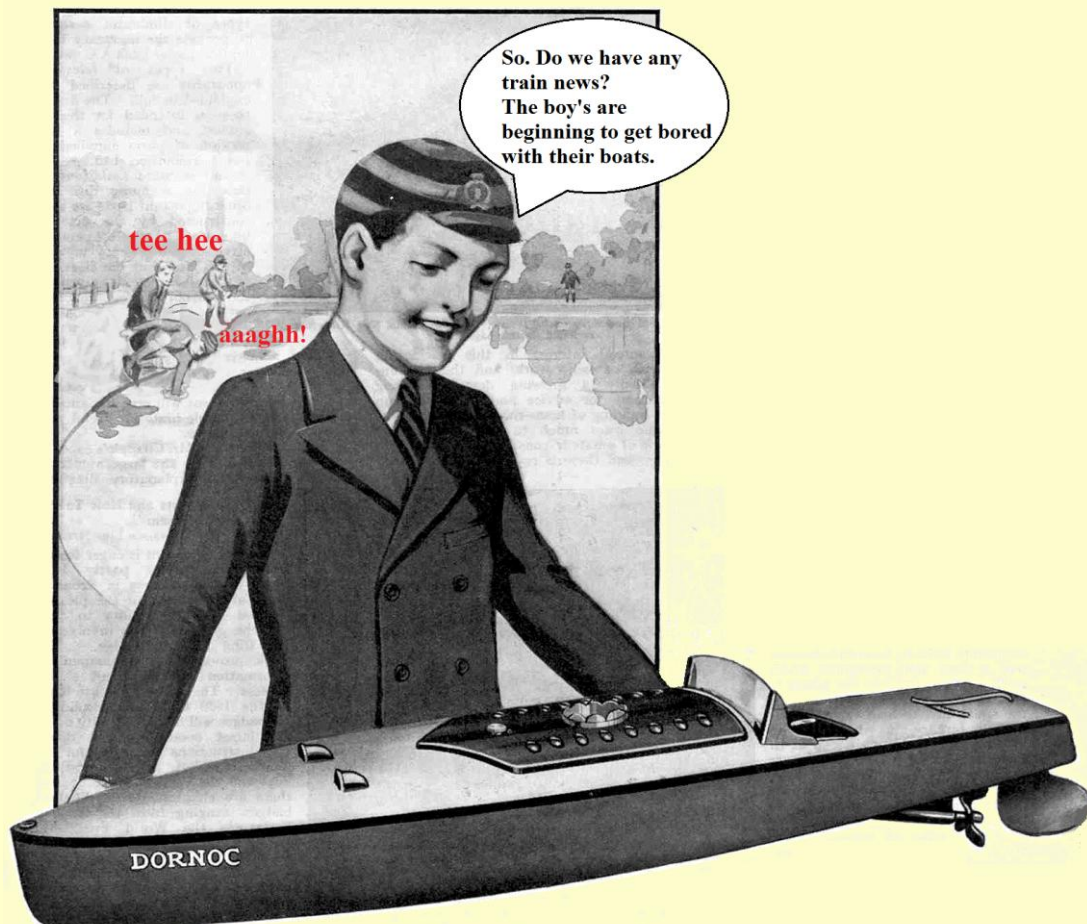


'JUST THE TICKET.' A new and independent  
'shop window' for those supplying the coarse scale  
0 gauge model train enthusiast.  
Issue No. 6 October 2013



**Well I do have to say, young sir,  
that the answer is currently,  
'not much,' but let me see what I  
can rustle up...**

The above was penned during the last week of September, however with three days to go much of what you will find in this edition arrived with me. Despite this material suddenly giving the editor copy to work with, I still feel that much of the editorial which appears below remains pertinent and so I have decided to leave it in unamended.



**W**elcome to the October edition of 'Just the Ticket.' Here in the UK we are now experiencing a true 'Indian Summer' as the nights have draw in, but the days continue balmy, even hot at times under occasional unbroken blue skies, (or at any rate in my part of the country). You would think this should ensure even more opportunity to run trains on a garden layout – it does, but do I have the free-time to make use of the opportunity? Rarely it seems, and so for much of the time the locos and rolling stock patiently remain in the cupboard.

Last month, I felt there was a very noticable slowing down of train related email traffic to and from myself, and began to see the submitted material to the newsletter getting distinctly thin on the ground. On the one hand, this is the continual challenge to anyone fool enough to try and produce such a newsletter as they basically stand or fall by their quality of content but on the other hand the lone editor can hardly be expected to generate it all, which results in a dichotomy of readers eagerly looking forward to each new edtion and an editor sat wondering what on earth he can write about. You then inevitably begin to ask yourself if the situation is peculiar to yourself?

As it happens, I recently came across a posting on a very popular U.S. train forum which straight way demonstrated that the situation of dwindling information to report on was certainly not peculiar to me. One of the readers was asking what had happened to 'Tinplate Times' as there appeared to have been nothing from the editor since the beginning of the year. This very much caught my eye, because it's editor, Jim Kelly-Evans and I had actually commnicated with one another shortly after the first copy of 'JtT' came out, with Jim wondering if some of my content might be available for use in Tinplate Times. This was a great encouragement to me at the time and I looked forward to seeing things develope, although I did not anticipate anything for a while as Jim was cruising the Mediterranean at that time! To then read that others were asking after Jim naturally caught my eye.

If you are not familiar with 'Tinplate Times', check out this excellent publication and it's website: <http://www.tinplatetimes.com/>

Thankfully Jim was soon on the U.S. forum reassuring that he was still out there, but having had the subject raised, the door was then opened for others to also enquire after other newsletters such as that produced for the U.S. Ives Lines, where again it appeared there had been no news for some time. You can read the full content of the thread I refer to here: <http://ogrforum.ogaugerr.com/topic/what-happened-to-tinplate-times> but as you will see the main thrust of what comes across is a readership which like to receive these publications whilst at the same time recognising that if the editors have no material to work with, then they can hardly be expected to produce something, which in turn leads onto the need for the readership to be inspired to make contributions where they can. This is why, ever since I took over producing the Darstaed e-newsletters I have always encouraged the readership to submit articles on themselves, their layouts or whatever else interested them and of course photographs and I believe it has paid off in that we have always had something from one reader or another to make use of and this is hugely appreciated. This month is a great example of what I mean in that whilst information from those actually making the models is very limited (it seemed to be in the last week of September!); from those enjoying the models, it is in plentyfull supply!

Knowing that 'Just the Ticket' is made widely available via the Internet, I fully understand that some will be hesitant about giving away too much about themselves and their collections and with a career in the police service behind me, I fully recognise this concern which is why if any reader wants to submit an article and or photos of their layout but at the same time does not want the world and his dog to know who he is or where it is, I will naturally respect that, so fear not. Now, what do we have here?

## Beauty and the Beast II?

You will recall in the August edition of JtT, that Richard Tiley undertook a review of his Ace Trains "Duchess" and advised the weight of the loco and tender compared to his CBL "Princess Royal" class loco. He tells me that owing to him having a "Senior Moment" the incorrect weights were advised. Richard states:

***The weights, which are approximate, are 2600g and 550g for the "Duchess" and tender, and 1800g including additional weights and 500g for the "Princess Royal" and tender. Here is a picture of Ace "Duchess", Sir William A Stanier FRS. Need I say more? The difference in the cabside and the amendments to the trailing bogie, as designed by H.A. Ivatt is evident when compared with the Stanier design.*** He apologises to all: it is an age thing!\* More concerning Richard towards the end of the newsletter.





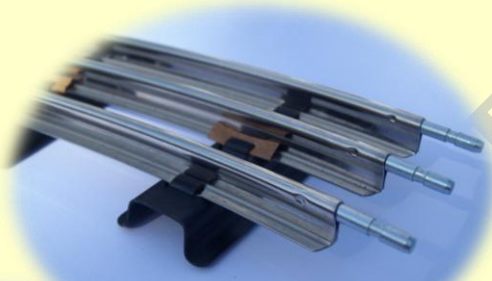


ACE Trains Duchesses on a layout 'somewhere in England.'



46256 Sir William A Stanier FRS  
Fellow of the Royal Society

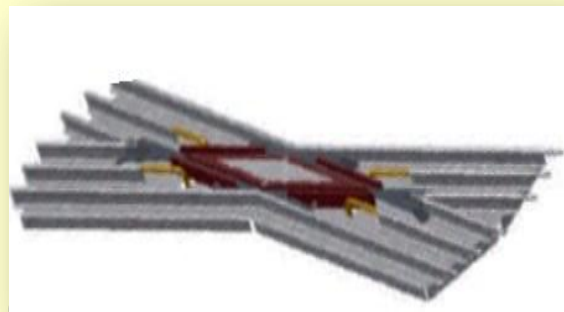
# Some news from:



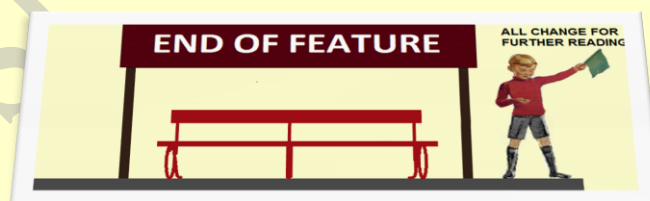
This month, Rob Giskes wants to bring to your attention some of the latest developments from Merkur. He writes:

*“MERKUR; the Czech tinplate train model manufacturer is working hard and will soon publish their 2014 catalogue. I’ve had the opportunity to view it and can say, there is a lot to tell, however at this stage I am only able to announce that there will be no less than six new locomotives, new self-build tinplate buildings and, as if this were not enough, some new track, some of which I am able to share with you now. Amongst MERKUR’s track program are three crossings now, 22.5°, 45° and 90°. Here are some Computer-Aided Design impressions of the crossings. When I receive more information and when I am able to show the new catalogue I’ll let you all know. In the mean-time, any inquiries please contact Bruce Palmer on 0208 686 3179, or you may email me at: [info@blik-en-speelgoed.nl](mailto:info@blik-en-speelgoed.nl) Rob Giskes*



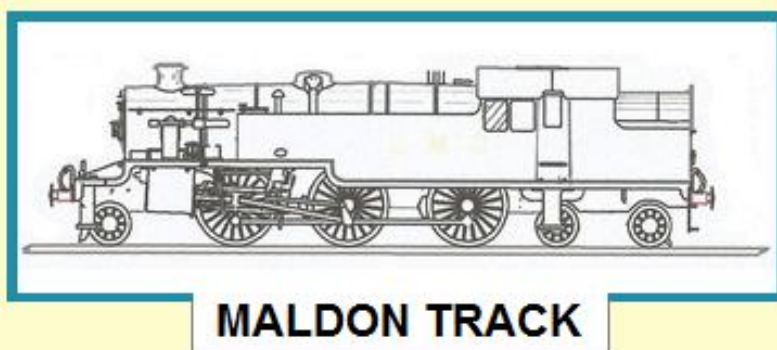


*The 22.5°, 45° crossings by Merkur.*



Before continuing with the next article, I should like to take a few lines to express my appreciation to Ron Fraser of Maldon Rail. Ron has been a keen supporter of the initiative of this newsletter from the very outset and has put forward an article in each issue. Just three days before publication, I really had very little to present to the readership and then arrived the following from Ron. This is his 5<sup>th</sup> personal newsletter which he has titled 'Ron on Rails,' and as no lover of model trains can begin to operate them without track of some description, then Ron's knowledge of the subject must surely be of interest to all. Above all I just want to say a big thank you Ron, for your continued support.

David Upton



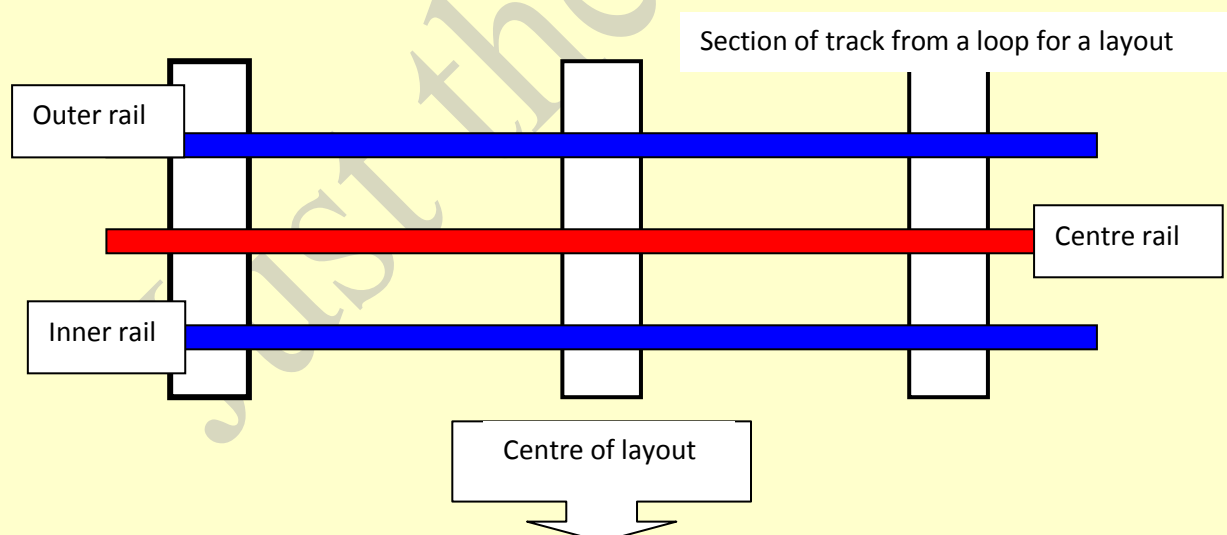
## ***Ron's Newsletter: 'Ron on Rails' No. 5***

This guide is written for those who are a genius at anything not connected to electricity.

All wiring should be completed by a competent and skilled person, and checked by a qualified Electrician.

For convenience, we will stick to Mike Faraday's early work and name the 'out ward' journey of the power **+ / positive** and the 'return' journey of the power **- / negative**.

Name that rail



As you are aware there are 2 rail systems:-

Two rail track layout – both rails have a different polarity

Two rail; which looks more in keeping with a pre 1960 railway system but can give the model train enthusiast extra problems when powering/controlling the overall system.

Three rail track layout – the **outer blue** are the same polarity, the **centre red** is the opposite polarity.

Three rail is far more common with model railway systems today, the wiring of the train



system is a lot simpler to design and to maintain.

The 3 rail system can be converted to accommodate 2 rail trains, but a lot of thought has to be given to the wiring.

**Tip**

A 12-volt car light bulb (not the 45 watt Halogen head light bulb) with two wires attached will be a very useful tool for testing your rail system.

### Three rail system.

This is easiest to visualize if you think of the power leaving the controller, running through the **centre rail** until it reaches the train where it gives up some of its energy (to move the train) and continues to the **outer rails** where it returns to the controller.

This is what electrons do, electrons are not very clever, so if it can find an easier way to give up its energy it will and this is called a short circuit.

For convenience, we will consider the train/loco only going forward, the outside and the inside rail will always be **- (negative)** and the centre will be **+ (positive)**.

The **+/positive** wire from your controller is connected to the '**centre rail**' of the track, the **- /negative** wire is divided by the power clip to feed the 'outer rail' and 'inner rail'.

Points or turnouts make the system a bit more complicated, Maldon Track points are self isolating, that is to say the '**outer rail**' and '**inner rail**' and the frog of the points are all of the same polarity (connected to the **- /negative** part of the controller) but the '**centre rail**' is switched to follow the loco, so that if the loco is going through the point, the branch will be isolated. Cheaper brands of points are not always self isolating.

Obviously, self isolating points are very convenient for sidings, but for crossing over from one loop (powered by one controller) to a second loop (powered by a second controller) the intersection of the two points need a little thought.

Maldon Track can supply isolating 'rail joiner blocks' to isolate all 3 rails, or use Atlas isolating fish plates (the problem with these is that they do not fit Maldon Track rail profile). I do hope to have code 200 isolating fish plates very soon (Oct 2013).

One of the advantages of 3 rail is that if one of the **- /negative** rails is isolated from the power circuit the other rail will continue to supply power. So in the situation of a one piece crossover the 'inner rail' can be left isolated, making the crossover simpler to make.

### Two rail system

This is easiest to visualize if you think of the power leaving the controller, running through the **outside rail** until it reaches the train where it gives up some of its energy (to move the train) and continues to the **inside rail** where it returns to the controller.

The points/turnouts for 2 rail system is a little more complex, the frog is made as one piece and is usually isolated from the track and so the loco could be powerless for some 50 mm (2

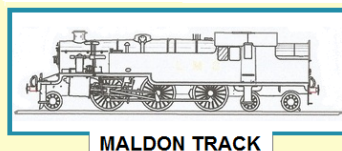
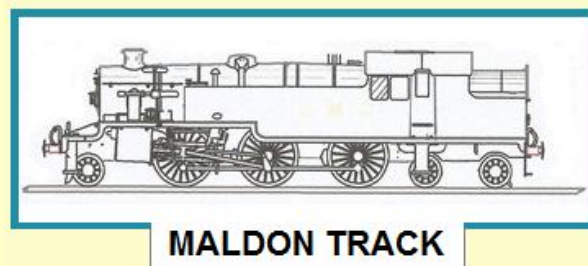


inches) and has to rely on its own momentum to carry it across the frog. This is normally no problem, if for some reason it does become a problem, a simple switch could be used to power the frog for whichever direction is required.

I do have a help sheet for those who wish to run a dual system.

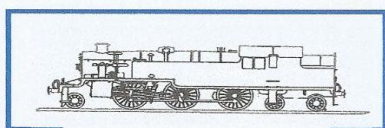
Unfortunately, to go any further on this subject could start to take the real novice into water above the knees and hence into a situation out of their depth.

Best regards,  
Ron Fraser  
Maldon Track  
01621 852642, 0789 1916758  
Ron@maldontrack.com  
Maldontrack.com  
Skype



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**102, The Causeway**  
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**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 Fraser  
102 The Causeway  
Maldon  
CM9 4LL  
[Fraseron@hotmail.com](mailto:Fraseron@hotmail.com)  
01621 852642  
0789 1916758

February 2013

February 2010

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	
			Hornby Style	Marklin Style
3 Rail 'O' Gauge Track				
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



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



*Hello readers,*

*There has not been very much in the way of new releases during September, despite that I am pleased to say sales have remained buoyant. Our monthly delivery of the ETS Terrier 0-6-0 Tank locomotives arrived on schedule and was the first of the extended coal bunker liveries being the late crest BR version, customers particularly liked the true to life addition of the tool box mounted on top of the side tank. We both, (Raylo and W.J.Vintage) have a few left in stock.*



*Next month the eagerly awaited Freshwater (now based on the Isle of Wight) livery is expected.*

*A further delivery of Horton Vans arrived in time for the Sandown Park event on the 14<sup>th</sup>. September, many orders for them were delivered at the event and an extra 26 also found new homes, most liveries are still available (except Express Dairies Eggs) and another delivery will arrive before Christmas so order now to save disappointment.*

*Darstaed 6 wheeled coach sets are slowly arriving and more liveries are being assembled now. Weekly updates are posted on the web site [www.raylo.co.uk](http://www.raylo.co.uk) to keep everyone up to date with current progress, and you are invited without any obligation to submit your "wants" list for any items in the categories listed, as the stock is too large to list all pieces. Colin continues...*



*"Raylo and I 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 these newsletters 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."* Colin Toten

## **Darstaed**

The second batch of 6 wheel coaches arrived just too late for the Quanton event but have been well received, Darstaed appear to have virtually overcome the printing problem that appeared with the first few samples where the issue was a reaction to the new printing and lacquering procedure, the LNER and SDJR liveries are under assembly now.

## **Directory Series**

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

## **Mth-railking**

We have just been advised that 1 set of the Passenger coaches and 3 single coaches have come to light at the factory, these very popular coaches were withdrawn from the 2013 volume 2 catalogue, we have purchased them and expect them with our next monthly delivery, also 2 new double track bridges that should be on the web site by the time this is published.

## **ETS**

We have now received a further delivery of our Terriers and have the Southern Black examples, our next delivery will be the late crest black BR liveries followed by Freshwater and the Improved Engine Green examples.

## **Seven Mill Models**

The special delivery of N2 tank locomotives have been in demand and the LNER green 9522 and LNER black 2674 are now sold out we still have a few of the other liveries.

## **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.

### **Horton Series**

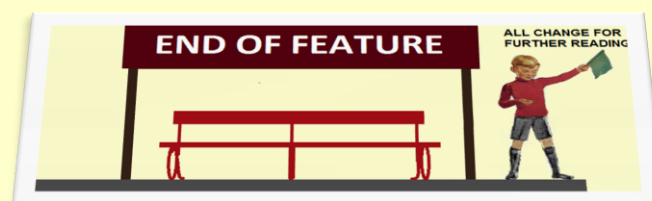
Due to popular demand Horton Series will be producing a further batch of Cydrax and Robertsons Golden Shred Advertising Vans.

### **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.



# Breaking news from:

## **Darstaed Vintage Trains Ltd.**

### **Bringing model railways *ALIVE!***

*Dear All,*

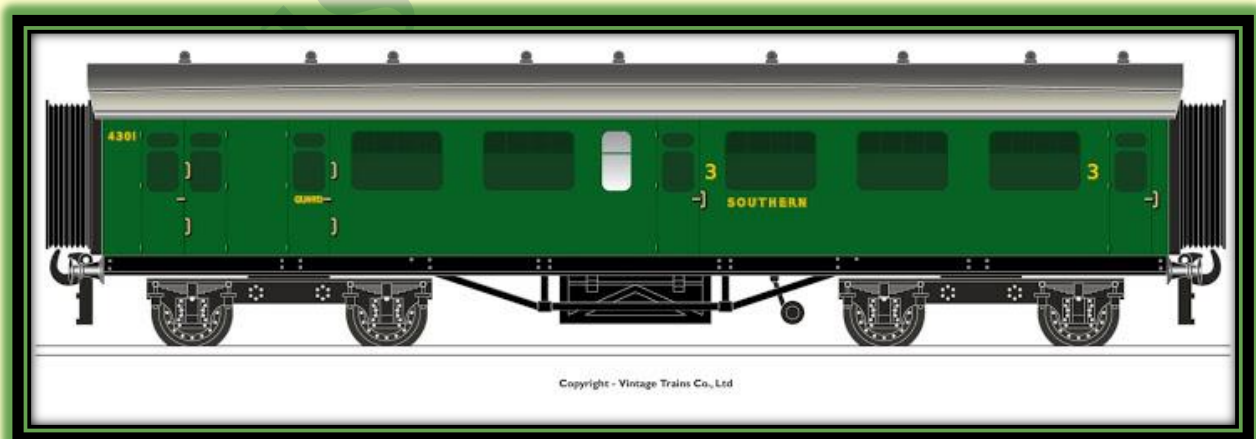
*Many good things are happening in Darstaed including some very exciting new developments that shall be revealed in due time. The six wheeler first production run will be finished and shipped to our distributors, then it is on to the second run with some new models and liveries that we hope to publish in the next newsletter. We thank our patient customers for waiting for what is in our view a superior product. The next chapter of the coach production will be the mainline stock of which the artwork is attached. There will also be 6 wheel bogie coaches both in 35 and 40 cm length, the MET Pullmans and many more all fully detailed interiors and interior lighting installed according to the new standards of coach making that we established, of course, working lamps on the tables where appropriate. How the sets will be composed will be announced. The A4 production proceeds slowly but surely and after that the A1 Tornado.*

*Enjoy your trains,  
Cheers,  
Andries  
Darstaed.*

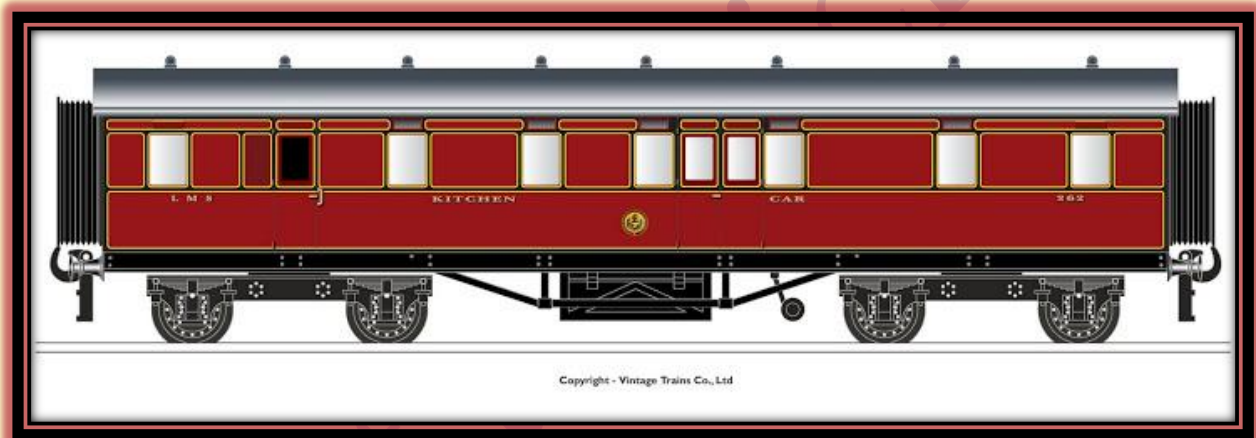


Andries working late into the day checking 6 wheeled coaching stock.

Below are three CAD images of the proposed new 40 cm coach stock from Darstaed Vintage Trains Ltd. Here I have featured the Buffet Car, the Composite and the 3<sup>rd</sup> Brake from the Southern Railways Bullied range; there are six different coaches in total.

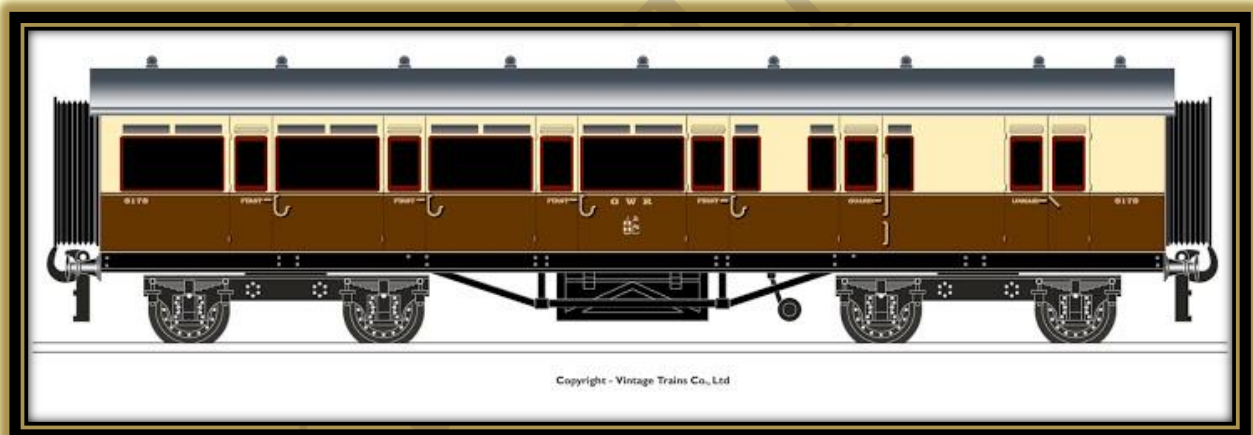


Below are just three of the nine proposed 40 cm L.M.S. Period II corridor coaches.





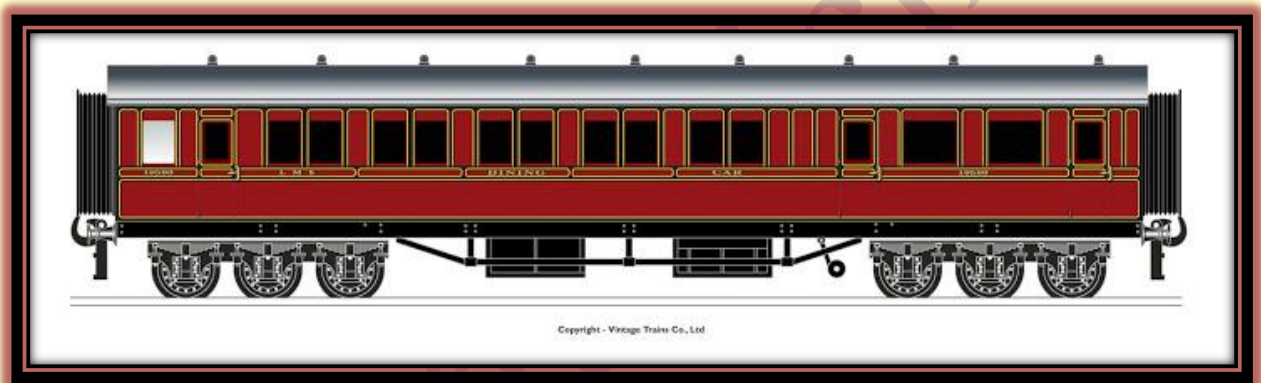
Here we have three of the proposed ten G.W.R. corridor coaches, the first being the Centenary Restaurant Car, and below that the Top Light 3<sup>rd</sup> Brake coach, and beneath that the G.W.R. Collett Composite coach.



Finally, three from the L.M.S. Period I range. This first proposal is a 35cm Sleeping Car.



Below is a 40cm triple bogie Dining Car.

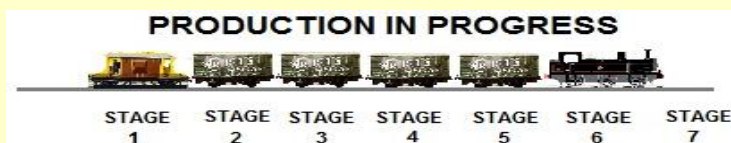


Below a Corridor 3<sup>rd</sup> Brake.



## 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** **N.B VERY FEW REMAINING SEE RAYLO p 11** **£595**



### **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.

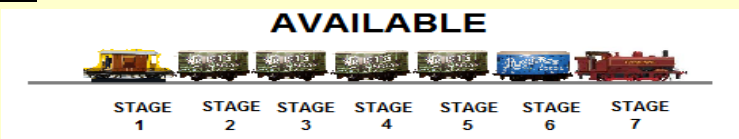
Singles £25 each unboxed.



## 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:



### 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:**

'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."*



**U.S.A. & CANADA:**

Authorised Darstaed distributor JOHN

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



0-6-0 Tender engine



2-6-2 in Metropolitan livery



# WJVintage

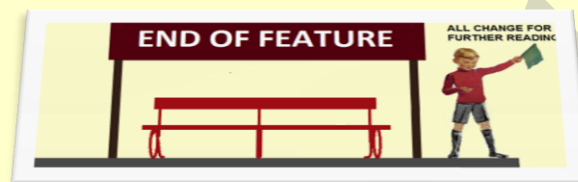
## WJVintage

### Serious Toys for Discerning Boys

Paul Lumsdon - Head Boy

Pick up Paul Lumsdon's excellent newsletter by visiting his website NEWS page.

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



It's perhaps appropriate to now share some of my growing concerns about the future of this particular e-newsletter.

As you can possibly tell, this month I became very concerned at how 'thin' submitted material seemed to be towards the closing days of the month. As the month closed, the situation seems to have unfolded well and once again we have here another fairly comprehensive edition which tends to suggest, - what am I concerned about? On the other hand, why might submitted material be so 'thin on the ground'? There are many reasons why this might be the case, not least because there is simply very little to tell, and if this is the main reason then the lack of submitted material is hardly any wonder. But then as editor of the publication, you can't help but ask yourself over again; 'are there other reasons'? Has, for instance, the way in which this e-newsletter has developed since its introduction in May, with its often frequent use of cheeky chaps in school caps and blazers, begun to wear thin with the readership? Would the reader simply prefer hard news, succinct and to the point, with no unnecessary attempts at 'schoolboy' humour?

I still think it's time to canvas some feed-back and so would be very grateful if you would be good enough to pen me some of your thoughts on the subject. What would you like to see from this particular e-newsletter, assuming it continues to roll off the keyboard? Replies please to: [d.upton355@btinternet.com](mailto:d.upton355@btinternet.com)

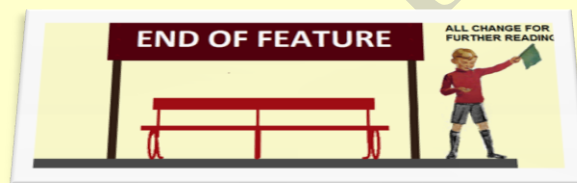
## *Featured* YouTube™ *uploads:*



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

Robin Dodson's YouTube upload: Sir Edward Elgar Great Western Railway Castle Class by Darstaed

Much more from Robin on p 29.



## *Submit a photo.*

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





Here are a couple of photos submitted by Alan Cliff.

*They are both taken on Jeff Howard's garden railway situated in Wales. Both Railcars were built by Brian Wright (Mr. Cat). The above LNWR steam railcar was received by Alan at the end of August, and the below LNWR Oerlikon EMU a few years ago.*

Below, Alan also supplies a photograph of a Bernard Ridgley scratch-built model of LNWR "Prince of Wales" 4-6-0 "Queen of the Belgians." Bernard is responsible for what is known as the 'Directory Series' and at some point 'Just the Ticket' hopes to be able to feature much more information about Bernard's range.







Cruising past in the background is the super-sleek Coronation Class locomotive by ACE Trains.

*Below: Taken on the same day, same place, my ACE Met Bo Bo "Wembley 1924" shunts some ACE LNER coaches. Alan Cliff*



From Alan Boddy in Australia:

*I forwarded your recent 'JtT' to a colleague from church who is into trains in an extensive way; a knowledgeable collector and fixer. He's included photos of another local HRCA member's layout with heaps of tinsplate buildings although I don't know what manufacturer - you may know? I shall ask him. The station name "Berowra" is a local suburb just up the line from us; an outer Sydney suburb, almost rural.*



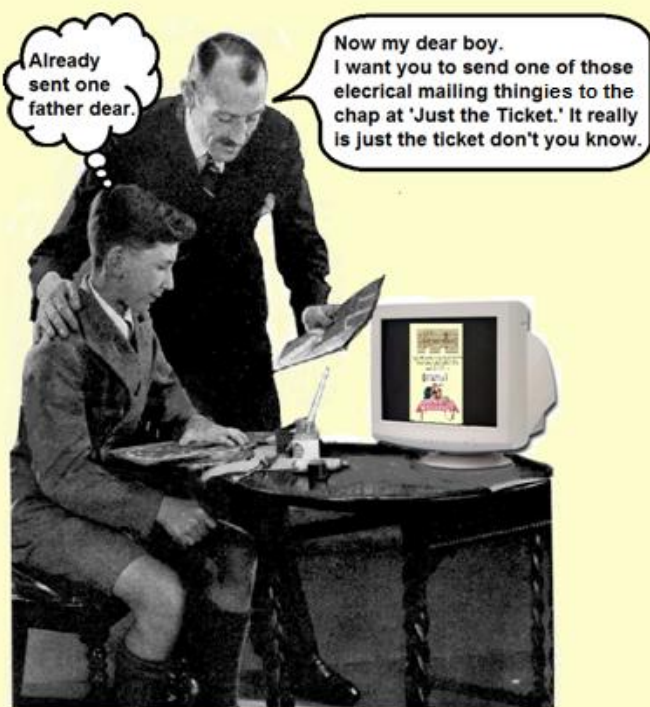
*Thanks for the Sept JtT and latest Meccano excerpt which was as usual fascinating. See here: <http://www.youtube.com/watch?v=fM8RkqY1TwA&feature=c4-overview&list=UUHEBZkuzVKIhsYjkri9z59q> Alan Boddy*

I might just add that Alan has recently had to have surgery on his back and is currently convalescing. Here's trusting all goes well Alan.









## JtT's mailbox



After the article about Rob Giskes, Martin Wright of Winchester felt stirred to write to Rob:

**Dear Rob,**

***I have just read with great interest your article about Lehnhardt in the newsletter 'Just the ticket' from Dave Upton. As you will see from the attached photograph I already have some of the ETS & Lehnhardt tram products, please could you tell me how much it would be to buy from you the Bern tramcar 3000-***

**20-118?**

***Also I have some of Herr Blechshmidts tinplate buildings (the three bottom left in my photograph with the dog kennel), are there any more? The tin printing is fantastic, they***



***are much admired when I exhibit them and I would be interested in your prices for the kits. Best Regards Martin Wright***

**In a further mail to me, Martin continues:**

***I am glad that you can see that your efforts are***

***appreciated and of great use to us enthusiasts. The layout is not a permanent one at the moment, along with a few friends we put on a tinplate European layout at Gravesend in the spring, and in the autumn at the Gauge 0 guild's Continental do in Winchester, here is their information:***



**Winchester Annual American and Continental O Gauge Exhibition takes place as usual at Kings School, Romsey Road, Winchester, SO22 5PN, on Saturday, 12 October 2013, 10:30 till 4 pm.**

**Test track, layouts, traders, bring & buy, society stands, demos, refreshments. This is your only chance each year to come to an O gauge event wholly dedicated to overseas trains. Modellers come from all over the UK: it's a national event. AND you can get a COOKED BREAKFAST! Details from the Organiser Steve Pilcher: [jstevepilcher@yahoo.co.uk](mailto:jstevepilcher@yahoo.co.uk) tel: 020 7481 3390**

*Best Regards.*

*Martin Wright*

## ***'JtT's' mailbag continues...***



### **Introducing Robin Dodson, bluecomet390**

*Hi, David.*

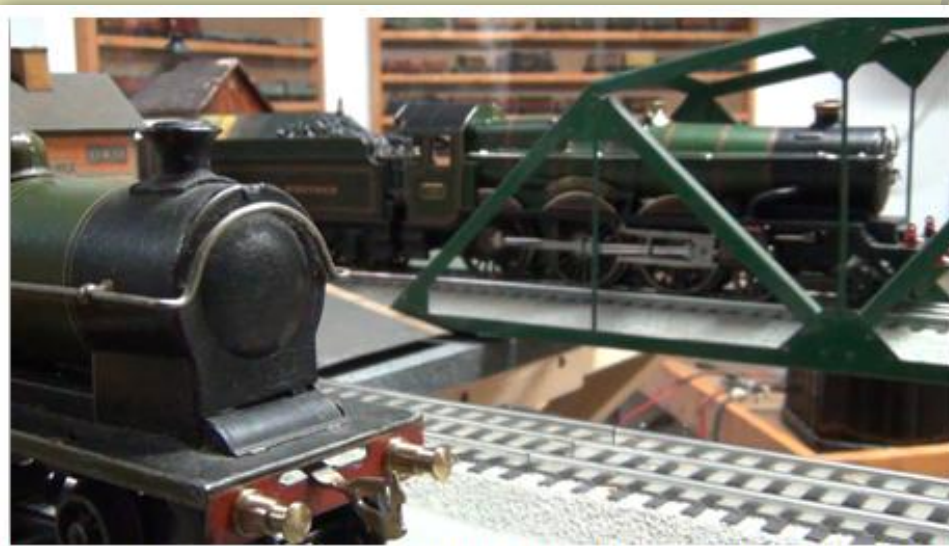
*My journey through the toy train hobby has had as many stops along the way as a real train trip. As a child growing up in England, my brothers and I played with clockwork Hornby tank engines. Crashing them into one another was a favourite pastime. After emigrating to Canada, my 1956 Christmas wish for a train set was only partially satisfied by the appearance of a Hornby Dublo Sir Nigel Gresley passenger set. After all, the CNR steam engines that roared their way through our home town had cowcatchers rather than buffers and didn't look at all streamlined. Taking the hint, my father promptly exchanged the set for a HD Canadian Pacific passenger set – probably the best investment decision of my then young life.*



The MTH Royal Hudson embarking passengers at the Banff Station.

*After college, marriage, children and moving around Canada, my parents asked what I wanted them to do with my old train set. "Send it to me" I replied. The moment I opened the parcel, train fever came back in a rush, and I was hooked all over again. A frenzied search for additional items to add to the HD (we were living in Edmonton at the time) led to the realization that Hornby was not a household name, at least not in northern Alberta. However, I did discover S gauge American Flyer, which I then started to accumulate into a fair size collection, even building a massive 2-rail layout in the basement of our later North Vancouver home.*

*I joined the Toy Train Operating Society (TTOS) whose Canadian Division was based in Vancouver. There I began to learn about Lionel O gauge (pre and post war) and was introduced to Standard Gauge, the classic and enormous models of the teens, 20's and 30's produced by companies like Lionel, Ives and American Flyer. Before long, the AF S gauge collection was sold, and I began to*



From one of Robin's YouTube films, featuring the 4-4-0 City of Bath by Bassett Lowke and crossing the bridge, 4-6-0 Sir Edward Elgar by Darstaed.

*collect Standard Gauge, both vintage and the modern reproductions by Lionel and Mikes Train House (MTH). When we moved to Vancouver Island at the beginning of the new century, I was able to negotiate*

*enough household real estate to accommodate a standard gauge layout with two loops of track. These trains can be seen operating on my YouTube channel "Bluecomet390". Eventually, I was drawn to the modern production of digitally controlled O gauge trains by Lionel and MTH. Out came the standard gauge track, to be replaced by three loops of Lionel Fastrack. My video chronicle of this transformation is also on YouTube. My focus in modern O gauge is Canadian road names of the 1950's era – CPR, CNR, as well as Ontario Northland and Pacific Great Eastern.*

*The last chapter in this saga leads me almost back to the beginning. I discovered companies like Ace, Darstaed and ETS who are making excellent models in the coarse O scale traditions of Hornby and Bassett Lowke. I have rewired my layout to enable switching back and forth between AC and DC power. I can now run simultaneously MTH DCS controlled engines, Lionel conventional transformer controlled equipment, and the beautiful new Darstaed products – not on the same track of course. Making videos of my layout for YouTube publication has opened a whole new area of the hobby for me. I began to realize that a train layout is actually a miniature movie set, with all the possibilities that scenery, buildings, vehicles and moving trains offer. Switch out American buildings for British stations and you have an English country side background for Darstaed trains.*

*Occasionally, however, you have to suspend realism to allow my Castle class Sir Edward Elgar to roam across a mid-western plain. And the Hornby Dublo? I have nearly all the examples of 3-rail production either on display shelves or packed away in boxes. When the inevitable move to a smaller home occurs, I will build an HD layout, assuming of course that I am able to acquire a modest piece of household real estate. Cheers, Robin Dodson*

**Vancouver Island, B.C.  
Canada**



This photo is of a standard gauge display Robin showed at a local train show some years ago.



Before signing off, I should like to make mention once again of Richard Tiley. Richard and I have kept in touch since the early days of the ACE Trains Owners Club Forum and in recent times Richard has kindly put himself forward to assist with proof-reading the draft newsletters for me. With this edition you should find the Famous Trains article word perfect for a change but due to the last minute work on the actual e-newsletter, proof-reading by Richard has not been possible, so any errors you might come across are not a failing on his part. I wonder whose they could be?

**STOP PRESS.** Richard *has* now managed to cast his eyes over this edition so all errors, entirely down to him. Joke, by the way.





FAMOUS TRAINS: XIII.

The "Southern Belle" and the  
"Folkestone Flyer," Southern Railway

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

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

No. 13 The "Southern Belle" and the "Folkestone Flyer,"  
Southern Railway

First published in the Meccano Magazine January 1928



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!



## 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>



You're havin' a larf?



'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. 'Just the Ticket' is copyright of David Upton

