

'JUST THE TICKET.' A new and independent 'shop window' for those supplying the coarse scale 0 gauge model train enthusiast.
Issue No. 3 July 2013



FEATURING IN THIS EDITION:



Wint who? Read on.....

www.raylo.co.uk



Raylo and Colin Toten are known to many of you as the main distributor for Darstaed 0 gauge products, we advertise regularly in the HRCA magazine and attend a variety of exhibitions and fairs, we also offer many other Companies models and collectables and this new publication gives us the opportunity to bring these to your notice.

The web site has details of these suppliers goods all of which are carefully chosen for high quality and reliability, from time to time we also offer exclusive models made for us by manufacturers. In this first news letter we offer a brief review of our suppliers and their products and in subsequent issues we will update readers on the progress of new lines but only when we have confirmed delivery details.

Darstaed 0 gauge, items that represent excellent value for money and a good customer support for spares when needed, our latest delivery is the second batch of GWR and BR Castle class locomotives with the latest single motor / gearbox mechanism with steel gears, 26 different names and numbers at present.

Directory 0 gauge, mainly goods rolling stock made from brass etchings and finished in many liveries to a high standard, built in small batches and Series with a strong collector following, suitable for 2 or 3 rail operation.

Seven Mill Models, a recent manufacturer to enter the 0 gauge fraternity with strong support from two well known and established suppliers. A limited range at present but the quality and performance of their locomotives is a pleasure to see, three mainline locomotives now available in a variety of LNER and BR liveries, names and running numbers with the availability of factory fitted smoke units if desired, other models scheduled for delivery later this year and eagerly awaited.

MTH-RailKing. We are appointed retailers for all MTH-RailKing products, our main interest is in the European models including the Duchess Locomotives, L.M.S Maroon, and B.R., Maroon and Carmine and Cream coaches all with interior lighting and seating (please state if for 2 or 3 rail operation. Coming soon, Blue Coronation coaches to suite the Ace Trains Coronation locomotive. We also stock the very popular **Real Trax 0 gauge trackwork** and we can accept special orders for catalogued items we do not carry in stock.

Ace Trains. We are not agents for this Company but often have models produced by them from Probate or collections we have purchased.

Raylo Exclusives. Periodically we are offered the opportunity of an exclusive item, sometimes we join with a partner due to the not inconsiderate capital investment required, at present **Raylo** and W.J.Vintage have joined forces and have commissioned ETS to produce a Terrier tank locomotive. This will be available in most liveries beginning with 2662 in lined Southern Railways green livery, deliveries begin in May with further liveries, for example Boxhill, in Improved Engine green swiftly following. **Raylo's** last venture was with **Horton Series** for three exclusive Advertising Vans, Colmans Mustard, Colmans Starch and Palethorpes Sausages; a limited edition of 50 each of which very few are now left.

Obsolete Makers. We have numerous 0 gauge models produced by manufacturers who have ceased production, some of these are listed on our web site and include models from Hornby, Bassett-Lowke, Mills, Leeds. Bonds, Bing, etc. please enquire

General items. As we offer a probate and valuation service and also purchase large collections we accumulate a wide variety of other models including 00 gauge items by Hornby-Dublo, Triang, Hornby, Lima etc., also items by Dinky, Corgi, Britains (Farm, Garden, Circus and figures), Astra, Meccano, Bayko etc.

Horton Series. As the sole UK distributor we have taken on to stock and supply these colourful advertising vans originally produced in association with Darstaed so as not to disappoint customers who would like or have pre ordered them when announced late last year, we have a few left of the first designs and a further delivery due later this month (MAY) including Lyons Swiss Rolls, Slumberland, Beautiful Isles and the remaining, outstanding Palethorpes Sausages. Further issues will follow including Carter Patterson, Minic, Penguin etc.

PLACE YOUR ORDER NOW!

www.raylo.co.uk

£45

HORTON SERIES ADVERTISING VANS



First series - a few still in stock



Second series - only 50 of each made, last few remaining



Third series - arriving May 2013

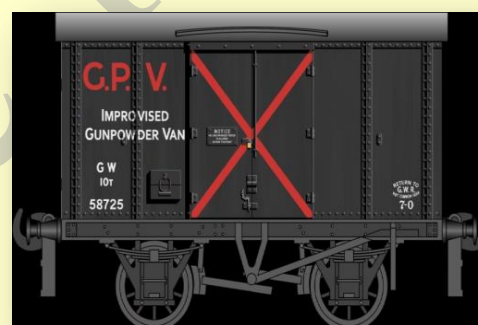
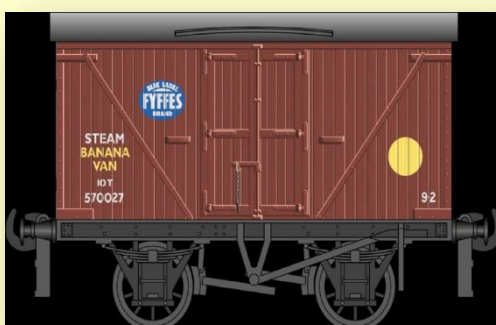
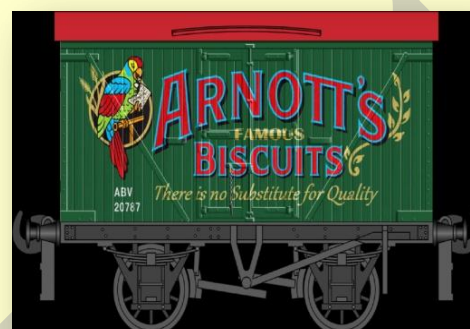
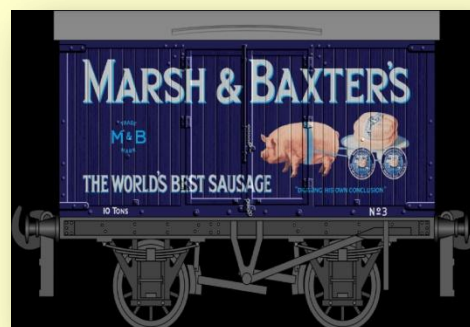
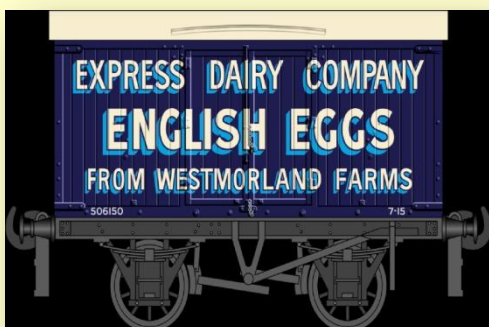


Fourth series - arriving June 2013

Price shown does not include postage & packaging,
For more details visit www.raylo.co.uk
Email colin@bhvccc.co.uk Telephone 01582 873460



Regular readers may well note that this month I have featured the other three vans in the latest set of six from Horton/ACE. The e-newsletter was all-but completed when Colin caught me unawares by sending me the very latest images coming from Rob Horton, which show the next set he proposes to produce. If, like me, you are captivated by this sort of tin printed goods stock, then prepare yourself. You have been warned.....



I understand the Express Dairy Eggs van should have a sliding door, and Rob is currently working on the appropriate art-work to give it one. This will then be useable on a range of other sliding door vans which he has in mind. At the moment, it is anticipated the above set should be available towards the end of July 2013. Colin will no doubt be able to tell you more.

He can be contacted at www.raylo.co.uk or by telephone on **01582 873460**

There's more news to come!



www.raylo.co.uk

www.raylo.co.uk

DARSTAED SIX WHEELED COACHES

The introduction of 6-wheeled coaches in the 1880s, including those fitted with James Clemenson's patented system, provided such significant improvements over the old rough-riding four-wheelers (no other ride, longer chassis allowing greater capacity, the first provision of lavatories etc) that they became the first main-line coaches suitable for express travel; a very important step in railway development.

Although bogie coaches followed fairly quickly, the use of 6-wheelers (co-mainline and purpose-built suburban stock) was still widespread well into the 1920s and '30s, mixed trains of bogie and 6-wheel stock being quite common practice and many of the full brakes survived even longer providing additional luggage and parcels space and in the departmental role.

The Darstaed models incorporate features typically found on many 6-wheelers, including authentic representations of liveries, construction details and appropriate roof variations.

The five-compartment 3rd-Class and four-compartment 1st-Class layouts and central luggage compartment in Composites were common features of many 6-wheel designs.

Inclusion of the Clemenson system allows for running on smaller radius curves down to 2ft. Livery and lighting are provided for your passenger's comfort and convenience (gas cylinders or battery boxes & dynamo as appropriate) and a working tail light for safety.

All this while still retaining the traditional 'feel' of triplete trains.


The rakes of four coaches, plus the optional Full Brakes, make complete and interesting trains ideally suited to the smaller layout; while two sets of the same livery are a splendid representation of early main-line trains.

Both historically and visually, these versatile little coaches are a significant asset to any collection.

See your Darstaed distributor for further information.

MIDLANDS
www.raylo.co.uk
01582 873460

DARSTAED Trains de Luxe



A Splendid range of vintage Six-wheeled coaches

- 12cm bodies Based on 34 ft prototypes
- Carefully researched liveries.
- Composition of rakes:
1 x All 1st class
1 x All 3rd class
1 x 1st/3rd Composite
1 x 3rd brake
- Each compartment glazed and individually lit; curtains in first class.
- Clerestory roofs with detailed frosted glass and internally illuminated.
- Fitted interior seating in appropriate colours, including advertising panels.
- Working tail Lamp.
- Teak liveries with prototypical brown bases.
- Full Brakes will be available separately and also as part of an additional 3 vehicle set.*
- One full brake available free of charge (except P&F) on the present or past purchase of a matching Livery 4-ty or Passenger together with a set of four six wheelers - while stocks last.

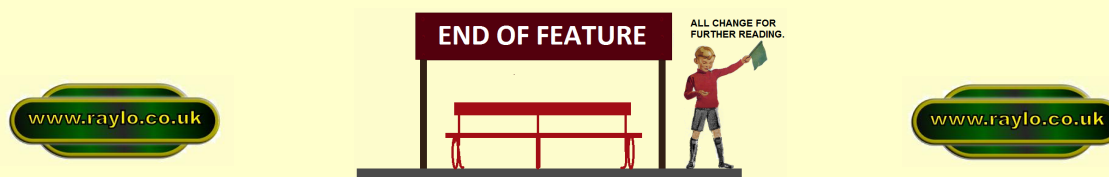
Following Liveries will be available:

1. LNER	2. GWR	3. LMS	4. LNER	5. GWR
6. LNER	7. GWR	8. LMS	9. LNER	10. GWR
11. LNER	12. GWR	13. LMS	14. LNER	15. GWR
16. LNER	17. GWR	18. LMS	19. LNER	20. GWR

Colin is furthermore keen to let prospective customers know that the first batch of the long awaited six-wheeler coaching stock from Darstaed are now available through him and the other Darstaed dealers – for their contact details see the Darstaed section of this e-newsletter.

6 WHEEL COACH TECHNICAL DETAILS:

- Based on 34 ft prototypes with appropriate number of compartments (e.g. 4 in 1st and 5 in 3rd class).
- Carefully researched liveries.
- Composition of rakes:
1 x All 1st class
1 x All 3rd class
1 x 1st/3rd Composite
1 x 3rd brake
- Each compartment glazed and individually lit; curtains in first class compartments.
- Clerestory roofs with detailed frosted glass and internally illuminated.
- Fitted interior seating in appropriate colours, including advertising panels.
- Wheel sets insulated for 2 or 3 rail running.
- Working tail Lamp.
- Teak coaches with teak coloured frames as prototypical.
- Full Brakes will also be available separately and in a set of three accompanied by two goods vehicles.



Spot-light on....

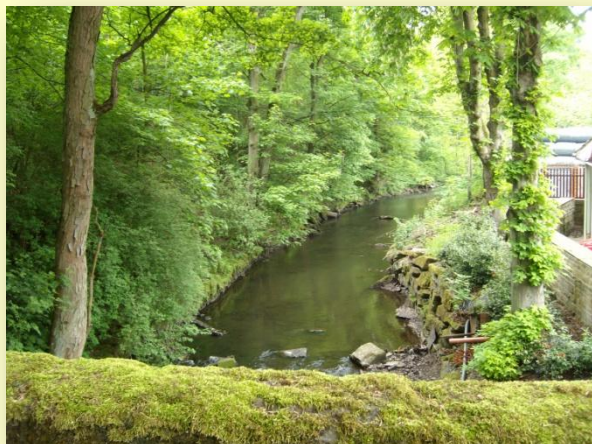


Have you ever wondered..... how your model train rails are made?

Thanks to Ron Fraser's little tease about nickel 'silver' steel containing a very high percent of actual silver, when in fact it contains none, I have found myself coming into contact with the Managing Director of one of the main manufacturers of model railway track rail, not just in the UK, but worldwide.

That man is Marc Turner of the Sheffield based company known as **Wintwire**. When I initially got in touch with him over the nickel silver issue, Marc could not have been more accommodating, and when he heard about why I was enquiring and my efforts with '**Just the Ticket**', he immediately extended a warm invite to pay him a visit at the factory, to see for myself how the process happens. I enthusiastically took him up on the offer and made a visit a few days later. If you find industrial workshops and curious machinery rattling away fascinating, then this is a subject for you.

Wintwire has a Sheffield address, and from it you may well picture in your mind, either a grim and grimy post industrial revolution factory environment or a modern industrial hamlet on the outskirts of the city served by an inevitable ring-road, but in point of fact **Wintwire** does not really fall into either category, as it stands in a rural setting on a site beside the River Don, from which the factory originally drew its power.



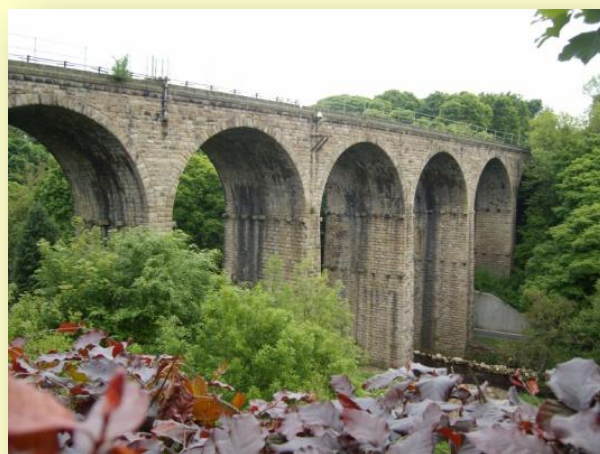
In this photograph, the peaceful River Don makes its way past the site, but earlier in the year, the company suffered considerable damage and expense when the river severely flooded the site.

This then is Oxspring, Sheffield. A village located, off the main A629 trans-Pennine, Woodhead Pass road between Sheffield and Manchester and the site is accessed down a steep lane, leading to an ancient pack-horse bridge over the river. Close-by, is situated the ox spring; the water source which enabled the area to be settled in the first place.



In this photograph, the view is looking back up the steep lane which gives access to **Wintwire**; the lane passing under one of the arches of Oxspring Viaduct.

And here is the imposing viaduct, beneath which **Wintwire** goes about its business, just as generations have done over the years.



The history of the company is well worth taking the time to have a look at, and indeed MD Marc Turner was keen to share some of it with me, but in the interests of time and space, it might be best if I simply refer you to a website, where someone has already troubled to tell the story, and you can find it here: <http://www.penpictorial.co.uk/histwinterbottom.htm>

What I cannot help but find interesting is the way the founder of the business, George Winterbottom, was at one time in the 1800's, briefly in partnership with a Mr. Cook of Hathersage; my home village from which I had set off earlier in the day to make my visit to the company!

So, let me introduce Marc Turner, **Wintwire's** MD. Marc runs the company with the aid of his son and Sales Manager, Ben and 24 other members of staff including a big, soft Weimaraner named Truman.

On behalf of Marc, welcome to **Wintwire**, where almost certainly any of the model train track rails (not tin-plate) which you might happen to have on your layout, may well have been made by them!



The reason I make particular reference to Mr. Cook of Hathersage, is not just because he used to live and work in Hathersage, but also because in the early 1800's he too had a wire drawing concern in the village. I understand that one of the lanes in my village has a tunnel under it, and at that time, wire was hand drawn by men who would literally take the end of a length of wire and somehow pull it, along the tunnel until it was of the required diameter. Sounds hard to imagine today and thankfully the process is very different today at **Wintwire**.



On my arrival at the site, my senses were assailed on the one hand by the rhythmic thumping of machinery at work in the building, and soothed on the other hand by the flow of the river, mixed with the quacking of the ducks and clucking of the chickens which are to be found in numbers on the opposite bank. Suddenly, an articulated lorry noses its way over the pack horse bridge bearing another consignment of coils of wire, destined to be turned into whatever **Wintwire** are required to produce and on the lorry's arrival an employee

suddenly appears and brings a fork-lift truck into life so as to unload the lorry.



Marc came out to greet me and I'm then led through the cacophony of sound made by the various machines at work, up a flight of stairs and into his office sanctuary, where he explains the history of the site and begins to explain a little of the work they do. As one might imagine, it is not just model railway rails that they concern themselves with and in order to illustrate the diversity, I was shown a selection of what I took to be Dremel (mini-drill) attachments. In essence, this is what they are, but these are very much smaller and made for the dentist trade, so again, when you next pay a visit to your dentist, you now know where that drill attachment they are using may well have been made! These were so

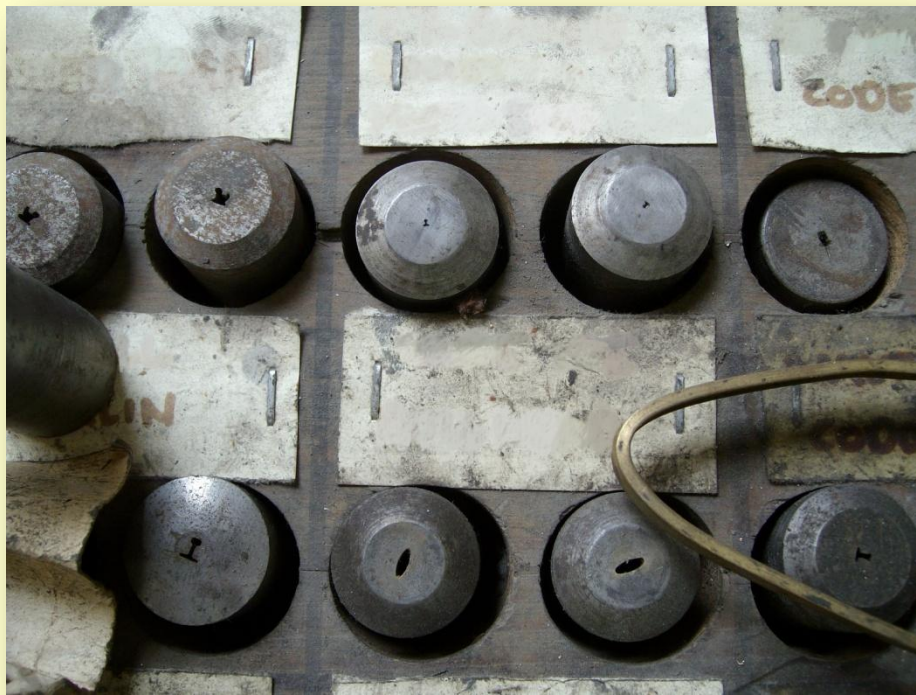
small, they were very hard to photograph.

Other items of interest included stainless steel helical wall ties, as now used by the building industry, to tie walls together across the cavity.

Having seen a selection of some of the items the company make, Marc then required me to don the requisite high-visibility jacket before leading off on a guided tour of the factory floor.

I've taken the opportunity to take several brief film clips of the machinery at work as well as several photographs, none of which will ever really explain what is happening, quite like standing amongst it and having it explained by Marc, but I'll do my best.





Here is a selection of the numerous cutting dies the company holds, which enable them to ultimately create the necessary profile to whichever track section they are required to make. It sounds fairly straight forward, but of course, there is much more to it.

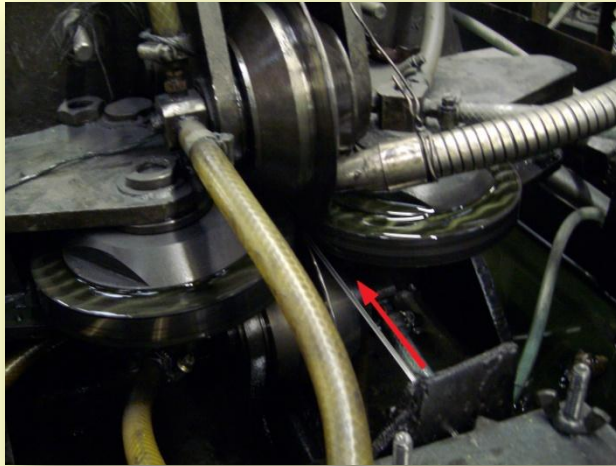
Some of these dies are for micro-scales, so

small you can barely see them; who on earth models to such a small scale?

The wire to be used may well have been previously drawn out by another firm, before **Wintwire** create the desired section, but the process invariably starts with a large and heavy spool of wire which may be made of a variety of materials from steel to brass. The wire is lifted into the air from the spool and sent on its way over a pulley as it heads towards the machinery which will transform its profile, in possibly a series of passes before it is finished.

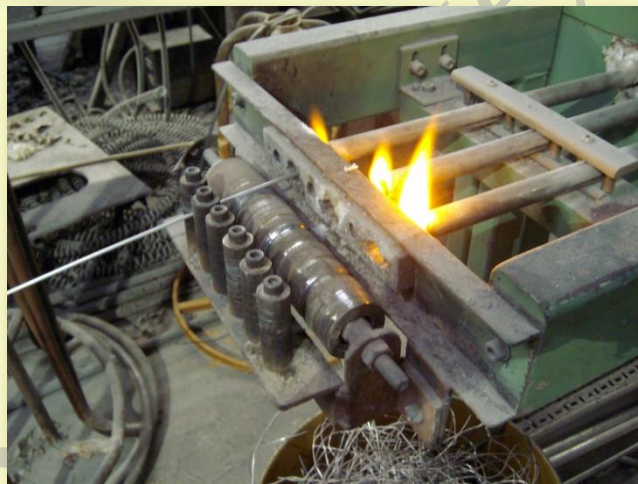


In the above-right photograph, the wire can be seen exiting a die on a stationary machine. The lid has been lifted on the cooling reservoir which when running is full of water, cooling the wire which rises rapidly in temperature as a result of the process.



In the photo on the left, the wire being profiled is arrowed as it passes between four separate dies, compressing it on all four sides.

In the below photograph another machine is gently heating the wire as it commences on its journey to become something quite different from how it arrived.

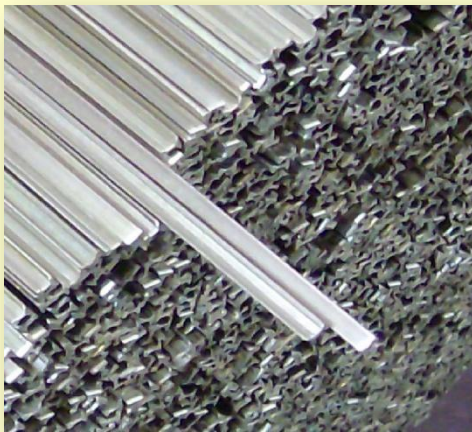
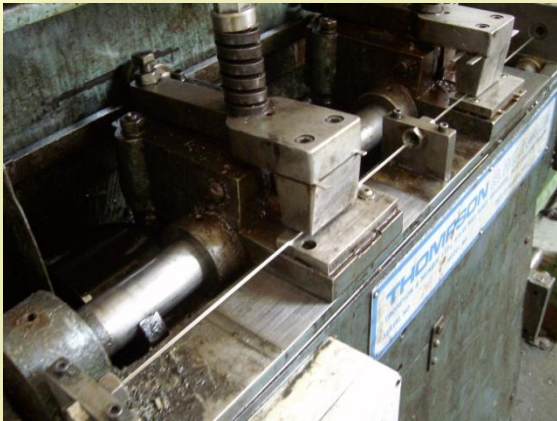


Before final cutting into specified lengths, it has to be formed into a perfect straight in both the vertical and horizontal plane, which you might be able to see happening via this machine.



Vertical plane – followed by horizontal plane straightening.

The rail section is then cut to length by the below machine and the finished lengths begin to assemble themselves in a cradle waiting to be checked and bound together.



For those who imagine the hobby is on its last gasp, it would be nice to think that this one bundle of finished rail section should clearly indicate all is far from lost.

Before I took my leave, I cast my eye around the building and snapped a few more photos of this hive of industry.





Inside the oldest part of the factory where production was first started by George Winterbottom in the 1800's.



So, there you have it. Now you can see at least how the steel or brass section rails that your pride and joys run along are made. Obviously there is much more to the finished product, as someone has yet to form the rails into track sections, with either the application of moulded sleepers or as in Ron Fraser's case, hand applied sleepers. Also, none of the above takes into account the care and skill that is required to produce your curves, turnouts and crossings, and maybe in some small way this article will help the reader to understand a little more of how the price is determined when you next buy a quantity of rails.

Having seen all that needed to be seen, Marc bid me all the best, and similarly I'm sure readers will wish him and his staff all the very best. Well done Marc.



**WINTWIRE
UNIT 3,
OXSPRING,
SHEFFIELD,
S36 8YW**

**TEL: 01226 763081
FAX: 01226 767164**

email: sales@wintwire.co.uk

Darstaed Newsletter No. 22 July 2013



The very latest news from Darstaed.

DARSTAED Trains de Luxe *The Best Tin Plate Since 1966*

Dear Tinplaters,

Many of you will have heard about the marvelous tin printed products made by Dorfan during their all too brief period of production from 1924 to 1934. Dorfan was an American toy company based in Newark, New Jersey, specializing in 'Narrow 'O' Gauge' and 'Wide Gauge' toy trains. "Wide Gauge", was in reality "Standard Gauge", which could not be used then as it was a Lionel trademark.

Dorfan was founded in 1924 by Milton and Julius Forchheimer, two immigrants from the fulcrum of train manufacturing in Germany, Nuremberg; their family being involved in the production of Fandor Trains (Joseph Kraus & Company), from which the name 'Dorfan' was an anagram. The names are an amalgam of the first names of Milton's and Julius' mothers, Fannie and Dora.

After World War I, Germany was devastated and the future looked bleak, So Milton and Julius convinced their Fandor chief engineer Johann C. Koerber to join them in America. Koerber was a former designer of Bing, another giant among the German train makers, thus a link was made between the old world and the new explaining how Dorfan's heritage enabled them to introduce so many new ideas and innovations into their products and production methods in the USA. The company opened for business at 137, Jackson St., Newark, N.J.

1924 was a good year to start making and selling trains in America - business was booming and the stock market was on a roll. Dorfan's adage at the time was: "to build better trains for less," a philosophy today shared by Darstaed. The company initiated various innovations, not least the introduction of 'Loco-Builder' kits as 'educational' models, encouraging boys to build their own engines from only 15 parts (very popular with parents). Dorfan was the first U.S. train manufacturer to use zinc die casting methods on a large scale in its manufacturing process. Their engines were made primarily of a copper-zinc alloy termed 'Dorfan Alloy', which was strong but light in weight. Many toys at the time were made of cast iron but the Dorfan alloy allowed much sharper detail and larger parts. 'Dorfan Alloy' was marketed as non-magnetic and unbreakable, and they claimed in their catalogs that an electric motor's efficiency was reduced substantially when encased in steel, due to the magnetic-induction character of the steel, something which had prompted them to develop their alloy in order to overcome the issue. Unfortunately, impurities in the alloy caused it to oxidize over time causing the metal to expand and crack. Being a pioneer usually has its price! Undeterred, Dorfan replaced the damaged parts, but at great expense.

Within a year of starting the business, to everyone's amazement, Dorfan had bested all of its competitors! Their 'Wide Gauge' engines outperformed Lionel's and the Dorfan designed locomotives could even run up inclines of 20 degrees! By 1930 Dorfan had introduced a 'Distant Remote Control System,' and successfully avoided patents by Ives, Lionel and AF.

At its peak, Dorfan had about 150 employees, but was unable to weather the Great Depression. The higher detail of the models which inevitably resulted in higher production costs, produced a more expensive model train, which the customers during the depression could not afford in sufficient numbers to prevent the company eventually having to cease production in 1934.

I admire those who have the courage to innovate and Darstaed is on the front line. Like Dorfan, for Darstaed, profits are secondary to the quest to make a better product for the benefit of the customer. Others who applied different principles may well have survived, but more importantly Dorfan stuck to theirs, putting beauty and customer satisfaction above profit. For that reason I propose to pay tribute to Dorfan by replicating in O Gauge their stunningly beautiful range of tin printed 'Wide Gauge' rolling stock and like Dorfan with the higher detail and no expense spared.

Enjoy your fabulous reborn Dorfan !

Andries Grabowsky
Darstaed



www.darstaed.com

from
\$79

DARSTAED Trains de Luxe

The Best Tin Plate Since 1966

ANOTHER
Dorfan
- PRODUCT -
FROM
DARSTAED

Made in the finest litho tin printing tradition Darstaed proposes to produce the cars in batches starting with 4 box cars followed by gondolas, hoppers, tankers and many more all based on the famous Dorfan artwork.



Features :

All metal construction
Finely detailed diecast trucks
3-D effect litho tin printing
Couplings Dorfan O gauge interchangeable with Lionel and MTH couplings



If sufficient interest we intend to produce at least :
Batch 1 : 4 box cars,
Batch 2 : 2 gondolas, 2 hoppers, 2 tankers
Batch 3 : reefers, cattle cars, stake and flat car
batch 4 : crane and caboose
plus locomotives.



If the quantities warrant the investment we intend to move our tin printing and assembling to the U.S.A. In case you support this we kindly ask you to show us your interest by contacting us at :

trainshoover@gmail.com and
dorfan@darstaed.com

www.darstaed.com

Here is a selection of the responses coming from American enthusiasts:

"These Reincarnated Dorfan Trains look like they'll be very beautiful works of Tinplate Art."

"Bravo! The quality if it is as represented is simply wonderful at a very competitive pricing. Looks like a winner. Bruce"

"These look gorgeous; count me as "in" on these! Also, what is that track that the Dorfan cars are riding on? I really like the look of it and the unique ties. Is it available to purchase? Kind regards, Mack"

Andries Grabowsky responds: ***"The track is a mock up of the celebrated Marklin "Modell Schiene" from the '30s that we intend to make. Preferably in the USA, or Europe of course."***

"These Reincarnated Dorfan Trains look like they'll be very beautiful works of Tinsplate Art."

"Bravo! The quality if it is as represented, is simply wonderful at a very competitive pricing. Looks like a winner. Bruce"

In the wake of the Dorfan announcement, Darstaed owner, Andries Grabowsky has forwarded the following statement:

Dear All,

You will have noted the announcement above of our new Dorfan line. The launch was successfully made yesterday (Sat 29th June) at the National Convention of the Train Collectors Association of America, TCA.

I would like to assure our customers that these productions will not interfere with our program for British models as the Dorfan products are intended to be produced in the USA.

The first shipment of 6 wheelers has been received by our distributors although one third of the shipment did not arrive in good shape. Due to the urgency we shipped by courier at great expense but couriers are notably less careful with the goods than normal airfreight carriers. Our apologies for keeping some of our eager customers waiting a bit longer.

At the moment we are studying the possibility of doing the final assembly in Britain itself as Mr Fowler of 7Mill has proved is possible and desirable. This is in line with our long term objective to produce trains in the West where they belong. Producing in Britain will have the advantage that liveries will be available on call and shipping/assembly damage will hopefully be a thing of the past.

The coaches are made according to the standards we have set with our Non-Corridor stock. i.e. standard fitted detailed interiors, interior lighting and working tail lights with proper pick-up from the rails of course.

The first production run is vouched for by our distributors but it is quite large and therefore it will take time to complete all 20+ liveries. The price is GBP 245 + P&P for the first production run available with our distributors, after that the price will be GBP 265 + P&P. Of course it is out of the question that these coaches will subsequently be offered, or any other of our products, on EBay at slashed prices without warranty. They take us too much effort to make and we are proud of what we create. For us trains are not a commodity to be traded for a fast buck.

Now that production of the 6 wheelers is proceeding slowly but surely, we will dedicate our attention to the production of our mainline coaches, Brighton Belle in blue/grey, LMS maroon Pullmans and of course the two Metropolitan Pullmans as announced previously. The A4s and A1s + Tornado are also progressing slowly.

Enjoy tinplate!

Cheers,
Andries

Production Stage updates.

ENGINE SHEDS

N.B.FINAL DESIGN AND PRICE NOT SPECIFIED AS YET



A1 & TORNADO LOCOMOTIVES A1 £685 TORNADO with A1 royalty £ 745
OR: Supplied in mahogany presentation box with royalty to the A1 Trust £850.



A4 PACIFIC LOCOMOTIVES

£685



0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

£325



FRENCH 0-6-0 JINTY TANK ENGINES AVAILABLE WITH FRENCH 6Ws £325



0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION

£325



6 WHEELER COACHES

£245



CASTLE CLASS LOCOMOTIVES

£595* see page 12



NCB PANNIER TANK ENGINE

N.B. VERY FEW REMAINING

£295



0-6-0 PANNIER TANK ENGINE

N.B. VERY FEW REMAINING

£325



0-6-0 JINTY TANK ENGINE (BLACK)

N.B. VERY FEW REMAINING

£325

The Jinty on/off switch is now available, £10 each, easy to fit. Contact your local distributor.



0-6-0 JINTY TANK ENGINES (COLOURED LIVERIES)

N.B. AS ABOVE

£325

NB: no further in grey



2-6-2T ENGINES

AVAILABLE

£325



MINERAL WAGONS

£150 set of six.

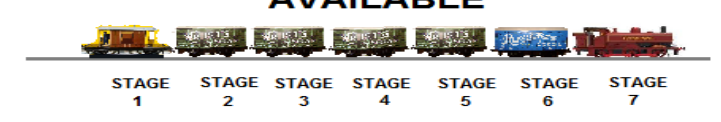
Singles £25 each unboxed.



1ST SERIES ADVANS

£45

Individually boxed



HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£39 each.

Raylo Exclusive's £40 each.



J19 0-6-0 TENDER ENGINE

£345

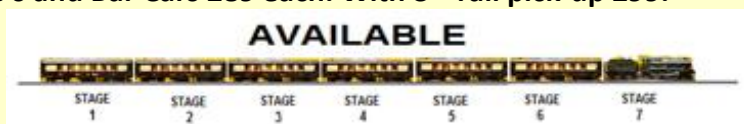
Limited number of plain black with NE on tender at £365



PULLMAN COACHES & BAR CARS

£395

Set of 5. Single's and Bar Cars £89 each. With 3rd rail pick-up £99.



CANOPY STATIONS

AVAILABLE

£250



BUT VERY FEW REMAINING

Contact: www.trainshoover.com email: trainshoover@gmail.com

or: 'The O Gauge Guy': email: bluecja@gmail.com

'WARSHIP' CLASS 42 LOCOMOTIVE **NEW PROJECT IN 2 AND 3 RAIL VERSIONS**



CONCEPT & DESIGN



STAGE 1

STAGE 2

STAGE 3

STAGE 4

STAGE 5

STAGE 6

STAGE 7

DB CLASS V200.0 LOCOMOTIVE

NEW PROJECT 3 RAIL VERSION



PLANNING



STAGE 1

STAGE 2

STAGE 3

STAGE 4

STAGE 5

STAGE 6

STAGE 7



THE PRODUCTION STAGES EXPLAINED.

STAGE 1: CONCEPT & DESIGN. In this initial phase, the concept and viability is widely considered within the Darstaed Team looking at all aspect of how the model might be produced. Which versions and liveries might be made available, whilst inviting customers to indicate their thoughts on the proposal.

STAGE 2: PLANNING. The production of drawings and costings in respect of tooling and parts required.

STAGE 3: MOCK-UP SAMPLE & APPROVED LIVERY DRAWINGS.

IF AT THIS STAGE THERE IS INSUFFICIENT INTEREST WE WILL CONSIDER POSTPONING OR SHELVEING THE PROJECT. HOWEVER; IF THE PROJECT IS DEEMED TO HAVE SUFFICIENT SUPPORT AND VIABILITY, IT WILL BE GREEN FLAGGED THUS:



AT THIS POINT IN TIME, YOU THE CUSTOMER MAY FIND THE MODEL UNDER CONSTRUCTION WILL BECOME AVAILABLE AT A SPECIAL PRE-PRODUCTION PRICE.

STAGE 4: TOOLING UP.

STAGE 5: PRE-PRODUCTION SAMPLE READY AND BEING TESTED. If all goes well distributors should shortly thereafter have a pre production model to show prospective customers.

STAGE 6: PRODUCTION IN PROGRESS.

STAGE 7: AVAILABLE - RELEASE OF FINISHED MODEL & DELIVERY DATE CONFIRMED.



The distributors:



UK MIDLANDS:

Authorised Darstaed distributor COLIN TOTEN

www.raylo.co.uk email: colin@bhvccc.co.uk Tel: 01582 873460 *"I am happy to bring your purchase to any toy fair or exhibition I attend for you to collect in person or alternatively by post or courier as required".*

UK NORTH & SCOTLAND: Authorised Darstaed distributor CHRIS REEVE Tel: 01557 860080 email: 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

Tel & Fax: +49-208-30-18-814 Mobile: +49-178-656-2556 Website: www.MBW-Spur-0.de



U.S.A. & CANADA:

Authorised Darstaed distributor JOHN HOOVER

of TRAINS-HOOVER 1064, CRYSTAL BOWL CIRCLE, CASSELBERRY, FL 32707 www.trainshoover.com
email: trainshoover@gmail.com



AUSTRALIA:

Authorised Darstaed distributor DAVE ALLEN

'THE O GAUGE GUY' www.theogaugeguy.com email: dave@theogaugeguy.com Mobile Tel: [0421778151](tel:0421778151).

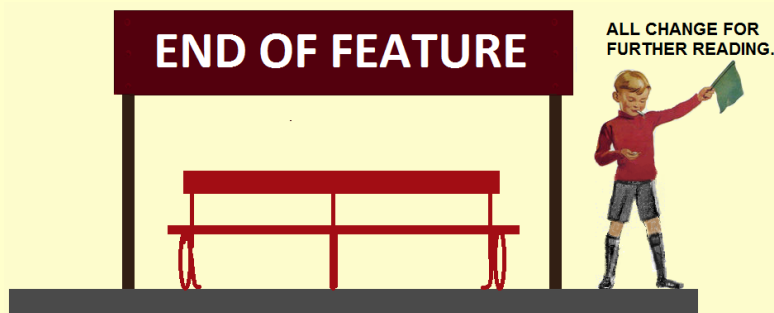


UK LONDON & SOUTH:

Authorised Darstaed distributor BRUCE

COLEMAN www.wonershtrains.com email: brelcol@talktalk.net Tel/Fax: 01483 892373 (South East)

"I normally have most models in stock, both current and out of production. Will split sets of coaches and wagons, depending on stock position. All postage by secure courier."



Submit a photo.

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



Whilst the thrust of this newsletter is towards showcasing what's currently happening in the world of coarse scale 0 gauge, every now and again it's good to take a look at what our forefathers created.

This was the original concept for this section of the newsletter, but this month Roy James has sent me an irresistible selection of coaching stock as made by top coach maker: Darstaed. Here are a few samples. Please feel free to submit period rolling stock photos – any make or period, as a home can be found to highlight them here.



In the above Southern Region coach, you can clearly see how the factory fitted lighting enhances the interior detail, to which Roy has also added a number of passengers.



Seven Mill Models

For information and sales contact our main agent;

DJH Engineering Ltd. Project House, Villa Real, Consett, England DH8 6BP

Tel: 01207 500050, Mon-Thurs 09:00 ~ 17:00 hrs. Friday 09:00 ~ 14:30 hrs. Voicemail all other times.

Fax: 01207 599757. E: sales@djhmodelloco.co.uk W: www.djhmodelloco.com

Sales Agents in UK: WJVintage, 29, Wood Road, Kings Cliffe, Peterborough, PE6XF T: 07711 092497

W: www.wjvintage.co.uk

Colin Toten, RAYLO T: 01582 873460 W: www.raylo.co.uk



Seven Mill Models

Out Spring 2013 - V2 2-6-2



Super V2 (double chimney) - BR Green Lined livery



V2 - BR Green Lined livery



V2 - BR Mixed Traffic Black lined livery



V2 - LNER Apple Green lined livery



V2 - Wartime Black livery

For information and sales contact our main agent:

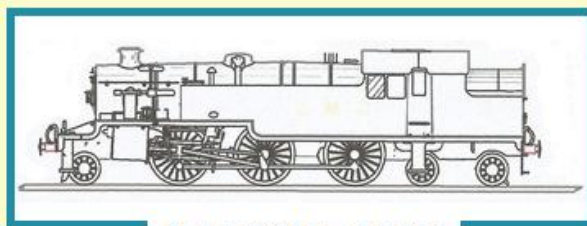
DJH Engineering Ltd. Project House, Villa Real, Consett, England DH8 6BP.
Tel: 01207 500050, Mon-Thurs 09:00~17:00 hrs. Friday 09:00~14:30 hrs. Voicemail all other times.
Fax: 01207 599757. E: sales@djhmodelloco.co.uk W: www.djhmodelloco.com



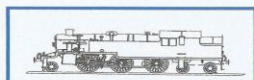
Sales Agents in UK: WJVintage, 29 Wood Road, Kings Cliffe, Peterborough, PE6 6XF. T: 07711 092497 W: www.wjvintage.co.uk

Colin Toten, RAYLO T: 01582 873460 W: www.raylo.co.uk





MALDON TRACK



Maldon Track

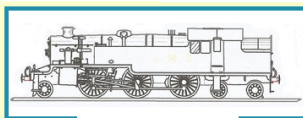
Ron Fraser
102 The Causeway
Maldon
CM9 4LL
Fraseron@hotmail.com
01621 852642
0789 1916758

February 2013

Code	Item	Unit	
Individual Components			
	36" (915mm) length of code 200 N/S rail	per length	£2.80
	Individual sleeper, complete with centre chair	bag of 100	£27.00
	Centre chair only	bag of 10	£2.00
	Rail joiner strip, six rail joiners (fishplates)	per strip	£0.70
Kit Prices			
HR3	To make 36 inch (915mm) length of Hornby style 3-rail track with 20 sleepers	set	£14.15
MR3	To make 36 inch (915mm) length of Marklin style 3-rail track with 30 sleepers	set	£16.85
3 Rail 'O' Gauge Track			
			Hornby Style Marklin Style
R1	27" radius curved half rails	box of ten	£85.00 £110.00
R2	30.67" radius curved half rails	box of ten	£95.00 £118.00
R3	34.33" radius curved half rails	box of ten	£97.00 £120.00
R4	38" radius curved half rails	box of ten	£99.00 £122.00
R5	41.65" radius curved half rails	box of ten	£113.00 £136.00
R10	60" radius curved half rails	box of twelve	£152.00 £203.00
ST18	18" straight rails [half straight]	box of ten	£118.00 £151.00
ST36	36" straight rails [full straight]	box of ten	£216.00
F8	Standard 38" radius isolating point, length 293mm; arc 18°; Right Hand	each	£78.50
F9	Standard 38" radius isolating point, length 293mm; arc 18°; Left Hand	each	£78.50
F10	Express, isolating point length 457mm; arc 9°; radius 2092mm Right Hand	each	£99.00
F11	Express, isolating point length 457mm; arc 9°; radius 2092mm Left Hand	each	£99.00
Accessories			
PC1	Power Clip rail joiner (2 or 3 rail)	each	£12.00
BS1	Buffer stop (2 or 3 rail)	each	£24.50
DBS1	Display track and Buffer stop	each	£36.30

Note: Curved radius is measured to the inside face of the outer running rail and two boxes of curved track make up a full circle
** price on application

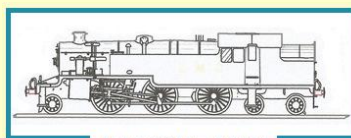
Terms Payment within 14 days of dispatch date in GBP
Carriage, packing and insurance costs charged in addition.
Goods/Services remain the property of Maldon Rail Centre Ltd until paid for in full
Maldon Rail Centre Ltd. reserve the right to change the unit prices without notice



MALDON TRACK

Ron Fraser
102, The Causeway
Maldon
CM9 4LL
fraseron@hotmail.com
01621 852642
0789 1916758

Just like the Hornby original, but better!
It won't rust and can be used in the garden,
where trains always run at their best!



MALDON TRACK

Ron's Newsletter

If you disagree with anything in this article please feel free to respond either to me or the news letter, I am very happy to talk and learn. Email Ron@maldontrack, face book or www.maldontrack.com

Our hobby has many facets, some like to build a scenic railway display, others just to run a loco around a simple loop of track. Some are interested in history, others in heavy engineering and some just like the look of a loco. The one thing they all relay on is the track.

To continue from the last news letter:

When you sit on a very ridged chair, only 3 of the legs will touch the floor, the fourth leg may only just miss the floor by $\frac{1}{2}$ the thickness of a human hair, but it takes no weight. When you place a block of metal on to a perfectly flat surface it will most lightly rest on the 3 highest points of the block, twist it; squish the block and those high spots will be flattened and other high points will support the block.

Most model locos have no suspension and so in most cases only 3 drive wheels are in contact with the track at any one time.

To make a perfect concentric drive wheel would cost a fortune, but to get 6 drive wheels exactly the same size is not worth talking about; funnily enough, 6 balls would be easy to make.

Most locos will rock on the track, this is of very little concern; however, if you turn the loco upside down and rotate the drive wheels you will see that some of the rims of the drive wheels move from side to side as they rotate. This wobble can be as much as 3 mm either side of the centre line of the loco which can be a problem.

It means that the back to back measurement is constantly changing; the result is that the loco wobbles like a duck as it goes along but when it's pulling a load, the duck movement is not as prevalent. If just one wheel is badly out of a line, the duck wobble will only be seen when that wheel becomes the lead wheel and the rim is running against the outer edge of the rail of a curve. So in many cases the wobble is no problem. Tubal track is better at hiding this problem.

The distance between the rails, for 'O' gauge track this is 32 mm and called the 'back to back', if the back to back is too small the train cannot pass between the rail.

However; on profile rail, if the wobbly wheel hits the frog of a point at the wrong part of its rotation the loco will derail, this is usually the reason why some locos will derail every other time it goes through a point. The other problem is that if a pair of wheels are running out of line and out of phase with each other the back to back size is completely lost and therefore derailment, jamming, or choking on a point is unavoidable, but won't necessarily occur every time the loco goes through a point.

Why do we get the wobble on a drive wheel?

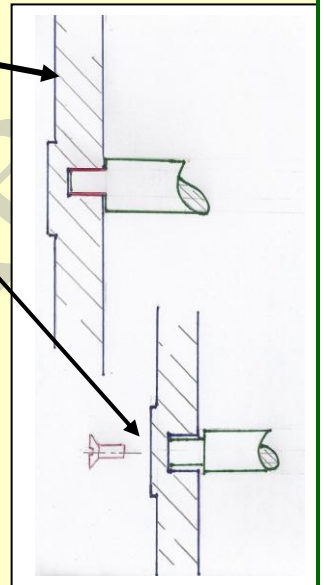
Some of the problem is unavoidable; the wheel has to be made at a cost and the higher the accuracy, the greater the cost. The most common drive wheels are made by a process called sintering. This creates an accurate casting that is very tough and very hard to machine. The shaft hole is not usually machined and inevitably does not run concentric with the circumference of the wheel. In most cases, this is not a problem, but where the casting process leaves debris in the hole so that the axle can't seat properly it causes a wobble.

The other problem is the drive wheel assembly method.

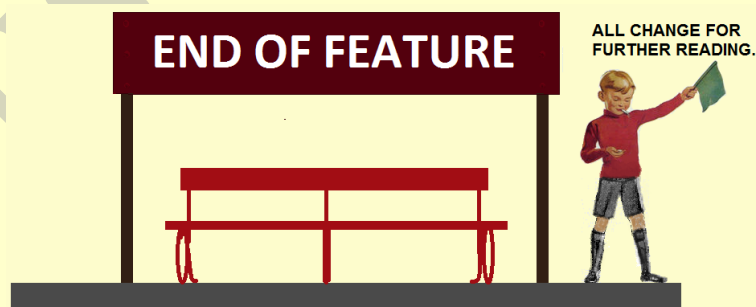
In general, most of us would expect that the circumference of the shaft/ axle hole would interfere with the axle shaft. But in most model locos the circumferences of the shaft and axle hole don't touch as the location is reliant on the front face of the shaft and the inner face of the drive wheel with the retaining centring them. This is sufficient for purpose, but if there is any debris left in the wheel axle hole then the drive wheel cannot seat properly.



One of the other reasons for wobble is that the retaining screw is loose, some people use lock tight to lock the screw in place, this is OK until you have to undo the screw which can cause it to shear, a better option is to use a cheap superglue as this breaks down if it gets damp, so a small piece of damp cotton wool left on top of the super-glued screw will loosen the adhesive.



Of course one set of wheels have insulated inserts fitted but the above still applies.



WJVintage

WJVintage

Serious Toys for Discerning Boys

Paul Lumsdon - Head Boy

www.wjvintage.co.uk

NEW (May 2013)

ETS Shell/BP tank wagon

Brand New Stock-Limited Production (just 20pcs)

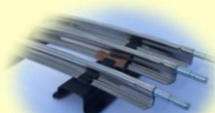
We have just taken delivery of this ETS Shell/BP tank wagon which is now fully modified for the UK market and fitted with a smaller filler and chemically blackened spoked wheels. This means they are fully compatible with all the tank wagons, open wagons and ventilated vans produced by Bassett-Lowke in recent years. We have only taken delivery of twenty pieces just to gauge the market for these. They are priced at **£41.99** plus postage.



You could be forgiven for thinking this photograph has been photo-shopped – where in the country is such an enormous brick-built viaduct to be found? Find out in Paul's June newsletter: www.wjvintage.co.uk

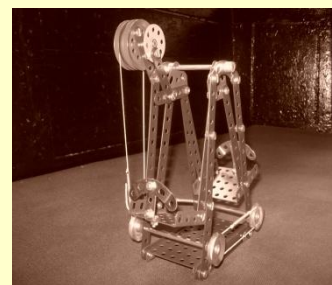
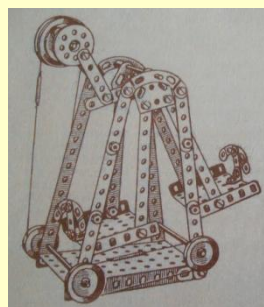


Last month I was able to put the spot-light on the Czechoslovakian company Merkur, who in addition to a comprehensive range of tin-plate, coarse scale O Gauge trains, coaches and trucks, also make excellent 'tin' track on which to run them. As the latest company logo indicates, they also make a comprehensive range of Merkur building components, very similar to Meccano, which has long been one of my other areas of interest.



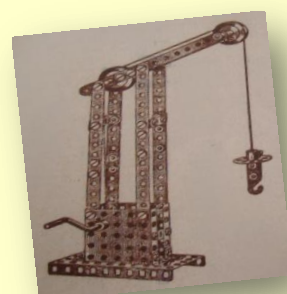
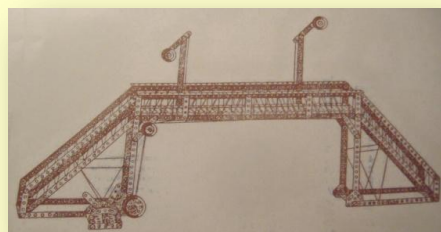
Delighted at the article of last month, the company CEO Jaromir Kriz expressed his appreciation and

acknowledged my passion for Meccano by sending me a set of Merkur to see what I made of it! Its arrival coincided with my wife and I about to head off to the West Country for a very much needed holiday, so I naturally took the set along to see what I could produce. The set is one of a number the company are putting together, marking it's now long history of producing the Merkur range since the 1920's, and so it comes with a reproduction manual from that period which shows how no less than 271 different models can be made from the parts in the set. Many are very simple, others capable of giving you plenty to think about as you interpret the illustration in the manual. Just like Meccano, Merkur sets have always found favour with anyone trying to create a model railway, as the parts can readily be used to create structures of use on such a layout – anything from a station to a signal or O Gauge track if the need arises. I couldn't let this month's e-newsletter go by without acknowledging the arrival of this set, and so here is a flavour of what I got up to on my holiday. My wife was very pleased as it apparently kept me quiet!



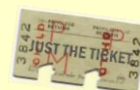
You can see these charming old mechanisms at work in this YouTube upload which I've put together:
<http://www.youtube.com/watch?v=3yYFH-vK3FI>

Here are another couple from the manual, both of which would work well on a layout.





JtT's mailbox



Received from Australia:
Hello David,

Just a quick message to thank you for your
"Just The Ticket" emails and attachments.

Your attachments make wonderful and
informative reading.

Please keep up the good work!

Cheers,
Garry Bourke
Mount Dandenong VIC
Australia

Here's an email with a difference coming in since the last edition of **JtT**. It's from Mickey Whitney in the USA and concerns a book he's been reading. He went on to write further on the subject. UK readers might like to know that it's readily available in paperback form on eBay and Amazon.



Model Trains in Literature

Trains and railways feature in much literature (Murder on the Orient Express, Around the World in 80 Days, etc.) but how much do model trains, especially tinplate trains, appear? They are vanishingly rare. They get a brief, but vividly memorable, reference in what many regard as the finest autobiography in Western literature, Vladimir Nabokov's *Invitation of a Memory*. In chapter seven, the first two paragraphs, the author writes of a travel agency on Nevsky Avenue in old St. Petersburg, capital of Imperial Russia at the turn of the 20th century. The travel agency showcased a three-foot-long model of what the author describes as an "oak-brown" sleeping car of the Nord-Express. He details

its blue upholstery and the embossed leather of each compartment, including the elegant lamps, mirrors, frosted windows, and polished furnishings. He goes on to disparage the post-Great War's switch from these rich brown coaches to the parvenu's trendy blue. He despairs that the model is not for sale (being of an old, Russian aristocratic family, his father could have afforded such extravagant luxuries with ease, a far cry from what would soon transpire after the Revolution ousted Czar Nicholas, and Nabokov had to flee to England).

The Nord-Express ran straight from St. Petersburg to Paris, a journey he made several times. In what I think the single greatest chapter ever written about the joys and wonder of train travel, he chronicles in great detail one such trip in 1909. This same chapter seven is alone worth the price of the book, for it is a chapter every modeller will love, and especially so the author's beautiful description of train travel at night on such a glamorous express. (Nabokov admits to having owned tinplate clockwork trains himself, though he concedes they were no match for the three-foot model in the travel agency, with all its "maddening" details).

Graham Greene's short story, "The Hint of an Explanation", is the only other truly literary work of which I am aware that features model trains. The story begins on a cold December evening on a train (a superb description in itself of train travel by night, the train rocking along through the darkness of the Pennines, tunnel following fast after tunnel). Two travellers speak quietly by the light of the globe, and one begins to relate a story about a childhood experience concerning the testing of his religious faith by an unbeliever, an experience that made a lasting impression upon him. He describes a small O gauge model railway (Hornby tinplate?) owned by a neighbouring baker. The baker allows the boy access to his electric railway in exchange for information regarding the ingredients of the communion wafer, which he claims he can make just as satisfactorily as those used in the church. The boy watches the train layout in awe, its signals, switches, bridges, and passenger figures, marvels at the way the engine roars through the little tunnels. Eventually, he will be offered the train in exchange for the Holy wafer itself. The conclusion is both surprising and humorous. The story is appealing not just for the model railway descriptions and clever ending, but perhaps most of all for the detailed depiction of the night railway journey and the interactions of the narrator and the storyteller in the cozy intimacy of the darkened railway carriage. (Complete Short Stories of Graham Greene).

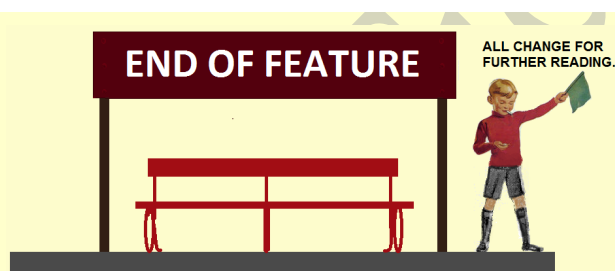
Last, a recent book by an American writer tells an intriguing and nostalgic story about the most legendary tinplate train in American history, the Lionel Standard Gauge train known as the Blue Comet. On the Blue Comet, by Rosemary Wells, does not, of course, qualify as a work of literary merit; what it does, though, it does very well. It captures, better than any book I have ever read, the magical aura and mystique of tinplate trains. It's a hardback book of 329 pages, though I think a paperback is available also. It has a big beautiful Blue Comet loco on the cover hurtling out of a tunnel straight for the reader, prompting one reviewer to say, "The minute I saw it I knew I had to have it". (Whether he meant the train or the book I can't say). But what's inside the cover is also great. There are several remarkable full page illustrations done in warm, rich tones to confer that golden sense of the past that comes to mind when we reminisce about good days gone by. My favourite is of a young boy lying down, chin on hands, watching a classic tinplate steamer with its coaches running a wide curve of track within the amber glow of an old lamp. His father is hard at work on some scenery while the boy gazes at the train in silent wonder. Much of the book is pure tinplate poetry, taking us back in time to the 1930s and a boy's loving relationship with his father, and the trains which are the center of their lives. The story captures the ambient warmth of tinplate

trains running each night, wrapping the two of them in its mystical embrace, lights glowing, engine smoke enwreathing them, while multiple trains race round the tracks and signals flash from red to green and back as the boy looks on enraptured, and dad continues to enlarge the layout.

The book is advertised as a children's book over here, but the age recommendation is ten and up, and I think it best suited for highly intelligent children and, of course, tinplaters of all ages. It might be worth purchasing for the illustrations and cover alone, but the vivid written descriptions of tinplate trains and of the beautiful Great Plains and Rocky Mountains are splendid indeed. The author conveys the quiet majesty of vast plains and farmlands superbly, as well as the brooding, dark presence of the high Rockies in a way that an adult reader can best appreciate. The nostalgic beginning will soon give way to the hard reality of the Great Depression, testing the boy's inner strength and resolution. (Published 2010 and available through any online international book dealer).

As an inveterate trains reader, I'd be glad to read articles from others who may recommend good books about trains, either the big ones or our treasured small ones.

Mickey Whitney



Featured YouTube™ uploads:

David Webb's Tinkers Hill features again, this time with his eagerly awaited ACE Trains Coronation Pacific's, which have now joined his fine stable of classic locomotives.



Ace Trains O Gauge 4-6-2 'Coronation' Pacific Locomotives

<http://www.youtube.com/watch?v=94Ty9YuC7Ek>



O Gauge Ace Trains Racing LMS Streamliners at Tinkers Hill Railway

http://www.youtube.com/watch?v=RjcR7IkCxEk&list=UUd_brFvTjTq8PN-pFWxxl8Q



SUPPLIERS OF THE FINEST MODERN ERA, READY TO RUN, 0 GAUGE TINPLATE-STYLE AND DIE-CAST MODEL RAILWAYS

Shamrock Trains owner, Martyn Pring was one of the first to make contact with me once the first edition of 'Just the Ticket' was circulated but unfortunately not quite soon enough to make it into the second edition. Nevertheless, here now is the very readable article which Martyn sent to me. Some may well have seen this, as it was originally compiled for an article in his local newspaper, the Seven Evening Post in May of 2008, however I think many will still find it very interesting.

Like many middle-aged men, Martyn Pring first came across O-gauge tin-plate trains when Father Christmas delivered a Hornby clockwork set to his Bristol home in 1960. It contained a dark green Locomotive; tender and two red carriages with an oval of O-gauge track. Not very sophisticated by modern-day standards, perhaps, but as a five-year-old he was transfixed. "All-metal construction, the vibrancy of the colours and, in that chunky gauge, it looked so real," said Martyn, who has never lost his love or fascination for model railways. "What I didn't know as a young lad was that Hornby O gauge was on its way out, handing over in the marketplace to the smaller OO gauge which is so



prevalent today." Whether or not you are fascinated by model trains, when you take a look at a layout put together by an enthusiast, you are taken back to a bygone era, not just with the models themselves but all the buildings, support vehicles and men who made the age of steam so delightful.

It literally is a miniature snapshot of many people's childhoods.

The heyday of Hornby and other O-gauge manufacturers, including Bassett-Lowke, Leeds, and the continental manufacturers, was between the Twenties and the Fifties.

In fact, Hornby stopped producing its three-rail electric O-gauge trains after World War II, replacing them with a range of clockwork versions which were manufactured in the new British Rail-era styles. "Of course, as Hornby O-gauge production started to cease towards the end of the Fifties, I didn't realise that items were progressively becoming more difficult to find," said Martyn. "I remember vividly my grandmother and I travelling on a Bristol Omnibus green single-decker bus from our home in Horfield, down to Broadmead and the Centre, in Bristol, to try and find some signals for my

Hornby set. “Unfortunately, I never got my O-gauge signal set at the time, having to make do with the smaller gauge, which looked so out of place.” Martyn loved his tin-plate train but was very envious of another local lad, Tony Routledge – whose father was in the Royal Navy, based in Hong Kong at the time – getting an amazing tin-plate train set that was manufactured in Japan. “Tony



could never work out how Father Christmas could deliver it as it was from the Far East,” he recalled. “It was a massive set and layout, with lots of different locomotives and rolling stock with line-side platforms, buildings, people and, of course, signals. My set was relatively small in comparison but we were both in the first year at Filton Avenue Infants School and allowed to bring in the sets to

demonstrate to the other children. I always remember that day – Tony and I felt the bees’ knees. The other kids weren’t allowed to touch, just look on.” Martyn’s younger brother and sister not only looked but touched, too, and his clockwork train set was broken and ultimately thrown out.

Like many other boys at the time, he graduated on to Hornby Dublo in the smaller gauge. But he says that while the carriages were still produced with tin-plate sides, they somehow never had quite the same magic. “Over the years I added bits and pieces to my Hornby Dublo and Wrenn collection but never in a serious fashion,” he said. “What I’ve got, though, remains in tip-top or mint condition and always receives a run every Christmas – it’s a bit of a silly tradition in the Pring household but my wife Kay and three girls look forward to it every year. “After a great deal of searching I managed to revisit Hornby O gauge several years ago and started to undertake some serious research. I found



that it was very much in demand from both collectors and model train aficionados, but came with pretty steep prices. “What I was amazed to find, however, was that there was a significant niche in the model railway fraternity and that three manufacturers were actually producing the finest contemporary produced and ready-to-run traditional O-gauge die-cast and tin-plate model railways you could find. “It was magic and I

was hooked again. Beautifully crafted, evocative all-metal locomotives, vibrantly coloured lithograph printed coaches and rolling stock, rekindled the romance of steam-hauled trains for me.

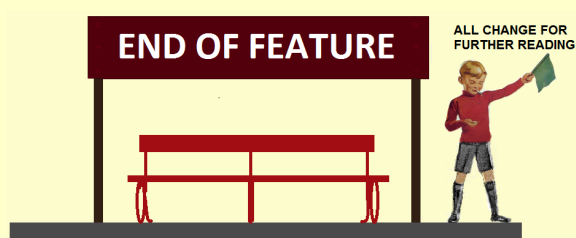
I got the bug and started collecting a few items from all three manufacturers, Ace Trains, Bassett-Lowke and Electric Train Systems (ETS), as well as the occasional bit of vintage Hornby that comes up in auction sales.” What started out as a few odd pieces has moved into quite a collection for Martyn, who says that all the locomotives look and feel like the real thing, and that brings a level of nostalgia and atmosphere that you don’t get with other parts of the model railway fraternity.

Martyn, who now works as tourism officer in Dorset, said: “What’s also interesting is that the vintage-style tin-plate model railways now come with a superb range of modern two and three-rail track systems suitable for either the home or garden. Garden railways are one of the main developing markets.” He decided that as well as becoming an active member of the Hornby Railway Collectors Association, there was a niche in the market for starting a small business. That soon developed into what has become a cottage industry for him. “My main markets are through organisations like HRCA but also dedicated events run by heritage railways here in the West Country and in Ireland.



His business is called Shamrock Trains – the website: www.shamrocktrains.com presents a strong Irish connection both he and his wife have. In fact, the family were due to move to Galway, in Ireland, last year for three years but funding for a research project fell apart at the last minute. Martyn is now exploring the idea of setting up a vintage toy train and tram museum in Corfe Castle. He said: “The great thing about this little marketplace is that it brings a lot of joy to people. It’s utterly amazing the number of people who have a real passion for vintage-style trains. You only have to see the faces of people when you deliver something new – it’s Christmas all over again. “But the best thing is when you’re running an event and you see the faces of the young lads with their dads and granddads recalling the Hornby tin-plate clockwork train set that they once had – getting hooked again, biting the bullet and buying a vintage-style O-gauge system and keeping the hobby going for another generation. What could be better?”

For further information on Shamrock Trains, visit: www.shamrocktrains.com or telephone 01929 421673



FAMOUS TRAINS: X

The "Midland Scotsman," L.M.S.

By Cecil J. Allen, M.Inst. T., etc.

Famous Trains and the routes over which they ran.

No. 10 – The "Midland Scotsman" L.M.S.

First published in the Meccano Magazine October 1927

In 1927 railway engineer and writer Cecil J. Allen commenced a wonderfully informative series of articles for Meccano Magazine under the heading 'Famous Trains'. I could not possibly improve upon his writing. Ideally I should like to treat the readership by reproducing these fascinating articles as it will surely go without saying that as model train enthusiasts you may well find the series just as readable as it was in 1927. Whilst I could simply reproduce the pages concerned, on occasions the print is not particularly clear so despite the time it takes I've decided to do full-justice to Cecil Allen's writings by re-typing the text. I'd like to run the articles in the same order he first wrote them in and readers in America, Canada and the Continent will be pleased to know that Cecil Allen also included 'famous trains' of your own. Put your feet up and have a good read with the additional PDF supplement you should find with your monthly newsletter.

PLEASE NOTE. If any reader wishes to print this e-newsletter or the Famous Trains series, please let me know and I will supply them on plain pages to avoid you having to use vast quantities of printer ink!

This month's edition of the 'Famous Trains' series is one I have keenly awaited for a while because this month the Midland Railway gets a mention. The Midland Railway had its headquarters in Derby and coming from Derby, it should hardly surprise that I have a leaning towards this company. Furthermore, it should hardly be a surprise to find that I had a relative who was a former M.R. employee. My late Grandfather, Jack Hinks born in 1901 started out life on the railway at 14/15 yrs of age as a messenger boy. After attending night school classes he managed to secure a post of Auditor and eventually rose to position of Senior Auditor of his own 'area,' and it was largely due to him that I feel sure I developed such an appreciation of model trains and the railways in general. What was a surprise however was when my wife, who has been researching our family histories for some time, discovered that we had other railwaymen in the family. On my mother's side, in 1911 I had a Gt., Gt., Gt. Grandfather who was once an engine driver for the Midland Railway Company.

This was Henry Edward Hinks who at that time lived on Oxford Street, Spondon. It sounds imposing, but is in fact a terraced row on the outskirts of Derby centre, but within walking distance of Spondon Railway Station from where I imagine he worked.

Going back even earlier on my father's side, we now know that a Henry Edwin Hurst is shown in the 1891 census as being a railway fireman, living on Carrington Street. By the 1911 census, he is shown as being a railway engine driver but now living on Regent Street, Derby. My father understood him to be regarded as a 'top' or mainline driver who in his day lived in what were highly desirable residences a short walk from the frontage of Derby railway station. Sadly all trace of these properties has long since gone and the site redeveloped. I dedicate this edition to the memory of Henry Hinks, Henry Hurst and my Grandfather, Jack Hinks.

I like to imagine that one of the Henry's might have once driven this marvellous sight, photographed at Spondon Junction, Derby in 1910



Ask the Driver!

The Famous Trains articles have always been very well received, although I have often wondered if some of the technical language used by the author, Cecil J. Allen, is understood by everyone. He makes frequent references to gradients such as 1 in 186 which is either understood or not as the case may be. He also talks about use of the locomotive 'cut-off', and sure enough, I got this email the other week:

I understand the regulator control, but do you know what the cut-off control did? There seemed to have been considerable restriction on both with "50%" being used a lot. I imagine that the expresses to Edinburgh were more often on 100%?

It struck me that the best way to get this sort of question answered would be to ask a driver, and I'm delighted to say that steam engine driver Mark Carne, known to his friends as 'Big Mark' has been contacted about this and has kindly offered to become 'Just the Ticket's' engine driver in residence!

First of all, here's a little tester for you. Which of the following is the real Mark Carne?



(a) Mark at the controls of an 0-6-0 Jinty



(b) Mark at the controls of an 0-6-0 Pannier



(c) Mark Carne at the controls of LBSCR Terrier locomotive Martello

So I invited Mark to explain what is meant by use of the 'cut-off,' and this was his response:

That certainly sounds an interesting proposal, many folk within the O gauge fraternity are aware of my involvement in standard gauge railway preservation, and some have had the pleasure of a footplate ride when I have been driving. I guess it would be a good idea to give you some more background, so you can judge if I'm qualified for the job!

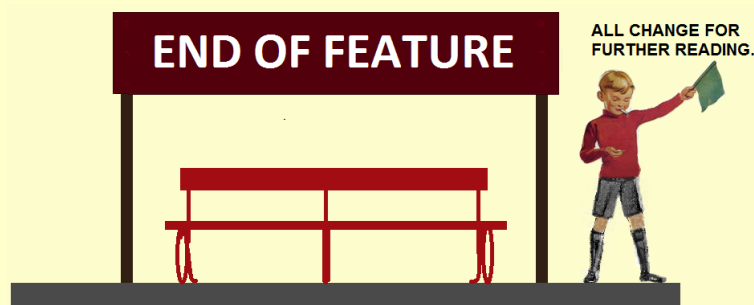
I have been a volunteer with the Spa Valley and before that the North Downs Steam Railway (a small concern which merged with the Spa in 1996) for 25 years, 99% of which has been working with steam locomotives. I have been a qualified driver for 15 years, am a loco inspector, and have also played a very serious part in our engineering dept, overhauling and maintaining locos. I have also in the past lectured in our M.I.C (mutual improvement classes) with my specialist subject being valves and pistons, round the wheel as it used to be known, how the ENGINE works, faults and failures, knock and blows, I even own an original instructional model, featuring sectioned cylinders and steam chests, to educate how it works and what really goes on in there.

The 'cut-off.' That's the one thing that really puzzles most folk, basically, it is the percentage of the pistons travel along the cylinder at which the valve CUTS OFF the admission of steam to the cylinder from the steam chest, permitting the steam to then expand within the cylinder, pushing the piston without further steam being added. One of the first things we teach people is that steam is an invisible, expandable, elasticated gas.



LBSCR Terrier Martello in full steam.

Many thanks, Mark. If you have any *real* steam engine queries, now you know how to get a qualified answer, so please feel free to send your questions in. Actually I've got one. Why exactly do bacon and eggs fried on your shovel taste better than any other?



Keeping in touch.



Copies of these e-newsletters are freely available from me at the following address: d.upton355@btinternet.com

My YouTube channel:

<http://www.youtube.com/user/ARKWIRGHTIS?feature=mhee>



'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:

<http://www.spoornul.nl/tpforum/>

Here are a couple of remarkable sites catering mainly for the American enthusiast. Nevertheless they are full of information

and postings of interest.



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:

<http://www.jcstudiosinc.com/BlogCategoryMain?catId=944>



O Gauge Railroading magazine On-Line Forum

O Gauge Railroading On-line Forum. <http://ogrforum.ogaugerr.com/forum/3-rail---o27-hi-rail-and-classic-o-gauge>



ACE Trains Owners Club

Brilliantly Old Fashioned

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

NB: All information relating to individual traders and or manufactures is featured in good faith, having been supplied by them and no responsibility can be taken for anything which might be considered inaccurate or incorrect.

