

**'JUST THE TICKET.'** A new and independent 'shop window' for those supplying the coarse scale 0 gauge model train enthusiast.

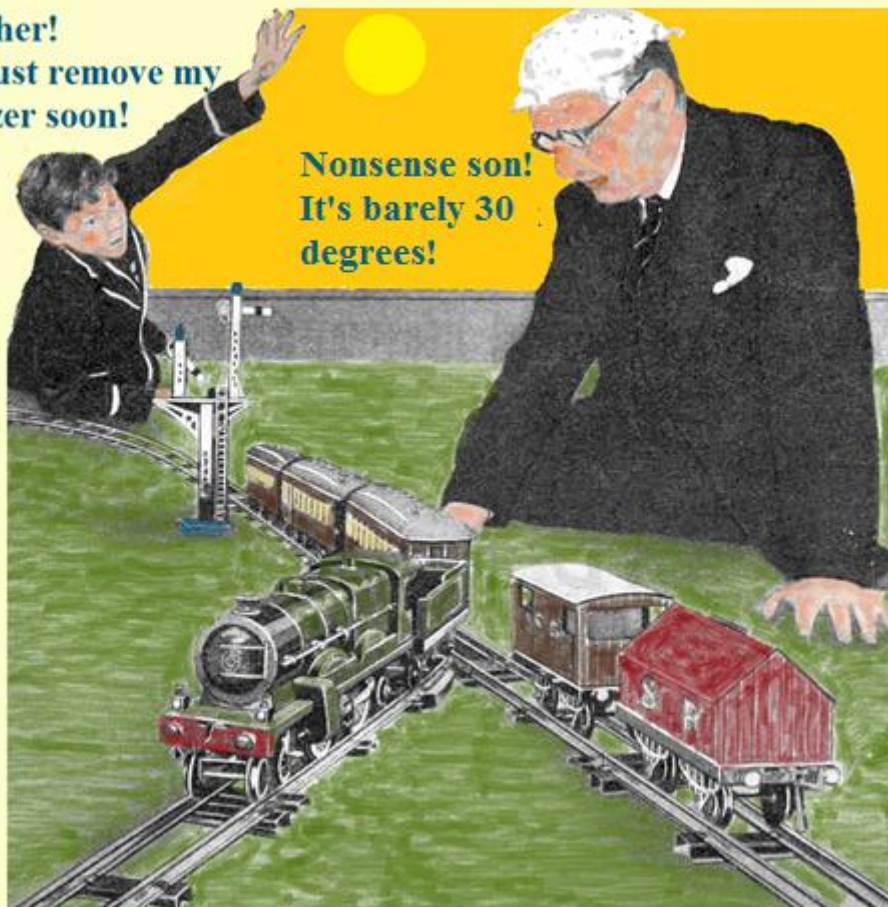
Issue No. 4 August 2013

***The Great British Summer arrives!***

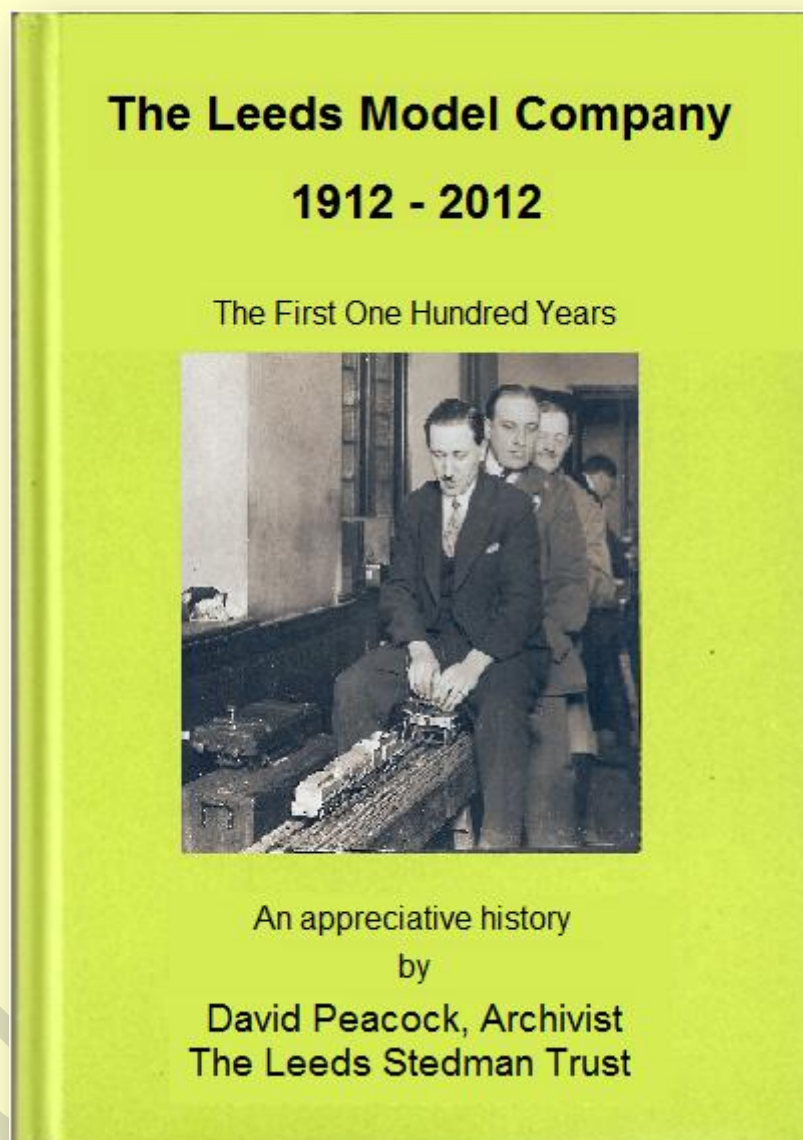
Father!

I must remove my blazer soon!

Nonsense son!  
It's barely 30 degrees!



Welcome to the August 2013 edition of 'Just the Ticket'. Because the publication goes far and wide, it may well be you are feeling the chill of your Australian winter, but over here in the UK the summer has been really sizzling with some of the consistently highest temperatures many of us can remember. To mark the occasion, I could not resist letting the train mad father and son have their say. First up this month is an article submitted by David Peacock who is Archivist of The Leeds Stedman Trust.



## **The Leeds Model Company 1912 -2012**

*Written by David Peacock to mark the centenary of the Leeds Model Company the book 'The Leeds Model Company 1912 -2012 deals comprehensively with the history of the company and its products.*

David says: 'From 1920 to 1940 three model railway companies, Hornby, Bassett-Lowke and Leeds led in the model railway market, supplying enthusiasts with ever increasing product ranges of models and accessories of every description. Of the three the Leeds Model Company, founded by

Rex Stedman in 1912, has until now remained without any published history or consolidated record of its products. This situation has now been remedied by my book, an appreciative history entitled 'The Leeds Model Company 1912 -2012'

The hardback book, (170mm x 240mm) of 128 pages has 24 chapters and 19 appendices. Altogether these give a biography of Rex Stedman, cover the history of the company, a detailed description of its products, and notes on preservation, repair and restoration. There are over 100 illustrations of which 23 are in colour. The book comes with a DVD which carries two video's, and 106 full colour high definition photos of locomotives, coaches and goods stock which comprise David and Marcus Peacock's 0 gauge LMC/Stedman models archive. The videos, which were made for Gauge 0 Guild programmes, and may be played on a TV or PC, are 'The Leeds Stedman Trust', a 55 minute show of slides with commentary by David Peacock and Jack Ray made in 1984 and updated in 1994; and 'Augurswell and Great Blessingsby' (20mins) made in 2008 which shows LMC and other models in operation. The photographic archive can only be accessed on a PC.

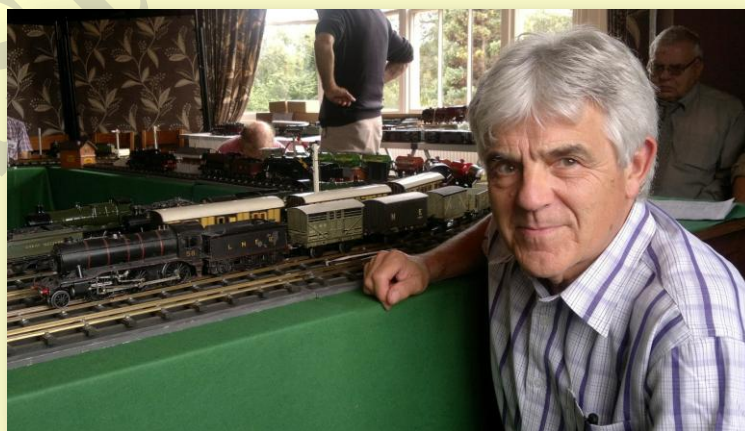
The book can at present only be purchased directly from David Peacock, [dkpeacock@tiscali.co.uk](mailto:dkpeacock@tiscali.co.uk) and is priced at £19.95 plus £2.55 post and packing, total £22.50. The price posted overseas is as follows: Eurozone: 30 euros; USA: 40 dollars; Australia: 40 dollars.

Reviewers have said.....

***....nothing is missed out and it is written in an easy to read style, with plenty of pictures.... a much needed book by an expert on the subject. I strongly recommend it.*** Pat Hammond, Train Collectors Society

***....a definitive history of the LMC ....a most welcome addition to the library of anyone interested in the history of model railways. ....excellent value too.***  
John Ingram, The Bassett Lowke Society

***...well constructed and the illustrations are generally of high quality....there is much here to grab your interest....I ended up reading it cover to cover.***  
John Kneeshaw, The Gauge 0 Guild



Author, David Peacock tears himself away from Rex Stedman's mogul 336 (for Keen's K-Lines) performing at a Bassett Lowke meeting at Hatfield.



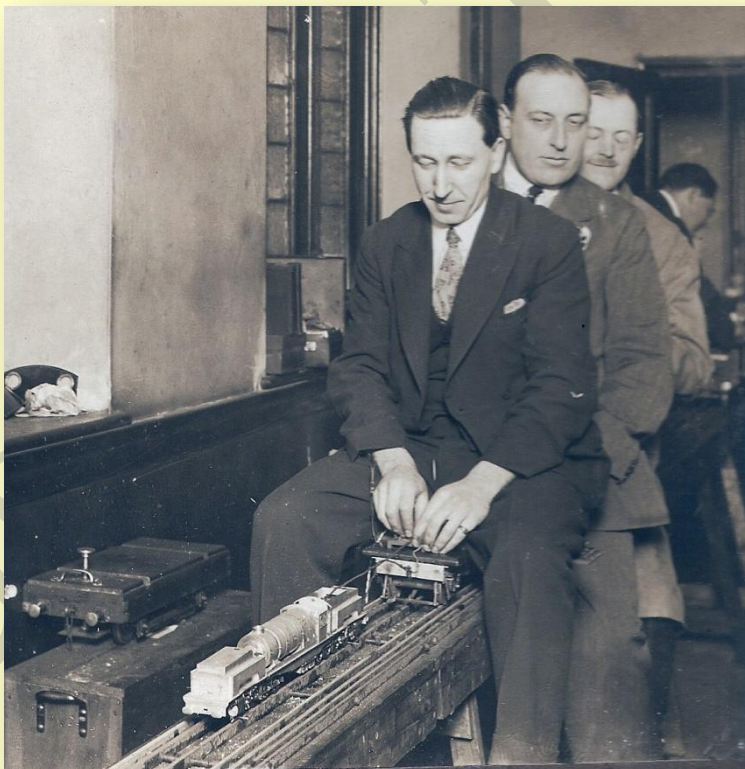
## The Leeds Stedman Trust

David Peacock is a retired engineer with a lifelong passion for railways in general and model railways in particular. Leeds Models were an unknown quantity to him until the early 1970s when after joining the Gauge 'O' Guild he obtained his first Leeds models and met with Adrian Stedman, son of Rex Stedman founder of the Leeds Model Company.

The Leeds Stedman Trust was set up by David Peacock in 1983 following Adrian's untimely death. Through the Trust David has maintained and enlarged upon Adrian's life ambition to see his father's works recognised and acclaimed for their innovative design and engineering, and to support enthusiasts who continue to enjoy Leeds Model Company products of every description.

## The Leeds Stedman Trust Website

The Leeds Stedman Trust website: <http://www.leedsstedmantrust.org/> was set up in response to provide information about the history and products of the Leeds Model Company/ R.F Stedman & Co., and more easily and widely to publicise the services, spare parts and ready to run models available from the Trust. The website is regularly updated with news of Trust activities. Links are provided to related model railway and manufacturer websites.



The cover photograph is of Rex Stedman driving his 'O' gauge LNER Garratt (now in the NRM York) with G.P. Keen and F. Leyland Barratt, a combined 39 stones (248 kilos) in all. The line was a special track in Keen House. This picture is on the front cover of my book.



## **Darstaed Newsletter No. 23 August 2013**



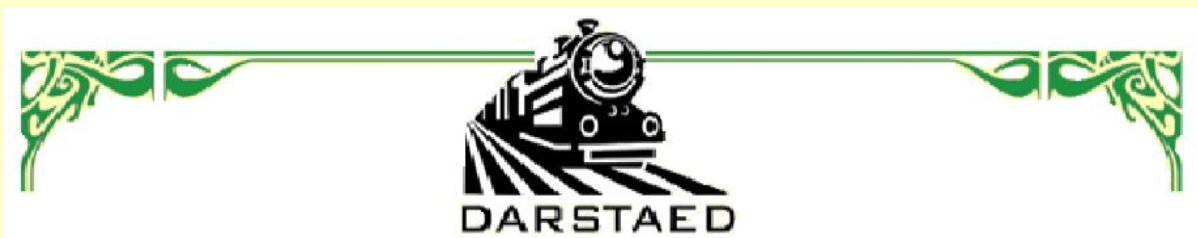
### **The very latest news from Darstaed.**

This month Andries asks that I convey this very simple message to the readership and this photograph which shows him with works attending to the production of the 6 wheel coaches.

***"DARSTAED wishes all of our customers a pleasant summer holiday." Andries Grabowsky***



Andries tells me he has literally just returned home after having to take two flights to get there and is now absolutely exhausted from many long and busy days overseeing the production of the latest 6 wheel coaching stock. The photograph he has just sent me shows the man himself, checking the progress of the work. Hopefully this insight will enable the would-be owner of the Darstaed range to appreciate in some small way the efforts that go into bringing these products to market.



This month, because all efforts have been concentrated on getting on top of the 6 wheel coach range, I'm asked to indicate only those products which are currently available, as little else has been possible, as explained above.

## The current and available Darstaed product range.

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



### **6 WHEELER COACHES**

**£245**



### **CASTLE CLASS LOCOMOTIVES**

**£595\*** see page 12



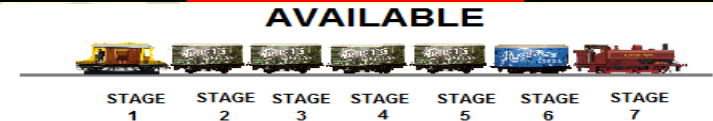
### **NCB PANNIER TANK ENGINE** **N.B. VERY FEW REMAINING**

**£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

£325



## MINERAL WAGONS

£150 set of six.

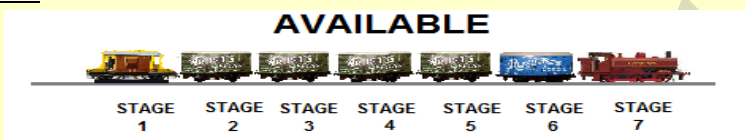
Singles £25 each unboxed.



## 1<sup>ST</sup> SERIES ADVANS

£45

Individually boxed



## HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£39 each.

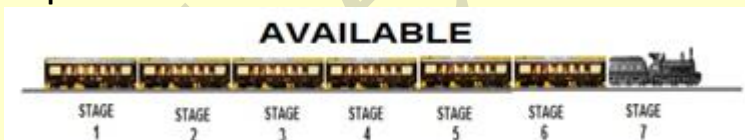
Raylo Exclusive's £40 each.



## 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 3<sup>rd</sup> rail pick-up £99.



## CANOPY STATIONS

AVAILABLE

£250



BUT VERY FEW REMAINING

Contact: [www.trainshoover.com](http://www.trainshoover.com) email: [trainshoover@gmail.com](mailto:trainshoover@gmail.com)  
or: 'The O Gauge Guy': email: [bluedja@gmail.com](mailto:bluedja@gmail.com)

## The Darstaed Distributors:



## U.S.A. & CANADA:

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:

Authorised Darstaed distributor COLIN TOTEN

[www.raylo.co.uk](http://www.raylo.co.uk) email: [colin@bhvccc.co.uk](mailto: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](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)



#### AUSTRALIA:

Authorised Darstaed distributor DAVE ALLEN 'THE

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

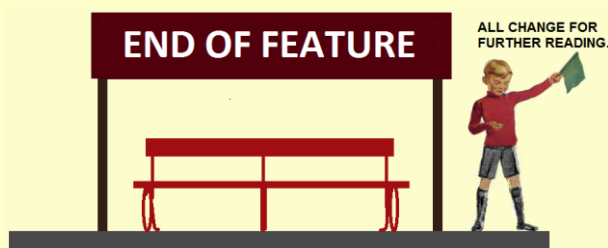


#### UK LONDON & SOUTH:

Authorised Darstaed distributor BRUCE

COLEMAN [www.wonershtrains.com](http://www.wonershtrains.com) email: [brelcol@talktalk.net](mailto: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."*







**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 track-work** and we can accept special orders for catalogued items we do not carry in stock.

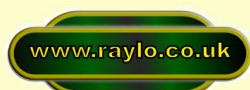
**Ace Trains\***. We are not agents for this Company but often have models produced by them from Probate or collections we have purchased. \*See below.

**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, Trix Twin Railways, Triang, Hornby, Lima etc., also items by Dinky, Corgi, Britains (Farm, Garden, Circus and figures), Astra, Meccano, Bayko etc.

**Horton Series.** \* *Due to popular demand Horton Series will be producing a further batch of Cydrax and Robertsons Golden Shred Advertising Vans, hopefully they will arrive with some of the newly announced liveries by the end of this month.*



In addition to the above, Colin supplies the following updates:



"RAYLO is delighted to announce a brand new range of Southern Green & Black British Railways LBSCR A1/A1X Class, 'Terrier' 0-6-0T Locomotives by ETS. Designed with the traditional 'O' Gauge coarse scale enthusiast in mind, these stunning little locos are ideally suited to smaller layouts. With a very affordable price tag, they are also an ideal entry level loco for new enthusiasts to this scale. With only very limited quantities of each scheme to be produced, we recommend you snap these up quickly before they are gone!"

- Gauge (7mm to the foot model)
- 12 – 14 volt DC operation
- Switchable 2/3-rail operation
- High quality electric motor with permanent magnets
- High flange wheels for coarse scale operation
- Smooth reliable mechanism with clutch drive
- Fitted with standard Bassett-Lowke/Darstaed style couplings
- Precision engineered, all-metal construction
- Hand produced
- Suitable 2ft. (60cm) curves
- With limited edition certificate, operating instructions and lamps
- Not suitable for children under 14 years

**MANUFACTURERS WARRANTY FOR 2 YEARS. Only £299**

Distributed in the UK by Raylo@ [www.raylo.co.uk](http://www.raylo.co.uk)



**NB: See the WJ Vintage update below for more photographs of this model.**

Colin continues: *"I can also confirm, that we have now received our second delivery of the S.R. 2662 ETS Terrier tank locomotive, enough to meet all existing orders and a few over. ETS have confirmed delivery of the SR and BR black Terriers will be at the end of this month (July)."*

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

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



And concerning the Seven Mill/ACE Trains N2 tank engine, Colin informs:

**"I now have a limited issue of only 40 Gresley 0-6-2 N2 Tanks locomotives originally produced as a joint venture by Seven Mill Models and ACE Trains, but now fitted with a modified twin clutch drive mechanism and smoke generator."**



**0-6-2T Gresley N2 Class Locomotive**

**Available in the following liveries and running numbers:**

<b>LNER 2674 Black with red lining</b>	<b>BRITISH RAILWAYS 65929 Black with red lining</b>
<b>LNER 4744 Black with red lining</b>	<b>B.R. 69538 Black with red lining, early crest</b>
<b>LNER 9522 Green, black &amp; white lining</b>	<b>B.R. 69579 Black with red lining, late crest</b>
	<b>B.R. 69506 Black with red lining, late crest</b>
<b>All the above with condensing pipes</b>	
<b>LNER 2690 Black with red lining</b>	<b>B.R. 69567 Black with red lining, early crest</b>
<b>Non condensing as used on Scottish Railways</b>	

**All black liveries £450, green liveries £495**

~~Photographs to follow...~~

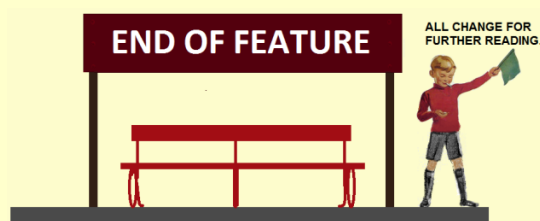
**STOP PRESS. PHOTOS JUST IN: (TUESDAY 30th JULY!)  
SEE BELOW.**





*"Young Sir. I will be at the 150 year celebrations of the Metropolitan Railway being held at Buckingham Railway Centre, Quainton, the first week in August, I will be there on Saturday the 3<sup>rd</sup> and Sunday 4<sup>th</sup> August and probably on Tuesday 6<sup>th</sup> also. You'll also find me at the following venues:"*

**Sunday 11<sup>th</sup> August Stafford**  
**Saturday 17<sup>th</sup> August Brentwood**  
**Sunday 18<sup>th</sup> August Huntingdon**





*And whilst on the ETS theme....*

# WJVintage

**WJVintage**

**Serious Toys for Discerning Boys**

Paul Lumsdon - Head Boy

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

**ETS Terrier A1X – BR (Early Crest) Black Lined 32661**  
First Production Photos



*Of this excellent looking model, Paul writes.....*

Dear Terrier fans.

Further to my recent newsletter I have today received the first photos of the latest Terrier production model - A1X BR (early crest) Black Lined 32661.

I think it looks really nice!

The consignment will be leaving Prague tomorrow (Thursday 25<sup>th</sup> July) and will arrive by the middle of next week. (continued below)



### ***Paul continues.....***

*"I shall be away for a couple of days but I will try to contact all customers who have pre-ordered this release by the following weekend.*

*My total allocation of this livery is just 13 pieces and 10 have been pre-ordered.*

*If you like the look of this loco and would like to order one please do not hesitate to get in touch as I can only allocate the 3 free stock items on a first come first served basis.*

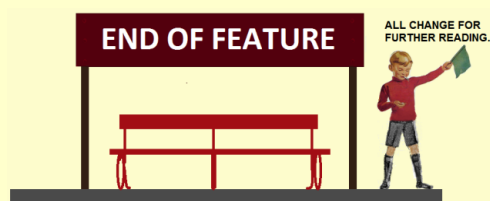
*SR Black B636 will follow in two weeks" (see below).*



*"I only have 5 of these unallocated so again please get in touch if you are interested  
ETS will then be working on the much anticipated LBSCR Improved Engine Green livery  
We are getting there slowly but surely!  
I will be in touch again as soon as I have any further updates."  
Best Regards  
Paul*

**WJVintage Serious Toys for Discerning Boys** Tel: 07711 092497  
[www.wjvintage.co.uk](http://www.wjvintage.co.uk)

Paul asks me to highlight the fact that this same loco is also available via Colin Toten of Raylo (see above for his contact details.)





# Now to Europe.

Rob Giskes who has a business in the Netherlands known as **blik en speelgoed (tin & toys)** has been in touch with information some of you may well find of interest. You might recall, Rob is a Merkur agent as is Bruce Palmer here in the UK, but at the same time, Rob specialises in trams made by Lehnhardt, ideally suited to the O Gauge scale railway enthusiast. Of these, he writes:

*"I have just started a tin-toys webshop ([www.blik-en-speelgoed.nl](http://www.blik-en-speelgoed.nl)) and realise that, for a lot of people, long forgotten tin products, like toy trains, are still on the market. Whilst I was exploring the market I found out that in former East Germany a company named Lehnhardt produce a nice line of gauge 0 tinplate trams, tinplate buildings and scenery.*

*At first I was a bit astonished because Lehnhardt produces all kind of industrial machinery. Why should a company like this also produce model trams?*

*When I visited Lehnhardt the secret was quickly revealed. The CEO of the company is a Märklin gauge 0 enthusiastic and he was very disappointed that Märklin did not produce any tinplate gauge 0 models anymore. Mr. Lehnhardt liked to let his grandson play with tinplate gauge 0*

*models, and when a tram company in the neighbourhood ( die Sächsische Überlandbahn) brought the idea of developing gauge 0 tram models to his attention, something had to happen! On the box (illustrated left) you can see a grandfather and grandson. The Grandfather holds in his hand a Märklin gauge 0 model and likewise, the grandson holds the model tram. Today, the grandson is an engineer and works in the company which makes the tram models.*



*The tram-track is what I call 'Street-track,' because the track is laid in a (plastic) street- profile, on which the trams run very*

*The first trams, in the old tinplate tradition, were made in the 1990's, and carry a tinplate, non-functional pantograph, and are made in a similar way to the products of Märklin. The later models have a functional pantograph so you are able to drive the tram by a overhead wire. The tram is assembled with a 'tab and slot' construction, as were old tin toys; very few nuts and bolts are used. They have no interior detail and are not illuminated.*



*smoothly. People who are familiar with the tram-track of ETS will recognize it as it is an ETS product.*

*A wide range of German trams and side cars is available; even a tram for the transportation of merchandise. Some UK tram models were built but they are out of stock now and new production is not foreseen. The sidecars are connected to the street-car with cup-shaped couplers with the connection being made by small magnets.*

*The latest models are trams from Bern, Nürnberg and Zürich.*

*Lehnhardt also produces tinplate buildings; a nice, German styled phone booth, a kiosk, a bench, a tram depot and a house. Mr Dörffler who*

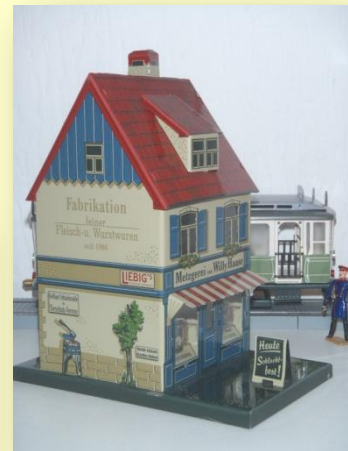
*cooperates with Lehnhardt, also produces and markets some*

*lattice-constructed houses in the old tinplate tradition, several of which I have seen on some UK layouts."*

**Rob Giskes**

Rob's contact details appear below.





A more comprehensive article concerning Rob and his business is currently being worked on.

**blik en speelgoed**  
**Eglantier 4**  
**7421 CS DEVENTER**  
**NETHERLANDS, NIEDERLANDEN, PAYS-BAS**  
**E: [info@blik-en-speelgoed.nl](mailto:info@blik-en-speelgoed.nl)**  
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ALL CHANGE FOR  
 FURTHER READING.



ACE Trains Articulated Units converted to Triple Car Unit. Can it be done and what damage might arise along the way? David Upton goes 'tin-bashing.'



Before you read on, I need to point that I have already discovered from 'Mr. Overlay/Cat', - Brian Wright, that back in 2008 he actually produced sets of overlays to enable the enthusiast to create an authentic triplet coach conversion. Where I have been since then, I do not know, as I have never



seen them and there appears to be no reference to them that I can see in either volumes of the ACE Trains 'Brilliantly Old Fashioned' volume 1 or 2, or, come to that, in the coach archive section of the company website. Brian tells me that at the time, these were very much an independent production of his own. Nevertheless, they must be out there and to prove the point, he has sent me the above photograph. Interested? Read on....

In 2003 ACE Trains introduced a series of L.N.E.R. 'bow-end' teak coaches. Amongst the range was a **pair** of articulated Sleeping Cars. Rather than give both coaches a pair of four wheel bogies, the design called for two coaches to be joined by the use of just one bogie on which both coaches could independently pivot. The real units were very striking in appearance, and similarly, ACE captured the look in tin plate to perfection. Companies such as the L.N.E.R. also took the arrangement a stage further and at one time had **triple** articulated Restaraunt Cars, where the centre coach was a Kitchen Car. I had long wondered if it would be possible to adapt a coach and create a triple car unit, but my main concern was ruining otherwise unmarked coaches which I very much appreciate,



however the pull to explore the possibility proved so strong I finally gave in and in the above photograph you will see three ACE Teak coaches brought together in just the same way the L.N.E.R. did at one time.

If you cannot cope with the idea of permanently altering your coaches, then this is not for you, however after carefully thinking the exercise through, I can confirm your donor coach suffers minimal alteration and can be reconstructed to its original form in such a way you would be hard pressed to tell until you turned the coach over.



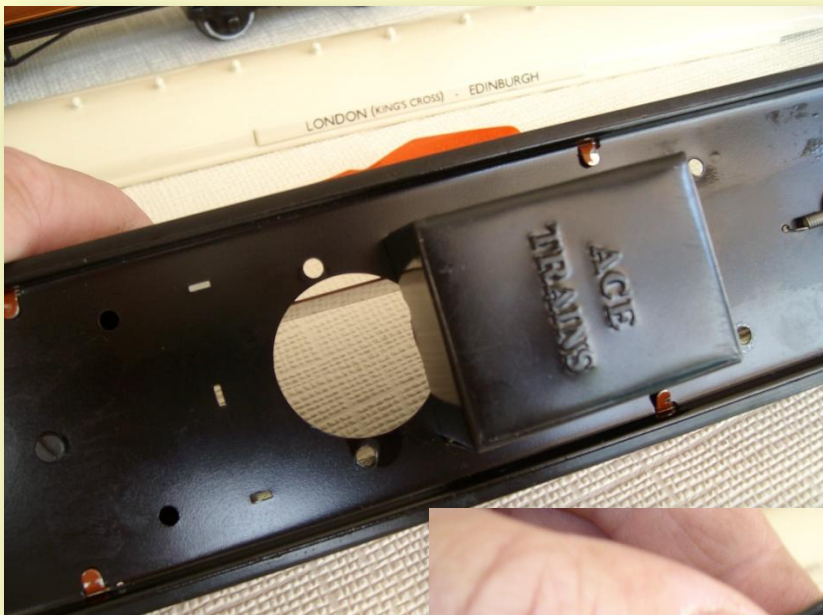
So how has the adaption been achieved? In my case I was fortunate to have access to a pair (two sets) of articulated Units which was very helpful because to create a Triple Unit you will require a pair of articulated bogies which are specifically made for these coach

combinations. As the project progressed however, further flashes of inspiration came to me and as you will read it is not necessarily the case that you will need a pair of articulated units at all; in fact, I believe articulated units; either doubles or triples could be made out of any appropriate coaches.



In the case subject to this article, the donor teak coach (which will become the centre car in the set of three) has a variety of holes and slots on its underside on account of it being made in a uniform way and several of these additional holes and slots are utilised to make the changes.

Firstly, remove the fixed bogie, held on by a pair of nuts. Then remove the drop-link coupling, held in



place by a circlip. Remove the roof and then undo the nuts and bolts holding the ironwork beneath the chassis. With a pair of flat bladed pliers straighten the tabs holding the battery box in place under the chassis and remove this. You will see that there are sufficient slots and holes to enable these parts to be eventually



repositioned in the centre of the coach.

Remove the two nuts and bolts which hold the coach interior wall in place. Doing so will then enable you to remove the roof-brace at the same end of the coach as the removed coupling. Temporarily taking this away will give access to the top of the coupling pivot pin which is rivetted to the floor of the coach – this will need to be removed as I will explain further on.



To effect this adaption, the most challenging task requires the buffers and buffer beam to be removed, and this calls for a pair of tricky cuts for which I used a metal cutting disc in a mini-drill. I anticipated reusing the buffer beam, but in the end decided to remake one from a piece of 2mm thick aluminium sheet, from which I also made a pair of right angle brackets with which to hold it back onto the chassis. In these photos the two angle brackets can clearly be seen, both having slightly

off-set holes which line-up with a pair of pre-formed holes already in the floor of the coach.

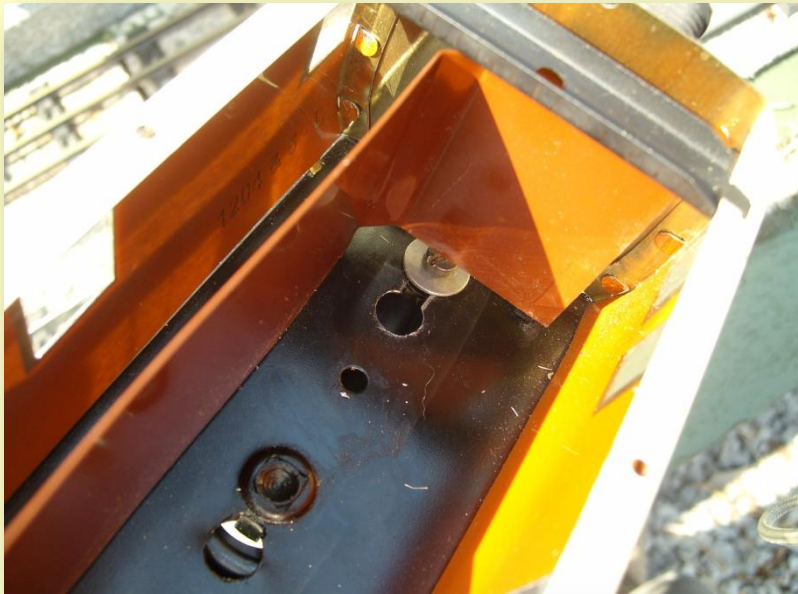
From the normal perspective it's very hard to tell the work has been done. When the coach is returned to its original form, the coupling is now held in place by use of a Meccano bolt, the thread-length being filed down to 7mm; any longer and it will foul on the bogie. The bolt is secured into the floor slot that has yet to be made, by use of a broad



washer on the inside of the coach, and a slim washer on the underside, followed by a Meccano nut. The coupling will then fit comfortably onto the bolt followed by another nut to keep it in place. This nut will require a drop of super-glue to ensure it stays in place.







Before the new coupling pivot can be created however, the factory fitted coupling pin needs to be removed and a slot cut in the floor of the coach to permit the use of another articulated bogie. The pin referred to has to be completely removed and the neatest way of doing

this is to carefully drill away most of the peened-over metal which holds it to the floor of the coach. With care, it should be drilled as per the photograph to the right.

Once lightly drilled; by using some suitable grips you should be able to carefully remove it from the floor of the coach, at which point a neat hole will be revealed. This will

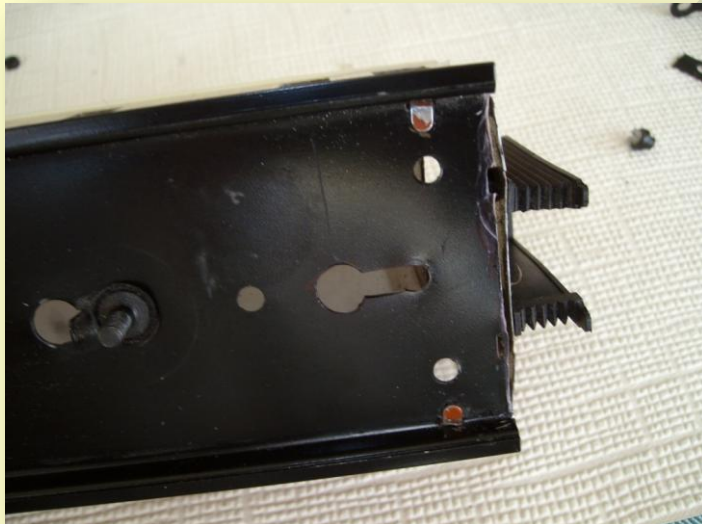


now form part of the larger hole and slot needed to facilitate the adaption.



Note to two factory made holes near the end of the coach; these will prove very useful in holding on the buffer beam. To determine the position of the new hole and slot, I took a piece of paper to the factory formed end, and took a pencil rubbing, noting the position of the two separate holes just referred to. I then took this piece of paper and aligned it at the opposite end of the coach, confirming its position by use of the two holes mentioned.

Holding the paper in place with some tape, I then drilled a small pilot hole in the floor of the coach, determining the centre of the large hole of the slot. This hole was then drilled out to the same size as the factory formed hole at the opposite end of the coach. Having done so, two more very short cuts need to be made in the floor of the coach to create the slot required.



Now the internal wall of the coach wants nut and bolting back in place, but note the roof brace needs to go back first. The roof can also be clipped back on. The 'bow-end' of the coach, needs to be gently pressed in slightly so that it is flat rather than bowed. At this point we now have one coach with two identical slots in its underside, into which the articulated bogies of the neighbouring coaches can be slotted. For this adaption to really

work, the centre 'donor' coach ought to have both ends of the roof, square cut and again a thought came to me as I will explain.

The photo left shows the 'donar' coach (to the right) once it is reassembled as it originally would appear, but was it worth all the effort? I like to think so.

As indicated at the start of this article, during the course of my experimentation I hit on







Here is the factory made articulated bogie (left) and one I made up (right and below), showing the parts requirement. The key components are a pair of Meccano Pivot Bolts, Part 147b, and to enable them to work, I have run a 5/32

another idea concerning the custom made articulated bogies. Surely these were not too hard to make up using the common bogie assembly? No they aren't, so Meccano to the rescue once again!



Whitworth die up the thread making it slightly longer than normal. I appreciate not everyone will have access to such tools, but they are inexpensive and readily available. From a piece of 3mm thick aluminium I made the rectangular base plate and tapped a couple of 5/32 threads for the bolts. This base plate is then held on using a Meccano bolt, washer and nut. The heads of the Meccano Pivot Bolts are fractionally larger in diameter than the original bolts, but they will still pass through the factory made holes in the floor of the coach.



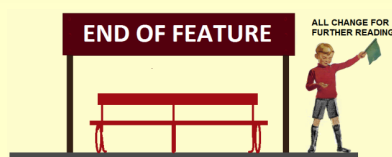
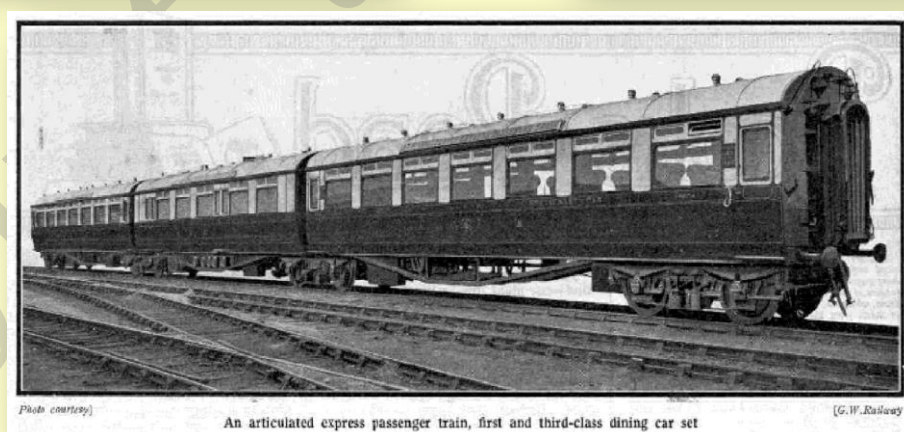
With the normal double articulated unit, the standard bogie provides much of the support for the swaying coach as it runs around the track. The centre coach of a triple unit, does not get this level of stabilising and so one final thought that eventually came to help in this regard was to provide an increased diameter support for the underside of the coach body, and this has been achieved by use of a 40mm diameter disc of 2mm thick aluminium, held in place as illustrated

below. By its addition, which seems to have no adverse effect on the bogies articulation, the coach body is quite nicely supported.



Final foot-notes. If you want a square ended roof, you can always do this, or maybe not, and this is what it looks like in motion:

<http://www.youtube.com/watch?v=Pbg0uEntocQ&list=UUHEBZkuzVKIhsYjkri9z59g>





## Featured YouTube™ uploads:

Simply entitled 'Dream City Railway', this month, the aptly titled 1royjames offers another amazing film featuring his remarkable layout on which this month he has running his recently acquired ACE Trains Duchess and Coronation Class locomotives. He's also sent me a series of photographs of the models and the hardest job is choosing which ones to use!



<http://youtu.be/DTwWbszfVU>



FAMOUS TRAINS XI

## *The "Birkenhead Diner," G.W.R.*

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

# *Famous Trains* and the routes over which they ran.

No. 11 – The "Birkenhead Diner" G.W.R.

First published in the Meccano Magazine November 1927

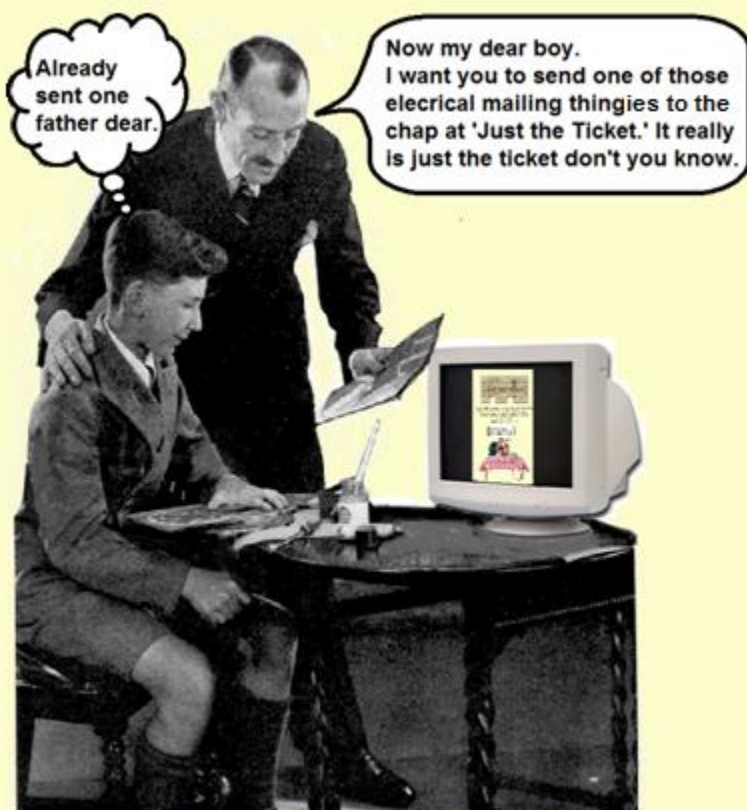


In 1927 railway engineer and writer Cecil J. Allen commenced a wonderfully informative series of articles for Meccano Magazine under the heading 'Famous Trains'. I could not possibly improve upon his writing. Ideally I should like to treat the readership by reproducing these fascinating articles as it 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!





## JtT's mailbox

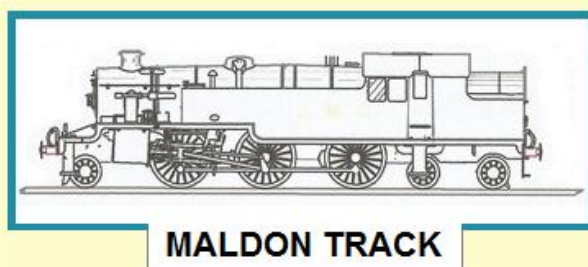
David Peacock brings up a very good point. 'Coarse Scale' or 'Standard Gauge'?

David. This should kick off the discussion!

The terms fine and standard for 0 gauge relate to the wheel set back-to-back and to the track on which these then run. In the British Railway Modelling Standards Bureau booklet, 'Standard Dimensions' (1950) Standard 0 gauge back-to-back is 28mm, Fine scale is 29mm. There is no mention of 'Coarse' scale,

but I think that this correctly, along with such epithets as 'steam roller wheels', can be unkindly applied to wheelsets with back-to-back less than 28mm. The back-to-back dimension selected for a given operators railway bears no relationship whatsoever to the quality, coarse or fine of the models. Many of the best of the older pre-WW2 models had perforce to run on 'coarse' scale wheels or risk derailment. Running rail if not matching the BRMSB profile (e.g. such as Hornby tinplate) is a factor, still relevant, which may justify wider tyres than the BRMSB standard despite the wheelset back-to-back being 28mm. Way back in 1915, Rex Stedman tried to bring into the LMC range wheels closer to scale than the 'steam roller' types commonly used at the time. He was slated by the editor of 'Models Railways and Locomotives' who wrote 'At our suggestion the LMC are making coach and wagon wheels with a slightly wider tread to accommodate standard frogs.' As most 0 gauge modellers have discovered, strict adherence to scale in width of tyres is impossible!

**Coming up...**



Ron Fraser of Maldon Rail has been rather busy over the past month and so on his behalf, his wife Michelle forwarded the following email just in the nick of time, wondering if it was useful and if there might be some room left. Of course there is, Michele.

*Dear David*

*Ron sends his apologies he has run out of time for the news letter. I wrote this if it's of any use?*

*Kind regards,*

*Michele*

*Ron off the rail.*

*Unlike Switzerland where the Train timetable runs to a firm and fixed schedule, the UK is not so fortunate, here we find Time and Trains wait for no man, not even Ron and so I find myself writing for the newsletter on his behalf.*

*So when I could have been happily pottering about in the garden I found myself accompanying Ron to a Train collectors fair in Sandy, Bedford on one of the hottest days of the year.*

*Firstly, I must apologise to all collectors and enthusiasts alike for I am neither, and any errors made in this article are entirely my own and my ignorance in this field will quickly become apparent. However, in my defence I have a somewhat surprising interest in engineering and although I may become glazed and vacant when someone is trying to explain the intricacies of the hobby I can admire the craftsmanship involved.*

*The venue, held in the School Hall was well attended by many enthusiasts, whether they were exhibiting Clockwork, Duplo, 'O' or 'OO' gauge there seemed to be a collection to suit everyone. The youngest members of the audience gazed transfixed as 'Thomas' and friends chugged relentlessly around a track, while the more mature person reminisced about a by-gone era.*

*Personally, I was particularly impressed by Mr Andrew Woodfield's layout that was set on two levels and it received many well deserved and admiring comments from other participants and public alike. I also overheard one man exclaim in surprise and delight that he'd recognised the station from his own childhood.*

*I was also very envious of Mr David Embling & his wife, Monica not only of their very fine Hornby collection but because they were fortunate to have been positioned close to the fire doors and were able to pick up a slight breeze as we discussed the finer points of starting a collection.*

*Frankly, I was overwhelmed by the extent of the numerous layouts which filled all 3 halls as well as the foyer and was overall a very impressive sight. I would like to thank the many people that so generously offered their knowledge, expertise and time to explain the basics of the hobby to a complete novice, such as myself. I remain extremely grateful.*



*The following Saturday saw us attending 'Tapper's of Bromley' meet, once again although it was another scorching day it was surprisingly well attended, which has made me realise that collectors love nothing more than sharing their passion with other like minded individuals. They are a friendly bunch that welcome the new comer with a quiet charm. They predominantly run 'O' and 'OO' gauge trains, I would like to be able to mention the livery of the locos I saw running but honesty and ignorance prevents me from doing so.*

*It was only last week when I shared another experience, this time we travelled to Rayleigh /Hornchurch to visit the Hornby collectors club. Here, I found I was completely unprepared for the speed of a clockwork train as with just a few twists of a key it sped around the track overtaking its more sedate electric counterparts.*

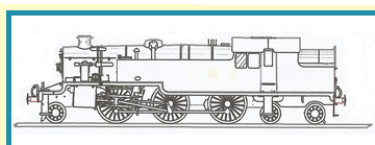
*I was also very excited to witness a 'Round House' live steam loco demonstration, I think this may be where my heart lies..... watch this space!*

**Maldon Track**

[www.maldontrack.com](http://www.maldontrack.com)



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## 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:

<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/>



### 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.



## O Gauge Railroading magazine On-Line Forum

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

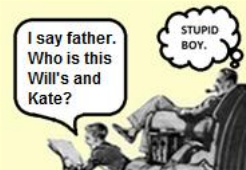


J&C Studios O Gauge Archive O Gauge / O Scale Forums and Individual Blogs for Model Railroading

<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:

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

NB: All information relating to individual traders and or manufacturers 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.



I say father. Who is this Will's and Kate?

STUPID BOY.