendered CAD image of your own wagon – send in the details along with your message and photo to [trainsdeluxe@gmail.com](mailto:trainsdeluxe@gmail.com)*





***After 4000 6W sides are printed we will continue with the ES and the LMS I and LMS II corridor stock. We will show pictures of those printing in the next News Letter.***

***Regarding the Engine Sheds we are pleased that we have enough advance orders to warrant a full scale production with proper tooling. For the USA Mr. Paul Hoover has made two designs, one with brick work and one with natural stone. Here featured the brick work one.***







*We are delighted to announce that Mr Dave Barnicoat has joined us as a dealer carrying a selected range of our products. Dave trades on the internet and selected venues under the name "The Toy Man".*

*I like to extend my hearty thanks to our distributor Mr. Bruce Coleman who has decided to withdraw as a full time distributor to become an agent instead. Bruce's integrity, exquisite taste, knowledge and sense of humour have made him during the last 5 years an indispensable part of our team and has been a key to firmly establishing Darstaed in Britain. Bruce and his team of Guru's will continue to play a crucial part in new product development.*

*Bruce has placed the following message on his website [www.wonershtrains.com](http://www.wonershtrains.com) :*

*" I have decided to retire from being a Darstaed distributor this summer (2014). All that means is that I will not be holding large volumes of stock. I will just be an agent, but able to supply anything to order. Needless to say, I will honour all existing orders for A4s, Engine Sheds, Six wheel Coaches and Six wheel wagons and the limited edition of 50 of the HRCA Anniversary Van. Indeed, more orders of any of these are welcome.*

*As they say in political circles I am going to "pursue other opportunities", which in my case means golf, rebuilding my layout, re-discovering my collection of other makes, gardening and other domestic duties. Being a modern dealer takes up a lot of time!*

*During the next few months I will be selling off my Darstaed stock and maybe a few other makes so keep in touch. I am not disappearing. I have a good range of spares to look after things I have sold."*

*We are also pleased to inform you that our website [www.darstaed.com](http://www.darstaed.com) has been fully updated and will be updated regularly from now onwards.*

Also we are on Face book now, to keep up with the regular updates you may visit [www.facebook.com/Darstaed](http://www.facebook.com/Darstaed)  
You may leave comments and suggestions.

Enjoy your trains, ”

Cheers,  
Andries





## The Darstaed Distributors:

### UNITED KINGDOM EAST:

email: [neil@vintagetrainsnorwich.com](mailto:neil@vintagetrainsnorwich.com)



Authorised Darstaed distributor NEIL BAILEY [www.vintagetrainsnorwich.com](http://www.vintagetrainsnorwich.com)

### NETHERLANDS & BENELUX:

email: [info@blik-en-speelgoed.nl](mailto:info@blik-en-speelgoed.nl)



Authorised Darstaed distributor ROB GISKES [www.blik-en-speelgoed.nl](http://www.blik-en-speelgoed.nl)

### AUSTRALIA:

[www.theogaugeguy.com](http://www.theogaugeguy.com) email:



Authorised Darstaed distributor DAVE ALLEN 'THE O GAUGE GUY'

[dave@theogaugeguy.com](mailto:dave@theogaugeguy.com) Mobile Tel: [0421778151](tel:0421778151)

### U.S.A. & CANADA:

Authorised Darstaed distributor JOHN HOOVER of TRAINS-HOOVER 1064, CRYSTAL BOWL CIRCLE, CASSELBERRY,  
FL 32707 [www.trainshoover.com](http://www.trainshoover.com) email: [trainshoover@gmail.com](mailto:trainshoover@gmail.com)

**UK MIDLANDS:**

[colin@bhvccc.co.uk](mailto:colin@bhvccc.co.uk) Tel: 01582 873460 *"I person or alternatively by post or courier*



Authorised Darstaed distributor COLIN TOTEN [www.raylo.co.uk](http://www.raylo.co.uk) email: *am happy to bring your purchase to any toy fair or exhibition I attend for you to collect in as required".*

**UK NORTH & SCOTLAND:** Authorised Darstaed distributor CHRIS REEVE Tel: 01557 860080 email: [chrisreeve@sky.com](mailto:chrisreeve@sky.com) *"I regularly visit HRCA meetings and other events in Scotland and the Borders with an extensive display of all available products".*

**GERMANY:** Authorised Darstaed distributor HERR FRANK ELZE

MBW Spur 0 Modellbahnwerstatt email: [Modellbahnwerkstatt@arcor.de](mailto:Modellbahnwerkstatt@arcor.de)

Tel & Fax: +49-208-30-18-814 Mobile: +49-178-656-2556 Website: [www.MBW-Spur-0.de](http://www.MBW-Spur-0.de)

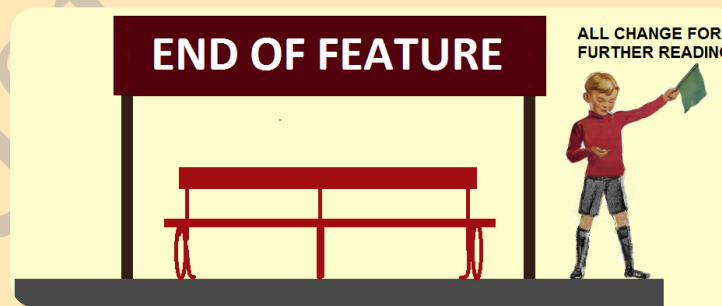
**UK LONDON & SOUTH:**

email: [brelcol@talktalk.net](mailto:brelcol@talktalk.net)



Authorised Darstaed AGENT BRUCE COLEMAN [www.wonershtrains.com](http://www.wonershtrains.com)

Tel/Fax: 01483 892373 (South East)



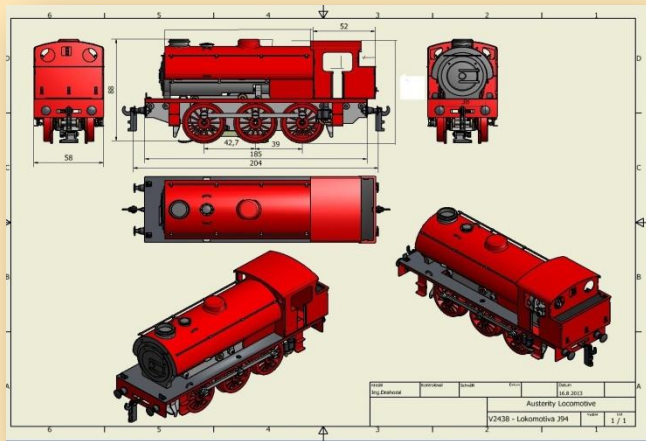


# *News from Benelux\* and the wider Continent – Rob Giskes, in the Netherlands.*



## The J94 project

I think it was in the spring 2013 when Bruce Palmer came up with the idea to ask MERKUR, the Czech manufacturer of tinplate gauge 0 models, if they would be interested in developing a model of the J94. Because I have reasonable contacts with the junior CEO and I really love the J94, in Holland known as the 8800, Bruce and I agreed that Bruce would supply the technical details and further information and I tried to convince MERKUR to develop a model. To be honest I had no idea what kind of effort it would cost for the three of us!



After some emails, brief phone calls and a long conversation at Intermodellbau (a large German exhibition) at Dortmund, MERKUR eventually agreed. In no time Bruce had collected drawings, pictures, literature and advised about dimensions and the special needs the customers in the UK would have. I may say I have learned a lot during those days and yes, MERKUR was able to produce a technical drawing which greatly impressed us.

Based on what was delivered to them MERKUR was able to give us a very good idea what kind of locomotive MERKUR had in mind and Bruce supplied MERKUR with feedback as we started to believe in this project. For all parties it was difficult, even to communicate, - the good people in the MERKUR factory hardly speak German or English! My own technical English is poor, but nevertheless we think MERKUR has done a great job.

After some improvements to the drawings Bruce was able to help MERKUR out with some castings and then it went quiet in the Czech Republic? My task was to communicate with MERKUR and I must say I needed all my judo skills (I've practiced judo for more than 30 years now) to talk and keep contact! But then quite suddenly in December 2013 MERKUR told us that in January 2014 the prototype would be ready! We patiently waited, but last week there was great excitement as the box with the prototype arrived in Holland!

Last weekend I attended a big exhibition in Holland, 'Rail 2014'. There I was surprised by Frits Ties and Remmo Satius Muller who told me they worked on the restoration of the Dutch Saddle Tank, and as coarse scale model builders they were very interested in the model Tank engine. Below are the three men engrossed in the model (one is holding the camera!)



Frits, Rob and Remmo discuss the prototype J94

For me, it was a big relief, when they told me they like the model very much. With peace in my heart I could mail it to Bruce so he would be able to comment and talk about the model with some friends of his. I will receive his feed-back in the coming two weeks. With some improvements I hope we succeeded in this project.



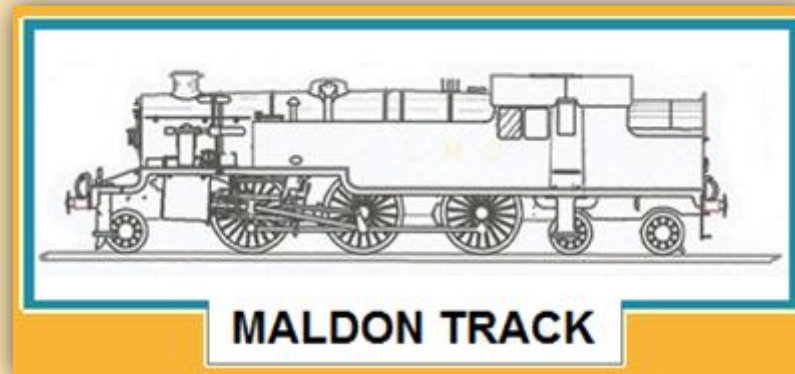
We like to show you some pictures of the prototype.

I hope everyone will understand that this is a prototype and still a lot of work needs to be done.

I may tell you the J94 will be at first available in the LMR and LNER livery. My expectation is the production will start in June/July and we will confirm this when we can. In the mean time you may address yourself to Bruce Palmer, phone 0208 686 317 9 or by email [merkurtrains@btinternet.com](mailto:merkurtrains@btinternet.com) , if you need or want any more information. Rob Giskes

\* Benelux: Union of States comprising three neighbouring countries in mid-western Europe: Belgium, Netherlands and Luxembourg.





Visit the Maldon Track Website [HERE](#)

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

### ***Ron's Newsletter: 'Ron on Rails' No. 9***



*"My letter this month has to be short, because my workshop has reached the top of the list. My wife is a list maker and after 32 weeks my workshop is now long overdue for a makeover."*

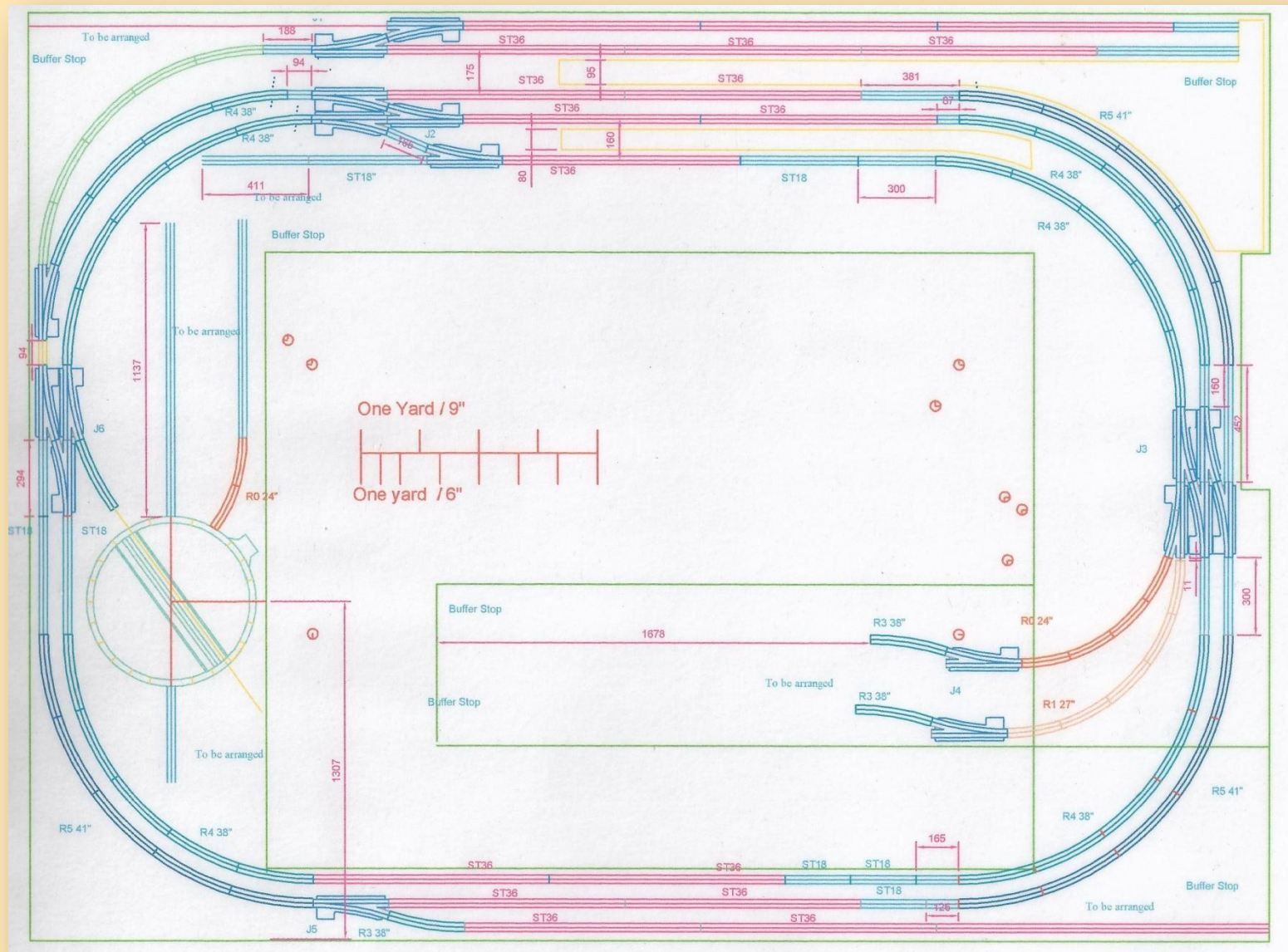
*In my younger days I interjected that the list should be one page long, this was scuppered when she wrote the list on the back of a roll of wall paper, top marks for initiative but out side the spirit of the agreement. My problem is that this list ends up as a list of all the things I have not yet done.*

*Well, one of those things to do was to paint my workshop; my workshop had previously been my grand daughter's bedroom and was painted in a light pink and purple. In many ways, I have looked forward to a new décor, but I have ignored the hints and barbed remarks and so now I sit in my workshop under a dust sheet writing this article as my dear wife paints around me!*

*Design of layout boards:*

*Some people take a great deal of delight in planning their layout and enjoy spending a great deal of time in forming those plans. At the other end of the scale, there are those who want a loop of track on a board to display their train collection on.*

*Most people fall between these two extremes, my advice is to build a basic base board, and lay out a basic loop of track, almost certainly this will help you form your ideas.*





*Some thought should be given to the support of the layout. You will need some sort of storage for all the boxes that come along with your train collection, so ideally storage under the layout and off the floor would be an advantage. At least two of my customers have purchased self supporting wooden shelving units which stand 2 metres high and cut the units in half to act as supports for the base board. Another purchased a dozen second hand tables from a school.*

*More and more people are having the layout built at shoulder height and I have to agree the perspective view of the trains is brilliant. However the system of support has to be a great deal stronger.*

*Outdoor systems require even more thought; it would be easy to bless the next owners of your home with a wall that Hadrian would have been proud of, but on the other hand when five years later you have to build a new layout system because the old one has rotted away.....*

*If we all sit up straight and asked nicely David may print some photos of his out door layout.*

*There is also the management to consider, what will 'they' let you get away with. One chap offered to build his wife a scenic rock garden, but he forgot to mention the tunnel under the rock garden or 38 yard's of twin track.*

*The baseboard should be rigid and of such a thickness that the rail can be screwed down onto the board.*

*At some point over the next 20 years you will need to remove the baseboard for vacuuming the floor (or cutting the lawn), finding the hamster or when the mother in law is calling. Making the base in small modules (1.6 x .8 meters) may make this chore less arduous.*



***Gremlins live in the most remote corners of your railway system, gnawing through wires just where you can't get to them or a little bump in the rail just where your hammer can't reach. Thought should be given to access to each part of the rail system for maintenance and adjustments.***

***It should be remembered when designing a parallel curved section of track that trains and rolling stock will over hang the parameters of the track when taking a curve.***

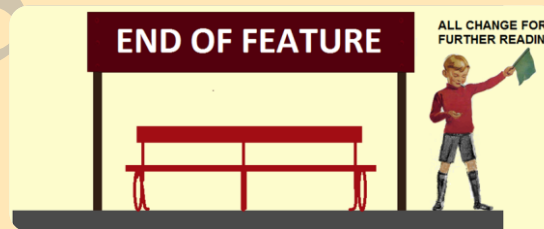
***Please remember that the rail will expand with heat. This could cause bowing in track and stress within the points. The points have a tolerance designed in them, if this tolerance is exceeded it could cause the train to derail. A small gap between rail and point will solve this problem.***

***Tip. The fish plates (joiners) come mounted on strips, the thickness of the strip is just the right size for the gap between rails to allow for expansion."***

***Ron Fraser***

## **MALDON TRACK**

Thank you Ron for another informative read. I perhaps might do a bit of an article on the pleasures and pitfalls of running a garden railway. Ed





# WJVintage

## WJVintage

### Serious Toys for Discerning Boys

Paul Lumsdon - Head Boy

[www.wjvintage.co.uk](http://www.wjvintage.co.uk)

Just this morning (1<sup>st</sup> March) Paul dropped me a few lines:

*Hello David*

*Can you believe it is March already!*

*Apologies for the lack of any submission for JtT this month.*

*Sadly I really don't have much news!*

*There are one or two things bubbling under but nothing that is ready to report yet.*

*I will make sure I get plenty in good time for the April edition.*

Then, a few minutes later a rabbit got pulled out of a hat, and I received the following....

*Actually David if there is time you could show a couple of shots of the prototype Railcar Parcels variant which arrived a week ago. Pics and copy attached.*

*Only if you have time.*

*All the best*

*Paul*

Have I got time for Paul?...



### **GWR Diesel Railcar update**

The new Parcels Railcar Prototype has just arrived from ETS and I think it looks fantastic in its BR Carmine Red scheme – hope you agree!







The Parcels Railcar will also be produced in GWR Chocolate and Cream scheme.



Note: Chocolate/Cream Model above is an OO scale model not an ETS O gauge model prototype

Between Raylo and **WJVintage** we will be displaying both the Railcar prototypes (Passenger and Parcels) at as many shows as possible over the coming months. Full details of shows can be found on the website at [www.wjvintage.co.uk](http://www.wjvintage.co.uk) or email [wjvintage@lumsdon.eclipse.co.uk](mailto:wjvintage@lumsdon.eclipse.co.uk) for more information.

I have asked ETS for a production progress update and hope to bring you some news in next month's JtT.



### Railcar Prices

The Passenger Railcar, which will feature seating and interior lighting, will be priced at **£450.00** plus p&p.  
The Parcels Railcar will be priced at **£430.00** plus p&p.

### Pre-Orders

If you would like to pre-order one of these superb models please drop me an email at [wjvintage@lumsdon.eclipse.co.uk](mailto:wjvintage@lumsdon.eclipse.co.uk) or call me on 07711 092497 and I will add you to the list. Alternatively there is an order form on the website at [www.wjvintage.co.uk](http://www.wjvintage.co.uk) which you can print off, complete and put in the post.





# *Submit a photo.*

Gosh, it's years since I used this. What is Macro?



*As explained in the editorial above, this month I have taken the decision to alter the orientation of the document which in my opinion enables submitted photographs to be shown off to greater effect. Hopefully you the readers will agree but if not, then please feel free to say otherwise.*

*Coming up are photographs submitted by readers from the Continent.*

*If you have a specific photograph or would like feature your own layout/collection then please feel free to get in touch, my contact details following towards the end of this newsletter.*

*Hi David,*

*"I'm Vincent Bory, owner of the YouTube's okt848 channel. It was really a great surprise to find links on my video in the last edition of 'Just the Ticket'.*

*So I'm 38 years old and living in Switzerland near to the border with France and I am building this layout with my father. When I was a kid my father had some old Swiss Buco tinsplate cars and they become to be my toys. Some years ago he decided to find a locomotive for these cars and that was the beginning of the collection.*

*When I speak of a collection it is not that we are interested just to one brand or a another, we are buying just what we like. This give us a very heterogeneous 0 gauge collection covering 1899 to 1990 with brand like Buco, Hag, Hermann, Keiser, Märklin, Bing, JdeP, Jep, Roussel et Dufrien, Hornby, Basset-Lowke, Lionel, Merkur...*

*We are also collecting Swiss 0m trains from the years 80-90 from the brand UTZ/FAMA/Alpinline. Nautilus Express was first the name of a 0m garden layout that we started in 2010 with my father. Unfortunately we had to dismantle it in 2012.*

*On the 22 December 2012 we started a new Nautilus Express project, the construction of a 0 gauge tinsplate layout for our tinsplate collection. The idea was to build two separate but connected circuits using Swiss tracks from manufacturer Buco and Kaiser. The bigger one called 180 with 90cm radius tracks and the smaller one called 122 with 61 radius tracks. Exactly one year ago we had this, (see right) - February 2013, construction of main station La Béroie*



*January 2013, and the beginning of the construction.*





*Now we have this:*



*In January 2013, first version of Wembley station on the 180 circuit.*





*February 2014, with main station La Béroie, a 0m narrow gauge circuit has been added with the material previously used in the garden.*





*February 2014, Wembley Station has been extended to 4 tracks.*



*There is about 60m of 0 gauge track (Buco and Keiser) 25 switches, 24 sectors where we can stop trains and a depot where we can have up to 9 locomotives.*

*We also build a depot with a transfer table allowing us to stock up to 9 locomotives.* (see also below photo)





*The locomotive depot transfer device.*



You can see this locomotive transfer device in operation on Vincent's YouTube upload: **Train gauge 0 and 0m, Gare de la Béroie** Viewable [HERE](#)



*Maybe I can make some photo for one of your next 'Just the Ticket', for example on Swiss post war tinsplate, we have some really beautiful trains like this Re 4/4' made by Keiser in 1947.*



*So, thank you for posting those links to my YouTube and my blog and if you have questions don't hesitate to contact me."*

*Meilleures salutations,  
Vincent Bory*

Vincent's blog site via which you could contact him if you wish, can be viewed [HERE](#).

Dear Mr. Upton,

*"Last Saturday, I visited Rob Giskes and I bought new Merkur rails for my new layout (0 scale 3 rails). We spoke about American and European model trains in 0 scale - 3 rails and Rob suggested that I would write you an email message to ask if you could add me to your mailing list named "Just the Ticket".*

*If you like to know what I am up to, you could visit my blog ([www.lionellines.blogspot.nl](http://www.lionellines.blogspot.nl)) .*

*In the past 30 years I collected mainly Lionel trains. But during a visit to Prague in 1992 I also picked up some ETS trains. And lately I added some coarse scale Merkur coaches.*

*Best personal regards"*

*Ulphard (Eggo)*

*Doetinchem (NL)*

## LIONEL LINES

LIONEL LINES TRAINS ARE FUN TO PLAY WITH. THEY ARE NICE TO HOLD IN YOUR HANDS AND RUN THEM OVER THE TRACKS. PERSONALLY, I GET MOST SATISFACTION FROM RESTORING PRE-WAR CARS AND ENGINES THAT I OBTAIN AS OVERPAINTED, RUSTED WRECKS AND LIKE TO TURN THEM INTO SHINING GEMS. THIS BLOGSITE TELLS YOU ABOUT MY EVENING HOURS.

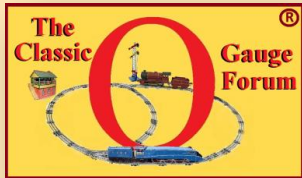
The Lionel Lines blog referred to above is well worth a visit with many excellent photographs to peruse at your leisure.



## *Keeping in touch.*



Copies of these e-newsletters are freely available from me at the following address: [d.upton355@btinternet.com](mailto:d.upton355@btinternet.com)  
My YouTube channel: [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](http://www.classicogauge.net)



**ACE Trains Owners Club**

*Brilliantly Old Fashioned*

The forum for all things ACE Trains: <http://www.acetrainsownersclub.org.uk/>

Here are a couple of remarkable sites catering mainly for the American enthusiast.



<http://ogrforum.ogaugerr.com/forum/3-rail---o27-hi-rail-and-classic-o-gauge>



J&C Studios O Gauge Archive O Gauge / O Scale Forums and Individual Blogs for Model Railroading

<http://www.jcstudiosinc.com/Archive> 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: [HERE](#)

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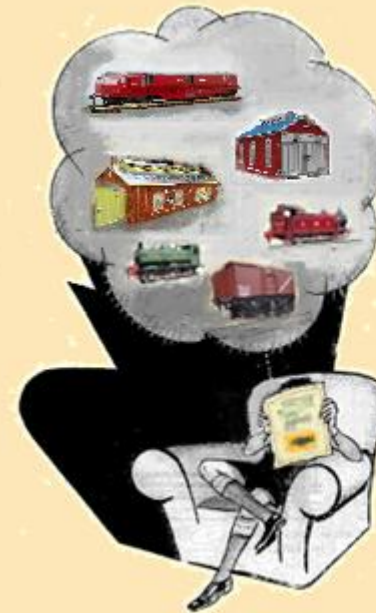
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