



'Just the Ticket.'

The Christmas Edition

No.8. December 2013



Greetings fellow coarse scale O gauge train enthusiasts, and welcome to this, the Christmas 2013 edition of **'Just the Ticket.'** Some of the cast, who have cheekily involved themselves in the publication over the months, have insisted on gathering to sing a carol for you all. Personally, I'm not convinced about what is proving so engrossing within the pages of that carol song-book!



Coming up, no less than 60 pages of manufacturers and suppliers submissions, emails, personal articles and comment!

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In addition! Roy James personal story and 'The Little RED Engine;' a short story for Christmas!

So, ladies and gents, here we are yet again! Another Christmas fast approaches; another year older (and rounder in my case). Whenever landmarks such as this come around, you can't help but wonder where the time has gone? It only seems like yesterday since I assembled last year's Christmas edition of the Darstaed e-newsletter; little knowing that by the following Christmas I would actually be producing an independent, all embracing e-newsletter! Life is full of surprises, don't you think?

After my comments in October concerning submissions for use in the newsletter, the response has been almost overwhelming, with material coming in from all directions. Some readers might question the nature of some of the material, bearing in mind this newsletter was originally intended to act as a 'shop window' for makers/suppliers to the O Gauge fraternity. I am aware of this, nevertheless, I feel that when someone has troubled to put pen to paper, then I will do my best to respect that and will reproduce whatever is submitted so long as it is obviously going to be of interest to the wider readership.

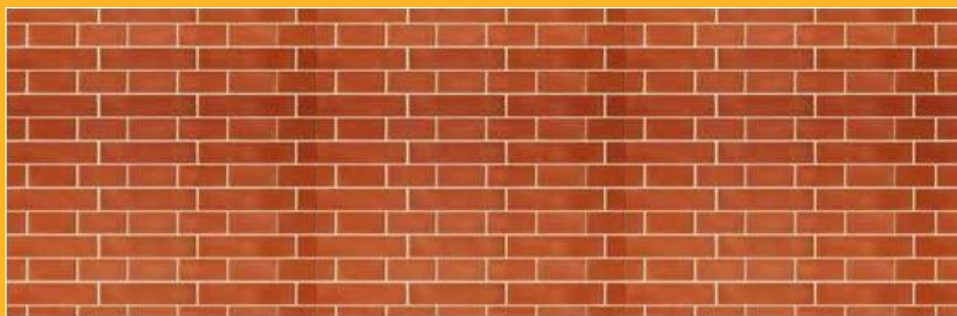
Last month we all got to read Dave Roberts story and discovered his residential situation whereby he lives with his wife on a narrowboat and from several of the emails I've received, his story was very well received. Before Dave had actually completed his story, another was already waiting in the wings. This was because Roy James and I had already discussed the possibility of him writing his own story for this Christmas edition. Roy had been approached by me some time ago, but at that time he was already preparing a similar article for a U.S. publication, so we decided to hold off, and Christmas seemed to be the ideal time. So; this month, amongst all of the other adverts, emails and information you should have received at least one supplement as written by Roy.

The other development for me was that the 'Famous Trains' series has now been completed, which to some extent had me at a bit of a loose end. Clearly I enjoy writing, and so before I knew where I was my fingers were tapping away on the keyboard and out popped a short story for Christmas 'The Little Red Engine' – enjoy.

Before you move on into the rest of the newsletter, I should like every reader to watch this featured YouTube upload which has only very recently been made viewable and was sent to me just days ago by newsletter contributor Robin Dodson, to whom I'm very grateful for bringing it to my attention. If this does not get you in the Christmas spirit, then, alas, I fear nothing will. Entitled, 'Christmas Holidays in Standard Gauge', it can be viewed [HERE](#).

And so, onwards into Christmas! David Upton





Brick Papers

Above is a sheet of conventional brick paper which I have repeated. You should be able to see a repeat pattern beginning to emerge, and this has always been one of the down-sides to all brick paper, especially if you wish to create a large area of brickwork. However, during November, Darstaed distributor Dave Allan sent me the following email:

"When landscaping, we often need sheets of brick pattern. The problem with most of these is that the pattern is repeated quickly and it looks very obvious. However; I have found a great free site (Paperbrick) that allows you to print brick patterns with random patterns built in so when you use a number of sheets, the patterns don't appear to be just repeats of the same sheet. It gives a very realistic result. All scales are catered for, and many brick colours, and mortar colours can be selected."*

*You can find the **Paperbrick** website here: www.paperbrick.co.uk

I took a look, and straight away felt it would be of interest to others if I circulated the site concerned in the newsletter. Using the web site's contact facility, I wrote to Derrek the owner to see if he would like a mention etc. The following day I got the below, very sad email from his daughter, which I found quite sobering when I considered the gentleman concerned was just 12 months older than myself.

Good afternoon David,

Thank you for your kind email. Unfortunately my dad (the creator) died suddenly a couple of months back, age 58. However my brother and I are going to carry on with my dad's site in his honour. It's all new to me but my brother has his own computer business, so I'm sure we will crack it. When my dad first created the site he did it all free of charge, to help others create brick work for models. When he started building his train set (I say he, but he used the grandkids as an excuse) he found it hard to find brickworks for his set, hence why he created this to help others.

After a couple of years I noticed he had over 25,000 people using his site, so we encouraged him to put a donate button on his site. He doesn't get many donations (but that's not what the site's about), but with the donations he did receive it, encouraged him to carry on.

Regards Laura

There isn't very much more I can say other than; like Dave Allan, recommend this site to you all.

David Upton

Dear Santa, why not let the train take the strain, this Christmas?

By Robert Ashmore.

Like many readers, my house is too small to cope with an Gauge O layout so the track has to live in the garden which, in turn, means no opportunity to play trains between September and April. Last Christmas my wife asked why I didn't use my trains to create a circuit under the Christmas tree. Mmm, that got me thinking.



Initial handicaps were no suitable fixed radius circle of track and no obviously Christmas themed wagons. Searches on the internet brought up predominantly US made items by Lionel and MTH which, to my eyes, were not in keeping with the UK appearance I wanted. I also struggled

to find any historic tinplate vehicles which had a seasonal flavour. What follows is a description of my attempt to produce my own Christmas train. I offer it for publication in "Just the Ticket" in the hope that it will inspire others to either create their own Christmas train or reveal pictures of other, perhaps more historic or unique, Christmas tinplate items which might be in existence.

First off, the easy bit. Track. After careful measuring I decided I could get a 42" diameter circle of track in the spot where our Christmas tree usually resides. Best option appeared to be MTH RealTrax which, apart from providing the radius I needed also has a grey plastic base to raise it off the carpet (and pine needles).

Now, to the main attraction. Santa has to be on the train somewhere, but where? I wasn't keen on the idea of Santa driving the loco – he should have elves to do the dirty work, I wanted to have him riding “in state” on a wagon. The concept formed that there was a problem with the sleigh and so he and his reindeer would catch the train in order to get the presents to their destination. I just needed a model sleigh, Santa figure and reindeer in the right scale. How difficult could it be to find one online and stick them on/in a wagon. Well, to my surprise, extremely difficult. After weeks of searching I could not find anything which would work in Gauge 0. Either the scale was all wrong or the look/design. I found that I could buy a set of Lionel reindeer from their Christmas range so this would be a start (although they are slightly under scale). I originally wanted these to be in a prototypical (Hornby) cattle van but a) it didn't look that easy to remove the roof of the van and b) they would end up not being seen, so they have ended up in a coal truck.



With reindeer sorted, that just left the sleigh. There was no option but to make my own. I cut out several “2D” versions from stiff paper until I was happy with the design and proportions and then attacked one of the Christmas biscuit tins I had kept back for the project with some tin snips. After some soldering,

addition of brass wire and narrow strip for the runners, I had a passable looking sleigh. Now I needed a sitting Santa figure. I again assumed there would be something “ready-made” by the many model figure makers that already supply the hobby or maybe something from the doll's house suppliers. Unfortunately, nothing seemed to fit the bill. In the end, I raided my son's Lego box to see how one of their mini figures looked for scale. Not too bad, I thought and the figure is also poseable. I duly sent off for a Santa mini figure and elf. The sleigh required some adjustment (larger seat) but it would do. Next challenge was presents for the back of the sleigh. I didn't fancy making these but saw by chance at the Spring Gauge 0 show some packages produced by Skytrex which looked suitable. They were duly purchased but then had to be carefully painted up. To create more interest I made a candy stick out of some brass wire and found a miniature teddy bear on eBay to add to the present mound.

I had always liked the look of the Hornby 00 Christmas wagon that they produce each year so I replicated that by filling a BL coal wagon with presents (dolls house accessory).

Finally what should bring up the rear? I know it should be a brake van but I was struggling to turn that into something with a Christmas theme. Then I

saw the new Horton series Minic Toys van. What could be more appropriate?

So below are some pictures of my complete Christmas 2013 train. I can't demonstrate it running round the tree yet as it is still too early but rest assured in a few more weeks it will be. Now, how about sharing your ideas for a seasonal train, either for display, or running around the tree?

Robert Ashmore

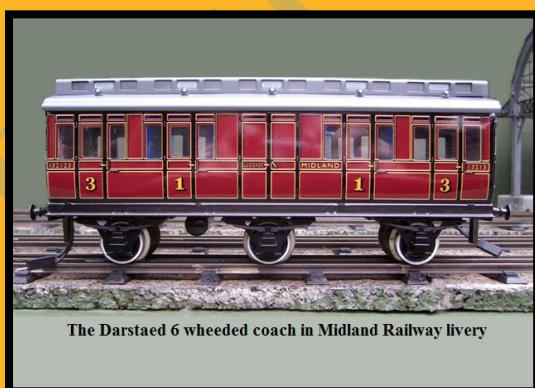




From Alan Cliff.

Dear Editor

The editorial article about the 0 gauge Darstaed 6 wheel four coach sets in "Just The Ticket 4" was very helpful. It answered all the technical questions that a prospective purchaser might ask.



The Darstaed 6 wheeled coach in Midland Railway livery



Nevertheless two points arise which need considering. Firstly the unusual choice of liveries, in two cases, by the maker. Second the availability of coarse scale/ tinplate locomotives to haul these rarely modelled carriage colours.

Darstaed broke new ground with the SDJR and Furness liveries.



Furness Railway 1st Class coach livery.

I don't think any classic or current R-T-R maker has ever offered these company colours before. Three of the Furness coaches in the Darstaed set had prototypes in the Furness fleet: The three compartment brake third, the five compartment all third, and the first/third/luggage composite. 0 gauge model railways, coarse or finescale, featuring the Furness or SDJR are few and far between.

Darstaed must have thought hard about the advisability of offering models to what might prove a limited market for neither choice is a railway that was a major player in the pre-grouping scene. The firm is to be congratulated.

This brings us neatly to the second point namely what coarse-scale 3-rail 0 gauge locos ready-to run are available to prospective purchasers of these two liveries. Without correct locos to haul the stock the incentive to own a set is reduced.

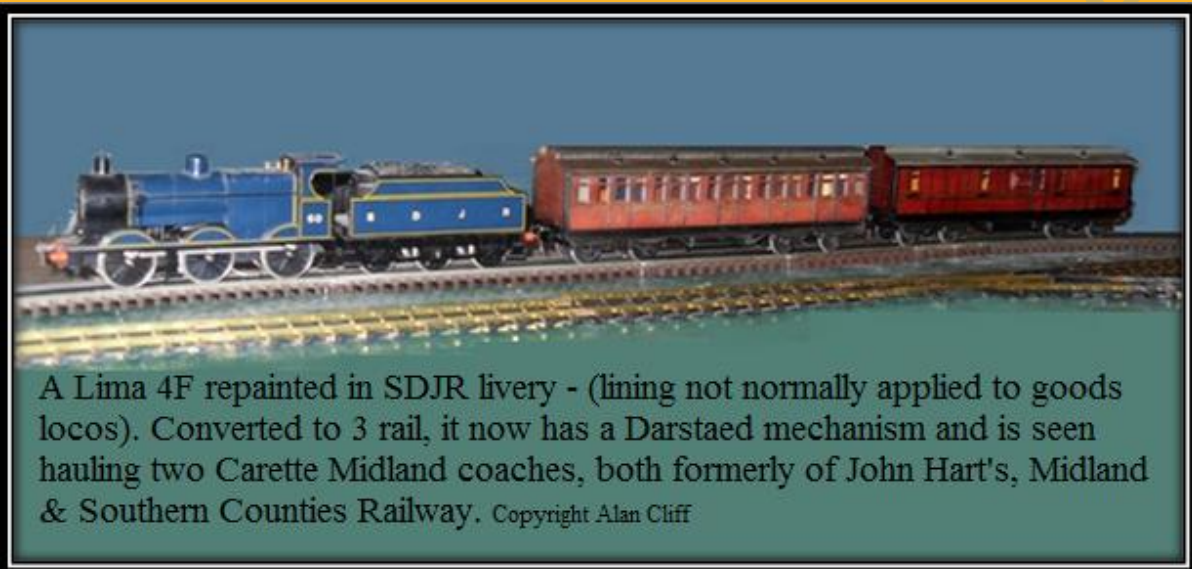


S&DJR (Somerset and Dorset Joint Railway) Composite.

So far as the SDJR coaches are concerned, Darstaed market an LMS Fowler Jinty 0-6-0 tank in SDJR colours. This is historically correct as the LMS was responsible for the locos of the SDJR fleet and provided a batch in the late 1920s. Hornby and Bassett-Lowke both made models of the Fowler designed LMS compound 4-4-0 and models in poor paint condition requiring restoration do turn up.

These firms also made the slightly smaller Fowler 2P 4-4-0 by the simple process of omitting the outside cylinders. The SDJR operated Fowler 2P 4-4-0s provided for the company by the LMS.

So a compound, with its cylinders removed, or a 2P, duly repainted in lined blue are possibilities for SDJR layouts. Lima produced for years a model of the LMS/Midland 4F. They are plentiful on the second hand market. Repaint one in unlined SDJR blue and put a Darstaed 0-6-0 mechanism in the Lima body and a very respectable loco appears. A correct dome and chimney will also enhance the model. Again historically correct.



A Lima 4F repainted in SDJR livery - (lining not normally applied to goods locos). Converted to 3 rail, it now has a Darstaed mechanism and is seen hauling two Carrette Midland coaches, both formerly of John Hart's, Midland & Southern Counties Railway. Copyright Alan Cliff

Any of the above Locos might have appeared on six wheel coaching stock. Turning to the Furness there at first sight appears to be no loco suitable. However the Leeds Model Company marketed from 1935-39 and for some years after the war an LMS 0-6-2 tank that was supposed to represent an ex L&Y locomotive.



Leeds Model Company LMS (ex L&Y) 0-6-2 tank carrying the LMS number of a former Furness Railway 0-6-2 tank. Copyright Alan Cliff.

Curiously it was much more like the 0-6-2 tank which William Pettigrew CME of the Furness designed not only for goods but also local passenger trains consisting of 6 wheel stock. Repaint a poor paint finish example of this model in Furness Indian red and one has a highly suitable loco. Furthermore the post war Leeds 0-6-0 tank is very like a Furness locomotive. The FR used Pettigrew designed 0-6-0 tanks not only for shunting and light goods work but also for branch passenger trains of six wheel stock. Again a repaint in Furness livery of an example requiring a bit of TLC will produce an ideal loco. This LMC model is quite common.



To illustrate livery, a scratch built Furness Railway 0-6-0 "Sharpie."
Copyright Alan Cliff.

Jack Broadhurst of Kendal, then trading as Merlin Models, built in the mid seventies two Pettigrew designed Furness 0-6-0s of 1920. More were intended. One may stumble on one of these models. The prototypes, basically mineral locos were often used on summer excursions of six wheel stock. There are 0 gauge kits available of both Furness and SDJR Locos but these are outside the scope of an article on what is available new or second hand from commercial R-T-R makers both classic and contemporary.

Alan Cliff

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David, another truly wonderful edition. Thank you. I love the cartoons which always remind me of a more liberal Meccano Magazine :-). Excellent topics, as always, and plenty of news. I am sure that there are those with a finger on the pulse, who are aware of these things, but for those of us out in the sticks or even abroad, where regular visits to major toy fairs are not possible, JtT serves a real purpose, providing information that just is not available elsewhere, or at least not all in one place.

Very best wishes, Graeme Eldred

Another cracker Dave!!! Thanks ever so much, really look forward to getting them!.....

Mervyn Trigg

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Many thanks for your Famous Trains series, David. Well worth all the effort that you must have put into producing them.

Regards, Michael Tarrant

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Dear David

I enjoy your Newsletters but I am puzzled about the track you promote. I use Tenmille Gauge 0 track which being flexible etc you can make your own points and crossovers with some simple soldering. I will forward you a picture. Go well and keep it up. Patrick Russell*

*The track which Patrick refers to above is that produced by Ron Fraser of Maldon Track. Can I point out, I do enthuse about it and have a garden layout made up of it, but it is not promoted to the exclusion of any other system, and I am more than happy to feature any track that you, the readers might like to see high-lighted and bring to my attention. DU



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A sample of Tenmille point work





Tenmille track work on Patrick Russell's layout



Another view of Patrick's evocative station arrangement. Dashing through is an original Bassett Lowke Duchess of Montrose with a string of Exley coaches. An 'unbeatable class' as Patrick puts it.

All photographs,
courtesy of Patrick
Russell.



One of the Exley's - an L.M.S. Dining Car

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Hello, David. Just caught up to the October edition of "Just the Ticket". Thanks for publishing my letter. I have forwarded the Newsletter to many, many admirers (at least they ought to be after reading it).

I'll endeavour to think up some additional articles for you as I languish on the beaches of Hawaii after Christmas.

Please don't give up on "Just the Ticket". It's a great resource, particularly for those of us located so far from the Motherland. Your efforts are very much appreciated.

For now, Let me wish you a very Merry Christmas and Happy New Year.

Cheers, Robin Dodson

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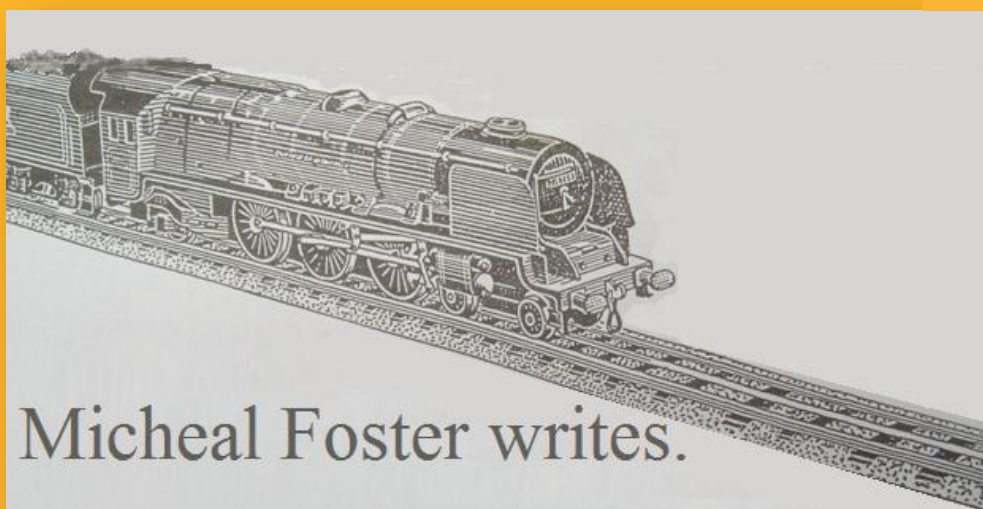
Good evening David

Many thanks for the latest 'Just the Ticket.' I enjoyed the read as usual. I am attaching a couple photos of my ETS SR A1X "Terrier" 0-6-0 tank, number 2662, purchased from Raylo. She is at work on Jeff Howard's garden railway here in North Wales. This little loco is a splendid coarse-scale representation of the real thing. The Southern lined green livery is very well executed. I have one main criticism namely that the couplings are rather big and ugly and mine had no drop-links. I have fitted a couple myself. However for senior enthusiasts, like myself, the big couplings make life easier when attaching the loco to its train. 2662 is a good hauler having no trouble with the two coach or six wagon trains I entrust to her. I am so pleased with the model that I have ordered from Raylo the A1 version in LBSCR umber livery

Regards

Alan Cliff





I'm not too sure of the implications for 'Just the Ticket' by making use of Michael Foster's distinctive letter head. I have no plans to expand its remit into the world of Hornby Dublo, much as I am drawn to it; it just so happens that Michael uses this image on all of his letters and I have one from him, now nearly 20 yrs old, after I purchased a sample length of the replica Hornby 'Solid Steel' track he was making at that time. However; Michael wrote the following to me and I want to try and do justice to his willingness to provide some material for me to use.

"Dear David,

You ask for articles for your Newsletter on 'O' Gauge Trains. I have had huge fun selling and re-motoring hundreds of engines, literally.

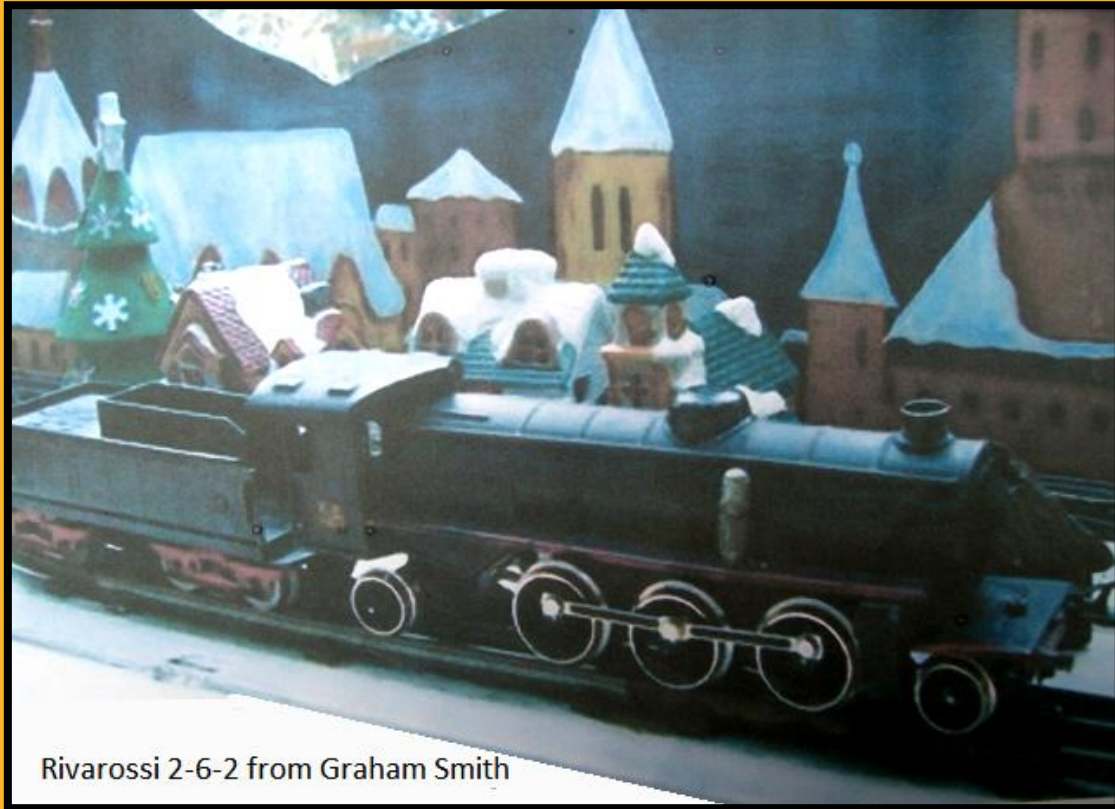
2-Rail or 3-Rail; even many battery operated, to run on clockwork tinplate tracks. (Hornby) MO's, No. 20's, Hachette etc. I have done just about every make/model from Lima to Leeds, Bassete Lowke to Brimtoy.

These photographs show just some of the engines done recently. Fellow enthusiasts can put old bodies, restored bodies, plastic bodies, diesel bodies with disc wheels or motorized coach bogies. The range is huge, the opportunities endless. Maybe you could show these? Many thanks for your help."

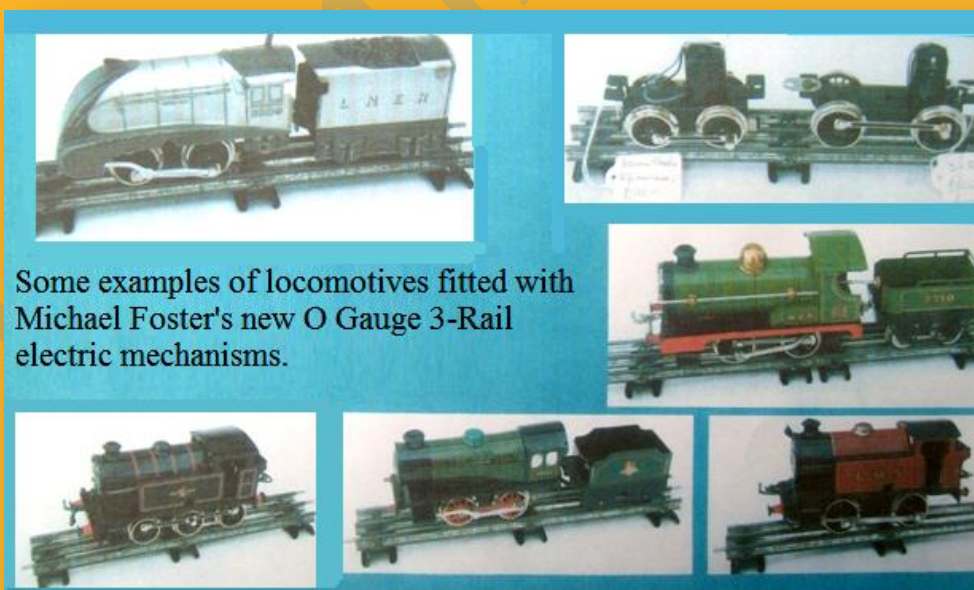
Michael.

Michael has kindly forwarded me a selection of pictures of the work he has undertaken and other similar conversions which impress him. Unfortunately the photo quality in several cases is a challenge to reproduce as they are already 2nd & 3rd generation before coming to me, nevertheless, we'll get the 'JtT' magic wand out and see what we can achieve. At this time I have no further

information on any of them that I can offer the reader, but if any of you want more or maybe would like Michael to undertake a conversion on your behalf, then this is how you can contact him: mdfoster@hotmail.co.uk I thought I'd start with this rather seasonal picture.



Rivarossi 2-6-2 from Graham Smith



Some examples of locomotives fitted with Michael Foster's new O Gauge 3-Rail electric mechanisms.

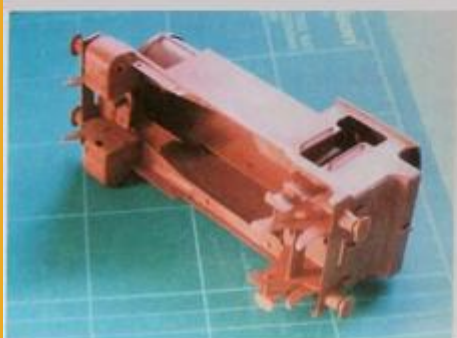




Body with paint removed



Primed after modification



Rear chassis, steps and
dropped valance for slide



Weight container, spacer
and bracket extension



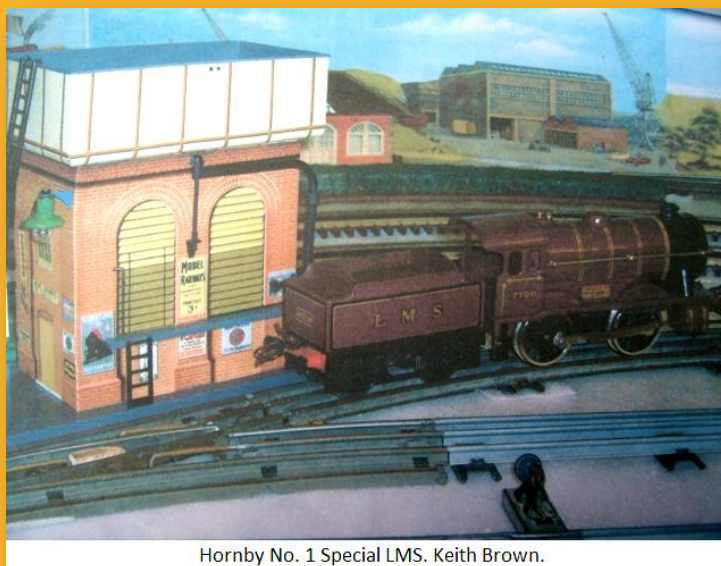
Halfords gloss black.
HMRS transfers



With air-brush gloss finish

David Davenport's beautiful model.

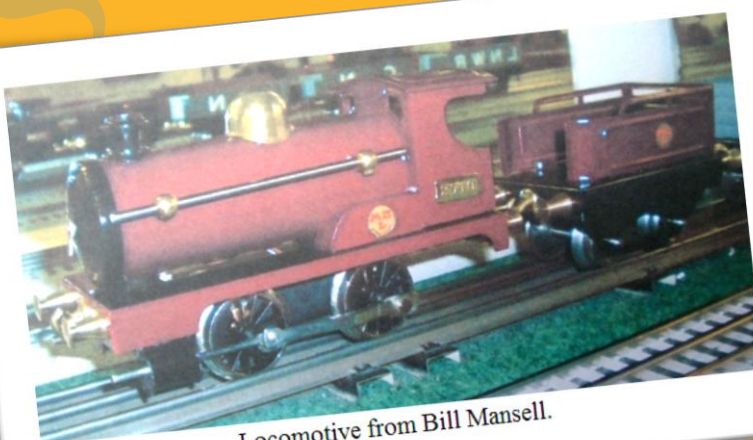




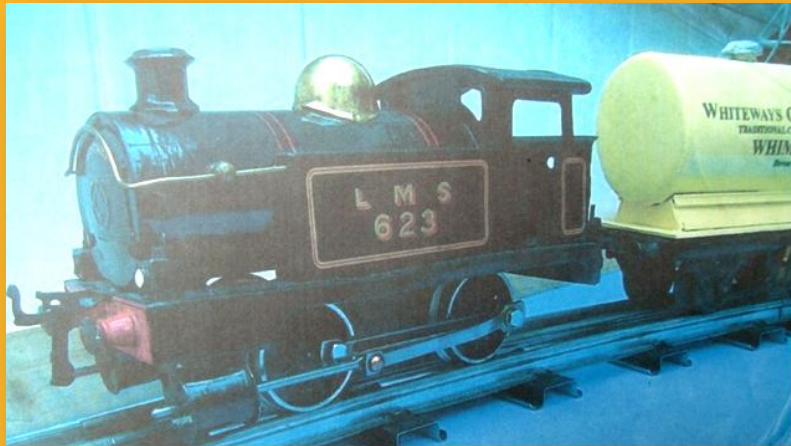
Hornby No. 1 Special LMS. Keith Brown.



Bob Layton's Compound Engine.



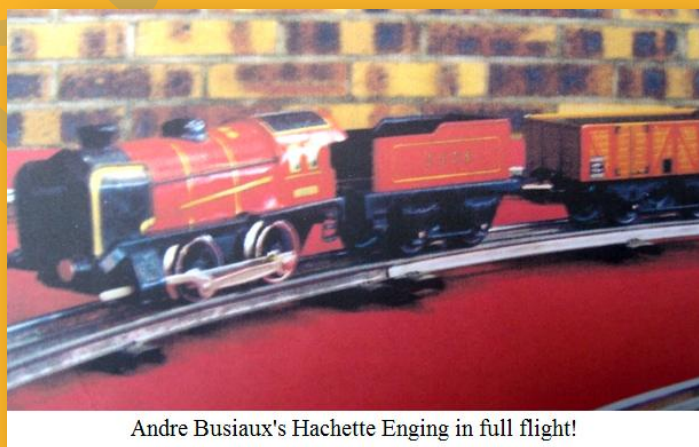
Locomotive from Bill Mansell.



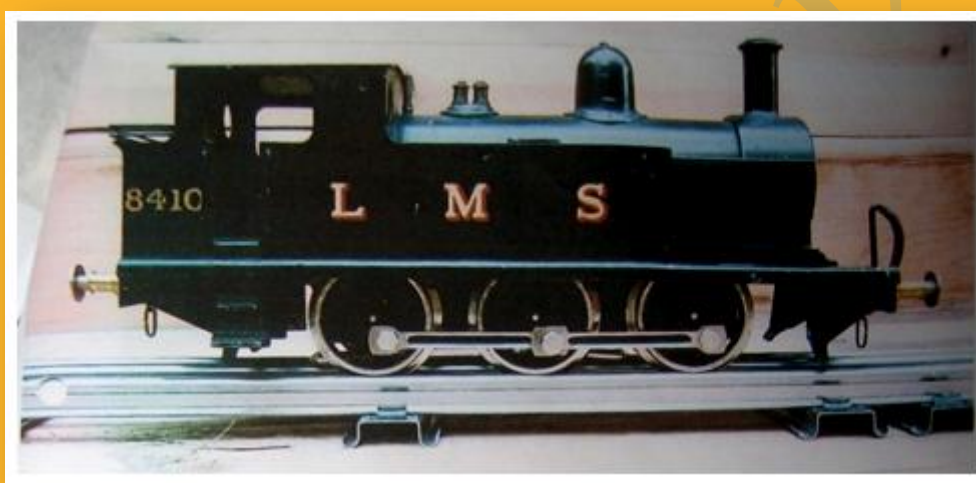
David Rhode's Engine



Christopher Morton's "George the Fifth" locomotive.



Andre Busiaux's Hachette Enging in full flight!



Unfortunately, Michael has provided no further information, but I feel sure the readership will appreciate the photographs submitted.

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WJVintage

WJVintage

Serious Toys for Discerning Boys

Paul Lumsdon - Head Boy

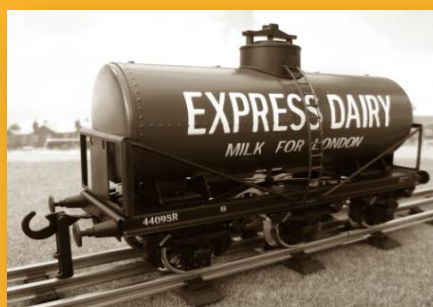
www.wjvintage.co.uk

*"Established in October 2011, **WJVintage** is a new, small, friendly business created and run by enthusiasts with a passion for traditional, coarse scale, 'O' Gauge Model Railways. Our goal is to become a 'one-stop' shop for all of your 'O' Gauge requirements in 'ready to run' model form.*

Our experience in engineering, marketing and product development, coupled with our knowledge of the model railway market and toy collecting in general, is second to none. We hope to combine all these skills to bring you, the railway connoisseur, the very finest quality model engineering at an affordable, value-for-money price." Paul Lumsdon

During November, recipients of Paul's excellent e-newsletter will have received not one but two editions! This was because Paul had some particularly exciting news to break, but not until after the due publication date. He's also got the readership going with his own bit of competition. Unfortunately, if all of this news to you, I'm afraid Paul's competition deadline was yesterday (30th November, but and you want to know more about what Paul has on offer, can I suggest you drop him a few lines via his contact email address: wjvintage@lumsdon.eclipse.co.uk

Concerning the exciting news he had to break, whilst many of you will now know what it is, it's still my pleasure to be able to carry the news for those who don't as yet. Here's a clue – think bananas?!



Before revealing all, in other news, Paul reported:

What Else is New?

Seven Mill Models B17 Update

The superb Seven Mill Models B17 run is now nearly sold out. The final batch has been produced and I have just heard that these can now be custom ordered at no extra cost with a range of different names as follows:

Royal Sovereign (existing name)

Sandringham

Belvoir Castle

Alnwick Castle

Hatfield House

Woodbastwick Hall

So if you have been thinking about buying one of these but didn't fancy a Footballer, then one of these names (with appropriate running number) might be just what you were hoping for.

It generally takes just a week to apply the names and despatch but do please allow a little longer for handling and transit etc.

Price is **£750.00** plus **£15.00** for post and packing. A smoke generator can be added for an extra **£25.00**

In a 'STOP PRESS' announcement, Paul also forwards this photograph of what will be his latest offering – the C.W.S. Milk Service van. It will be available in time for Christmas (just), so interested customers should contact Paul asap for further details.



Now for some bananas?

Introducing the G.W.R. Railcar, sometimes referred to as a 'Flying Banana!'





Of this brand new model, Paul writes:

"WJVintage, in collaboration once again with Raylo, will be launching a stunning new coarse scale O Gauge GWR Diesel Railcar in 2014.

The model, which has been commissioned exclusively from ETS of Prague, will represent one of the later batch of 'Flying Bananas' with the more angular, straighter lines.

This batch of 20 Railcars were numbered 19 to 38 inclusive and included an Express Parcels Van (No. 34) which we will also be producing as part of a production split across five different liveries - 3 passenger (GWR Chocolate/Cream; BR Carmine/Cream & BR Green) and 2 parcel (GWR Chocolate/Cream & BR Carmine). The pre-production model that has been produced shows the GWR Passenger Railcar No.22 (as preserved at Didcot) in classic Chocolate and Cream livery. Availability is scheduled for Summer 2014. At the moment this is the best estimate I can give.

Overall length is approx 17.75 inches but it will handle a 24 inch radius curve fine. The front and rear ends are 3D printed metal and the rest is sheet steel pressed and bent to shape. Photos are of a pre-production prototype so tweaks and improvements can be expected for production

As the time approaches I will of course keep you updated."



GWR RAILCAR

From

WJVintage

Serious Toys for Discerning Eyes

www.wjvintage.co.uk



NEW
O Gauge
For 2014



Parcels
Version
£430.00
Passenger Version
£450.00 with seats
and lighting

Photo shows prototype development model

Passenger Schemes Available



GWR Chocolate/Cream



BR Carmine/Cream



BR Green

Parcel Schemes Available



GWR Chocolate/Cream



BR Carmine

- ❖ (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/Ace style couplings
- ❖ Front & rear lights auto switch to suit direction of travel
- ❖ Detailed seating and interior lighting on passenger versions
- ❖ Hand produced, precision engineered, all-metal construction
- ❖ Suitable for 2ft (60cm) curves
- ❖ Not suitable for children under 14 years



Please accept my pre-order of the Railcar as below:

Name:

Address:

.....

.....Postcode:

Telephone:..... Email:.....

I am interested in: Passenger: GWR Choc/Cream ☐ BR Carmine/Cream ☐ BR Green ☐

Parcel: GWR Choc/Cream ☐ BR Carmine ☐

Post forms to: **WJVintage**, 29 Wood Road, Kings Cliffe, Peterborough, PE8 6XF

Or email your contact details to: wjvintage@lumsdon.edlinse.co.uk Please include "Railcar Information" in the subject line
Or telephone **07711 092497** and we will log your requirements



www.raylo.co.uk



Colin Toten and Paul Lumsdon are both collaborating on the G.W.R. Railcar project, so their advertising is understandably very similar, nevertheless, Colin's flyer for this striking model is featured below. Colin goes on to say:

"Raylo are pleased to announce a range of new models comprising both locomotives and rolling stock. These will be exclusive to Raylo and made in England."

Another Raylo exclusive, the latest addition to the London Transport/Metropolitan Railway items is the Renshaw Wheel Carrier, more popularly known as The Mobile Workshop. Powered by an ETS motorised bogie, this is an interesting and to date unmade model for 3-rail operation. These will be hand made in England and only 50 will be produced. Priced at £450 plus insured courier delivery of £15. These will be exclusive to Raylo and made in England."

Also, AVAILABLE NOW - THE ACTON SHUTTLE also known as the "Pennie Ginnie" or "Ginney Train." Made for 3-rail operation and powered by the ETS motorised bogie, the running lights change with direction of travel. Made in England priced at £475. This is also the basis of our forthcoming underground/overground 3 car set, under development now."

To order or for any questions about anything featured here or on my website, please email me via the contact page of my website:" www.raylo.co.uk





The Renshaw wheel carrier



Colin concludes: ***"Rob Horton has promised a delivery of the new liveried advertising vans before Christmas and also replacements for the sold-out liveries, apart from that I have no other new news, but would like to wish all my customers a Merry Christmas and a Happy New Year."***

Best regards, Colin

**STUNNING NEW
Coarse Scale
O Gauge For
Summer
2014**

GWR RAILCAR

An Exclusive Release From

RAYLO



**Parcel Versions
£430.00**

**Passenger Versions
£450.00**

(with interior seating and lighting)

Passenger Schemes Available:



GWR Chocolate/Cream



BR Carmine/Cream



BR Green

Parcel Schemes Available:



GWR Chocolate/Cream



BR Carmine

Specifications:

- ❖ O 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/Ace style couplings
- ❖ Front and rear lights automatically switch to suit direction of travel
- ❖ Detailed seating and interior lighting on passenger versions

- ❖ Precision engineered, all-metal construction
- ❖ Hand produced
- ❖ Suitable for 2ft (60cm) curves
- ❖ Not suitable for children under 14 years

www.raylo.co.uk

01582 873460

But there is even more.....steady now!

And now for the headlines?.....

9999 ROAD 2, MIDDLETOWN, VIRGINIA, SEPTEMBER 1, 1910

Broadcasting - Page 22

Daily Mirror

THE DAILY PICTURE NEWSPAPER WITH THE LARGEST NET SALE

No. 9,996 Represented at the G.P.O. as a Newspaper THURSDAY OCTOBER 31, 1939 One Penny

QUIET CORNER -- Page 8
EUSTACE -- Page 15
SERIAL -- Page 21
BELINDA -- Page 26
DAVID'S DIARY -- Page 27
THE STARS SAY -- Page 28

Advertisements - Page 38

PRINCESS ELIZABETH FINDS A HOME AT LAST years of searching finally ends



DUKE'S TERRIER BARKS WELCOME

ACROSS the threshold of Bough-ton House last night the Duke of Gloucester led his Duchess.

A day looked forward to. It was the Duke's Aberdeen terrier, Bungalow, owner, without doubt, to greet the Duchess. It was a welcome or questioner as the Duke had rung through London's streets when the radiant bride drove to Buckingham Palace in a glass coach; or as the Duke had led him Northamptonshire lanes when she drove with the Duke to their honeymoon home.

The Duke's Aberdeen terrier, Bungalow, owner, without doubt, to greet the Duchess. It was a welcome or questioner as the Duke had rung through London's streets when the radiant bride drove to Buckingham Palace in a glass coach; or as the Duke had led him Northamptonshire lanes when she drove with the Duke to their honeymoon home.

Bouquet on Tomb

THE Duchess of Gloucester's initial bouquet was taken to Westminster Abbey last night and placed on the tomb of the Duke's father.

The Story in Other Pages

The arrival at Bough-ton House, on page 3.
The bride leaves her home for the wedding, on page 3.
The ceremony and scenes outside the Palace; on the way to the station begins on page 4.
Pictures on pages 3, 4, 5, 16, 17, 19, 24, 25, and on the back page.

HORTON'S

New Products Coming Soon

Model Railway Products
Tin Printing
Reproduction Transfers
Custom Transfers Service

—And drive to the Palace at Lady Alice Marriage (Bough-ton).

HORTON'S

WESSEX TRANSFERS

New Products Coming Soon

Model Railway Products
Tin Printing
Reproduction Transfers
Custom Transfers Service



—And drive to the Palace at Lady Alice Marriage (Bough-ton).

HORTON SERIES

ACE TRAINS LONDON





Here are the specifications:

- ❖ Double track with double doors at one end.
- ❖ Interior roof lights
- ❖ Supplied partly assembled, but some minor assembly will be required to help keep the packaging sizes to a minimum for shipping.
- ❖ Printed tin-plate with design heavily influenced by the original Hornby engine sheds, although with a little more detail and realism added. It should look good amongst vintage models on original Hornby layouts and amongst the newer and better detailed models made by the likes of ACE, Darstaed and Corgi.
- ❖ Clear acetate windows with printed details.
- ❖ Embossed details on sides and doors.
- ❖ 24" in length, so it is long enough to accommodate the larger express locos.



All images are copyright of Wessex Transfers.



For more information or to place an order, contact Colin Toten of Raylo.



Spot-light on....



Just as the November 'Just the Ticket' was being set out, I received an email from Zuzana Tomčová of ETS. Zuzana is responsible for customer care within the company and she was enquiring about the possibility of having some sort of article within the next edition. Naturally I warmly welcomed her interest and so here is the submission she has now sent me.

"ETS (Electric Trains Systems) S.R.O (Ltd) is located in Prague in the Czech Republic. It is engaged in the development, manufacture and sales of model railway in Gauge O (7mm). ETS models are traditional metal construction, and belong to the category known as 'Coarse Scale.' The company has 10 permanent staff and a number of good subcontractors.

ETS started with production of model railways in 1991, so they have now been in the market for 22 years. Their products were

initially focused on Continental prototypes and then American types, but for the past four years the company has devoted itself, with a great enthusiasm to British style models.

Under its own brand name, ETS produce the Class 20, (Terrier) and also under the ACE Trains London brand the N2, Bulldog, Metropolitan, and Pannier.

ETS models are sold in the UK by W J Vintage; Mr. Paul Lumsdon and Raylo, Mr. Colin Toten. ACE Trains models are sold by ACE Trains London and its own dealer network.

One of our most popular products; the driving units, are fitted in all of our manufactured locomotives. The driving units have a patented automatic clutch.

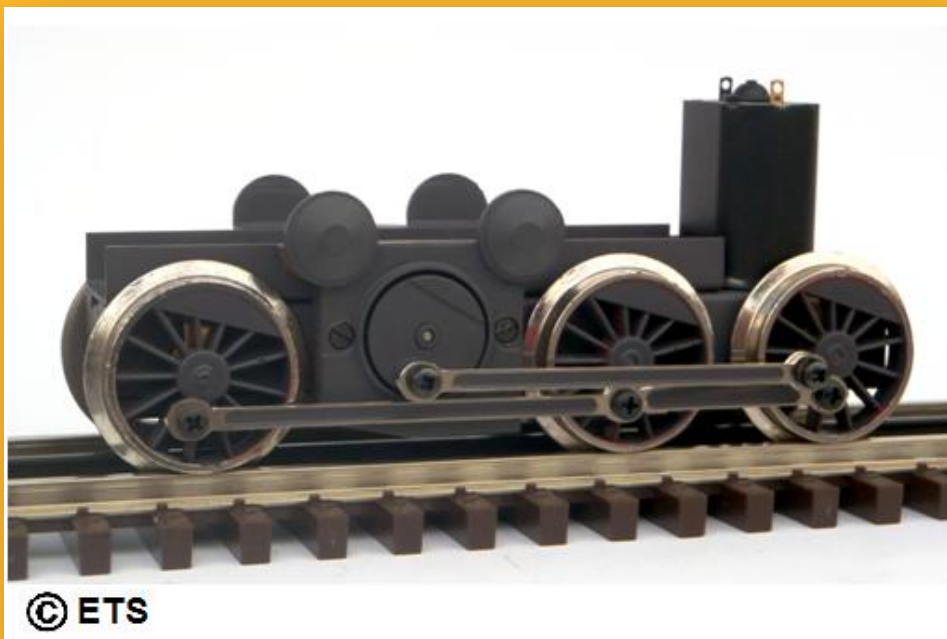
ETS produce driving units as a stand-alone (solo) product; small; with two axles and large, with 3 or more axles and it is possible to have driving units with one or two motors, designed for 2-rail or 3-rail or switchable for both types of tracks.

Complete ETS mechanisms are also fitted in locomotives from the Seven Mills Models company, (with DJH pewter points), diesel locomotives from Skytrex and many amateur constructors in different countries.” Zuzana Tomčová

Below: The ETS Team. See page 36 for who's who.









You can read more concerning ETS via the company website www.ets-trains.com

Concerning the group photo – first row from left to right:



First lady - that's me – Zuzana Tomčová – I handle customer care.

Gustav Tauš – CEO

Ilona Košátková – our book-keeper

Petr Stránský – production and assembling of products

Jiří Pracný – production and assembling of products

Second row left to right:

Pavel Maglič – head-man of our store

Lukáš Dušek – printer

Jiří Němeček – design and engineering, production

Jarda Kolář – despatch of products





Seven Mill Models

John Fowler of Seven Mill Models forwards the following update:

“SEVEN MILL MODELS report great success on their initial sortie into the O Gauge market. Feedback from customers regarding service and delivery has been described as excellent and the realism and running of the Locomotives as first class, indeed second to none.

The B1 stock is now low with few remaining. Interestingly the customers who have had this Locomotive “Medium Weathered” have all been delighted and those who have had S.W. Digital Sound added have created much interest from their fellow enthusiasts.

Anyone contemplating a B1 needs to respond quickly in order to avoid disappointment as no re-run is envisaged.

The B17 stock has sold well and deliveries of the last batch has now arrived. In addition to the Footballers and Royal Sovereign, six new names have been issued. These are: Sandringham, Hatfield House, Belvoir Castle, Alnwick Castle, Woodbastwick Hall and City of London. Like the Footballers, all are available in both LNER Apple Green and BR Green. Delivery is approximately 7 days from receipt of order.

The V2 and Super V2 have been described as our finest Locomotives to date. All Liveries, Names & Numbers are in stock. Smoke, Sound and Weathering are available on request.

Not surprisingly, orders have been received from Finescale customers, who have been very satisfied with our wheel conversions to suit their track and of course the detailed models are to their high standards.”

The following pages are by kind permission of Stephen Widdows of DJ Model Loco.

View the company website:

www.djhmodelloco.co.uk





Presenting the first of a very special series of British made O gauge Locomotives suitable for 2 and 3 rail coarse scale running.

Locomotive and Tender are cast and of all metal construction. Models come with super detailed cab backhead and are hand built and painted in the U.K. Removeable lamps, real coal and a 'Chart Twin Clutch Drive' for powerful pulling and authentic stop and start. The engine comes to a gradual halt when the power is turned off. Will run on most 2 and 3 rail coarse scale track and operates at 12~14v DC.. A full spares service will be available.

B1 4-6-0 - London North Eastern Railway Chief Mechanical Engineer Edward Thompson's first 'standard' design was very successful in handling the increased volume of traffic, both passenger and freight of the war time era. The two cylinder layout of the B1's was welcomed by maintenance departments who had to ensure good running under difficult war time conditions. Introduced in 1942, 401 locomotives were built of which 49 were 'named'.

BR Mixed Traffic Black Lined at £750.00 + P&P

Choice of four names: **SPRINGBOK** **GAZELLE** **BUSHBUCK** **ROEDEER**

B17 4-6-0 - Designed by C.M.E. Sir Nigel Gresley with 4200 gallon group standard tender. Built between 1936 and 1937 giving many years service. The last of the class was scrapped in September 1960.

Available in **LNER Apple Green Lined** with 4 digit numbers

BR Green Lined with 5 digit numbers

at £750.00 + P&P.

This model is available as:

The Footballers

Tottenham Hotspur
Norwich City
Arsenal
Sheffield United
Grimsby Town
Derby County

Darlington
Huddersfield Town
Sunderland
Middlesbrough
Leeds United
Doncaster Rovers

Newcastle United
Hull City
Sheffield Wednesday
Manchester United
Everton
Liverpool

Leicester City
Nottingham Forest
Bradford
Bradford City
Barnsley
Manchester City
West Ham United

For non-football fans and to coincide with the Queen's Diamond Jubilee.

Royal Sovereign

NEW – ALL METAL – O GAUGE GIRDER BRIDGE

Supplied pre-painted, in 4 easy to assemble parts (Base/Side x 2 / Top span) fittings & assembly diagram included.

Suitable for coarse and finescale track.

Single Track Orange Bridge with Green Base **£99.00**

Single Track Light Grey Bridge with Dark Grey base **£99.00**

Double Track Orange Bridge with Green Base **£129.00**

Double Track Light Grey Bridge with Dark Grey Base **£129.00**

UK Postage & Packing + £10.00

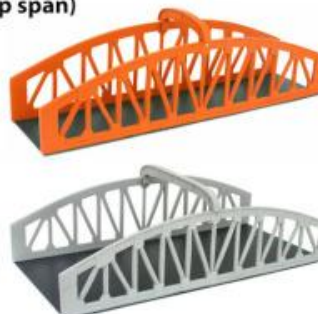
Please enquire for export freight cost.



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England

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accessories series



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Seven Mill Models



B1 4-6-0 BR Mixed Traffic livery
Available September 2012

Hand built to include 'chart twin clutch drive'.



B1 Tender Detail



B17 4-6-0 LNER Apple Green livery
Available October 2012

*Supplied with
removable lamps*



Hand painted and made in England.



B17 Tender Detail



B17 4-6-0 BR Green livery
Available October 2012

Supplied in a sturdy box with custom cut foam insert.



Super Detail Backhead

For information and sales contact our main agent;
DJH Engineering Ltd. Project House, Villa Real, Consett, England DH8 6BP.
Tel: 01207 500050, Mon-Thus 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





ORDER FORM

B1 4-6-0

BR Mixed Traffic Black Lined

Qty.

Unit £

Total £

Springbok		750.00	
Gazelle		750.00	
Bushbuck		750.00	
Roedeer		750.00	

Optional extras

Smoke unit factory fitted		25.00	
Postage & packaging UK mainland		15.00	
Total £			

B17 4-6-0

BR Green Lined

(name refer to page 1)

Qty.

Unit £

Total £

		750.00	
--	--	--------	--

LNER Apple Green Lined

(name refer to page 1)

Qty.

Unit £

Total £

		750.00	
--	--	--------	--

Optional extras

Smoke unit factory fitted		25.00	
Postage & packaging UK mainland		15.00	
Total £			

Girder Bridge

Qty.

Unit £

Total £

Single Track Orange Bridge		99.00	
Single Track Light Grey Bridge		99.00	
Double Track Orange Bridge		129.00	
Double Track Light Grey Bridge		129.00	
Postage & packaging UK mainland		10.00	
Total £			

Save on postage & packing

Any two Locomotives P&P £15.00 (save £15.00 P&P)

Any Locomotive & Bridge P&P £15.00 (save £10.00 P&P)

FAQ's.

Q1. Will the model run on all coarse scale Tracks? *Answer. Yes the models will run on all makes of track including old Hornby 24" radius and Bassett Lowke raised 3rd rail.*

Q2. What are the key wheel dimensions? *Answer. Wheels Back to Back 27.5mm / Flange depth 1.9mm/ Tread 4.2mm.*

Q3. Can the models run on 2 and 3 rail? *Answer. Yes, they can be easily switched from 2 to 3 rail and vice versa Coarse Scale track operation.*

Q4. Will the models stop and start suddenly when power is turned on or off? *Answer. No. The model features the 'Chart twin clutch drive' this allows realistic starting (slow speeding up to set speed) and stopping (comes to a gradual halt) .*

Q5. How can I expect my model to perform under load? *Answer. The design has been thoroughly track tested under load with 50 hours pulling 8 coaches, total 7.5 kg, continuously running through points and curves, with no overheating of the motors or loss of power. Only routine oiling (every 15 hours of running) was required. Obviously this is an extreme test, much more than the average hobby use would demand.*

Q6. How do I maintain my model? *Answer. An essential maintenance guide is included in each carton for reference.*

Q7. Is my model guaranteed? *Answer. Yes, each model has a 12 month guarantee against faulty materials or workmanship from the date of purchase. Provided the maintenance procedure has been adhered too.*

Q8. What about spare parts? *Answer. A stock is kept of most moving parts for UK based repair and servicing.*

Q9. Should I be concerned about delivery damage? *Answer. No. Our manufacturer and Main Agent 'DJH Engineering Ltd' have been manufacturing and shipping models worldwide for over 35 years. Each model is shipped within a special transport pack to minimise any risk of damage in transit.*

Q10. What if I want to fit a smoke unit? *Answer. Each model is designed to accept a 'Seuthe' smoke unit. You can retro fit this yourself or you can add it as a factory fitted option @ £25.00 (see order form).*

Q11. Will I have to wait long for my order? *Answer. No. The B1's will be available in September and you can choose from 4 names for immediate despatch. The B17's will be available from October 2012, because the choice of names is much larger on this model (26) we will have some pre-named models but most will be finished as you order , so expect only a 10~14 days delay from order to delivery.*

Q12. When will I need to pay? *Answer. Seven Mill Models does not like to take deposits in advance. You will only be asked to pay, when your model is ready to despatch or in the case of the B17 when we add your chosen name, approximately 10 days before we despatch.*



News from the Continent – The Netherlands.

“In the last two months I have been busy presenting my tinsplate gauge 0 model trains and model trams on several events in Holland and Germany. And I might say there are some developments I’d like to share with you.



In the new catalogue by MERKUR, new products are announced. Unfortunately not all the models are available yet. Perhaps of not so much interest to people in the UK, is the BR 01, a model of the huge German steam locomotive. And

MERKUR brings two types of a German E locomotive to the market. The EP5 and E52 (same type, different livery) and the E63. People might think, based on the picture in the catalogue, that this will be a fine scale model; but oh no they won’t! They will be made in the known MERKUR tradition and the mechanisms of these models may be of interest. As soon as I know when these models are available I’ll let you know.

We are very hard working on our J 94 project. It is said that we won’t have to wait too long for the prototype. Bruce Palmer who is particularly involved, will be able to show and discuss this. I cannot wait to see it.



The Merkur J94 project.

The new French steam locomotive, the BOER 30 134, is a really nice model. It has driven good stock round the layout of the Dutch HRCA at Eurospoor.

ETS is also very busy for the European market. They have built a BR 54.





The BR 54 is available with two motors. Like it is shown on the picture. The BR 54 needs a minimum radius of 650 mm. When your radius is smaller the locomotive will derail because the tender touches the locomotive cab. Pity that the tender has been given so little space.

And then there is some news of Lehnhardt. Lehnhardt launched at the start of 2013 a new Berlin tram model and side car.



Most of the time Lehnhardt produce very nice models. In their early days once in a while a fantasy model was offered. I am afraid Lehnhardt build again a fantasy model. However when you get it in your hands, you will see it is in the good Lehnhardt production quality.



I am worried about the announcement by Lehnhardt that models which are sold out will not be produced again. However Lehnhardt is not very clear about it, some of the lorries, like the grey lorry and the yellow post sidecar, the English tram models,

the posttram itself, almost all of their tinplate self-build kits, like

the factory and the tram depot are not available anymore. Well I don't know what the future will bring.

I like to show you the very beautiful steam tram. You may see a picture of the model in a green livery. So you may see that not only in Wales was this type of machine on duty! Well if you want more information please email me." info@blik-en-speelgoed.nl

Rob Giskes



Real steam news!

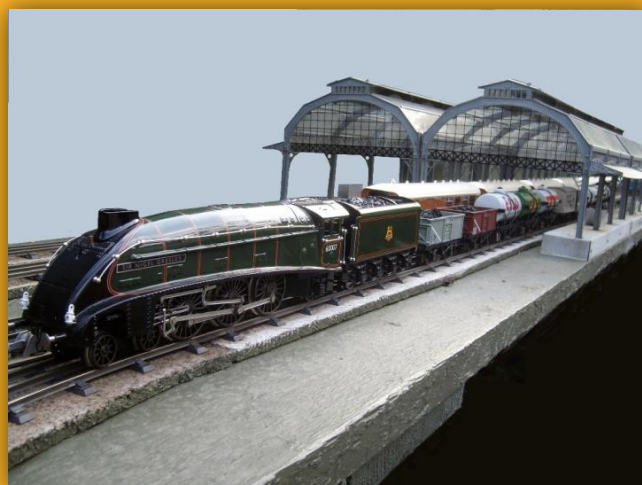
The below accompanied an email from my local electrician, Mr. Paul Copley, who as you can tell is a steam train enthusiast, but not a coarse scale O gauge convert as yet!



Support The Sir Nigel Gresley Locomotive Preservation Trust Ltd for free when shopping online with over 2000 popular retailers, including Argos, NEXT, M&S, John Lewis, Debenhams, HMV, Vodafone, DELL, The Body Shop®, PLAY.com, Interflora, Comet and many more.
<http://www.easyfundraising.org.uk/causes/sirnigelgresley/>

Raise funds for The Sir Nigel Gresley Locomotive Preservation Trust Ltd when you search the Web with easysearch - the best results from Yahoo!, Bing and Ask.com in one simple search.
<http://sirnigelgresley.easysearch.org.uk/>

I think he could do with another picture of the locomotive.





Featured YouTube™ uploads:

If you didn't watch it first time round, then here's your chance once again:

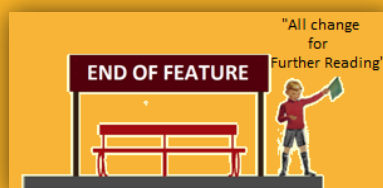
'Christmas Holidays in Standard Gauge' by Robin Dodson, bluecomet390. Viewable [HERE](#)



View Seven Mill Model trains in operation [HERE](#).



Video upload supplied courtesy of Roy James.





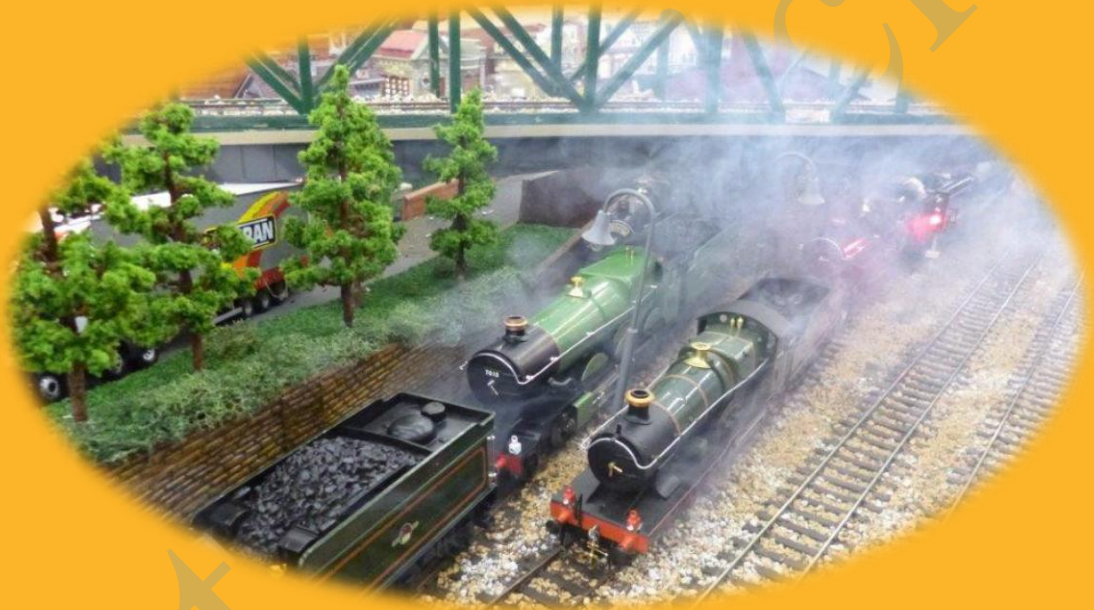
“And what do you want for Christmas?” “A little red engine!”

Submit a photograph

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



Below are three photographs kindly submitted by Roy James, all featuring models by ACE Trains London.





Darstaed Vintage Trains Ltd. **Bringing model railways *ALIVE!***



This month Andries Grabowsky informs: *"I have now made the definite move from Thailand to Xiamen, China, where I have again set up a factory of my own, as part of a large Chinese group of companies. On site are metal stamping, powder coating, spray painting, plating and decal manufacturing, all processes that are critical in the manufacturing of the type of trains that Darstaed makes. Being in tight control of the quality is the key; I will have more news in the next newsletter. Rest assured that I remain committed to the A4 project as previously announced, also, the recently announced Stock Reduction Sale is brought to the attention of readers (see below). May I also extend my very best wishes to you all for Christmas."* Andries Grabowsky

DARSTAED

Trains de Luxe

The Best Tinplate Since 1966

STOCK REDUCTION

SALE

A one-off opportunity to acquire sets of mint and boxed Pullman and Non Corridor coaches.
Offer subject to availability

PULLMAN RAKES OF 5 CARS, £275 (RRP £395)



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Reserve now, delivery from January 2014

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CASTLE CLASS LOCOMOTIVES **N.B. VERY FEW REMAINING SEE RAYLO p 15**

£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.

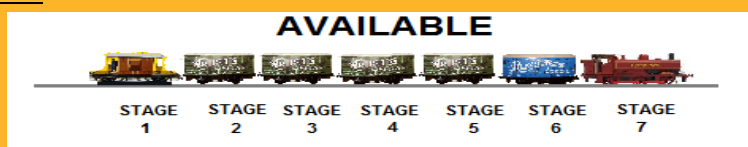
Singles £25 each unboxed.



1ST SERIES ADVANS

£45

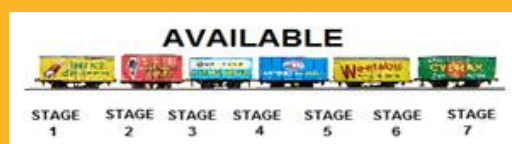
Individually boxed



HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£45 each.

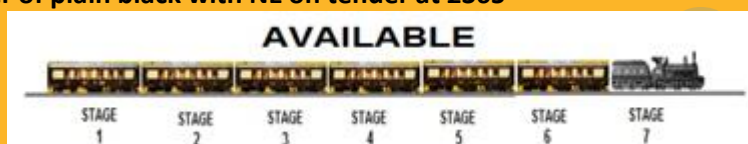
Raylo Exclusive's (Colmans Starch & Palethorpe's Sausages remaining) £45 each.



J19 0-6-0 TENDER ENGINE

£345

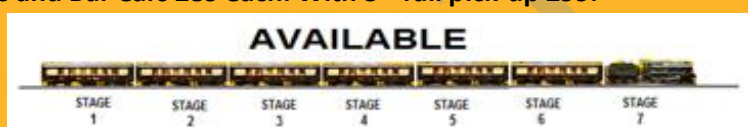
Limited number of plain black with NE on tender at £365



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: bluedja@gmail.com

The Darstaed Distributors:

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



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."



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



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"*.

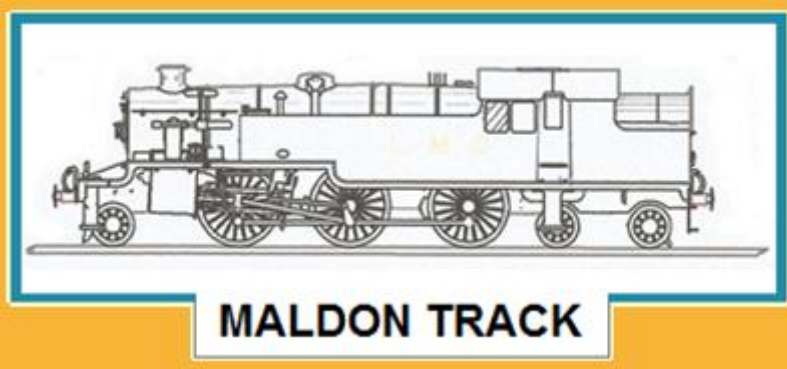


0-6-0 Tender engine



2-6-2 in Metropolitan livery





Visit the Maldon Track Website [HERE](#)

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



"Wishing you all a very Happy Christmas." Ron Fraser

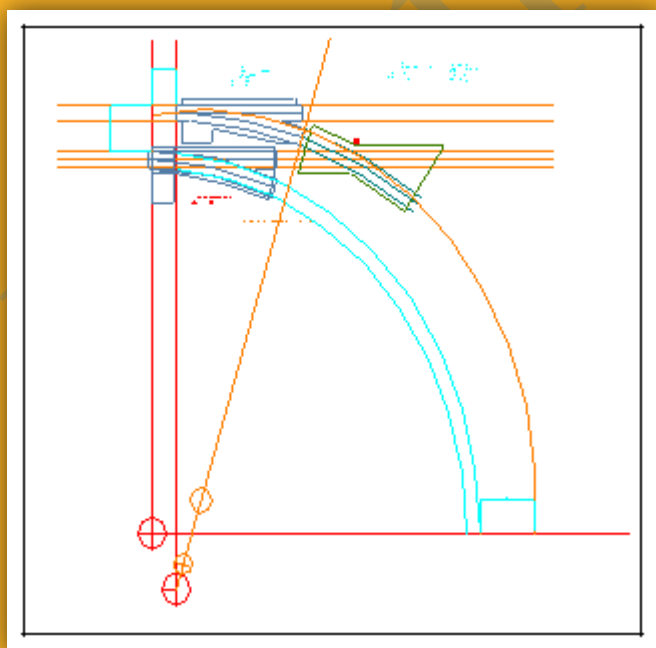
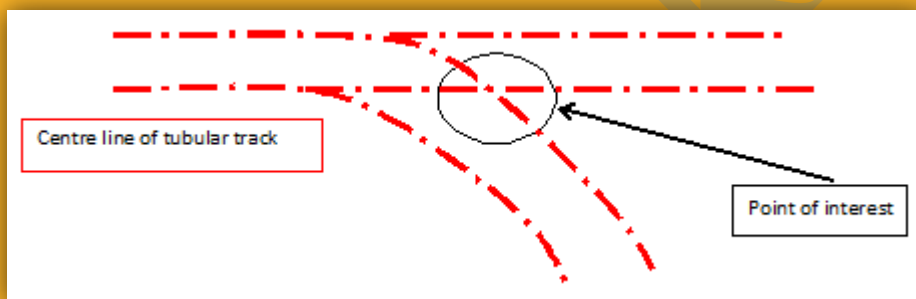
Ron's Newsletter: 'Ron on Rails' No. 7

"....Then there is the phone call and a questioning voice enquires: 'I hear you make bespoke rail sections?' my accountant, wife and inner self shouts "No, I don't!" And so I make a mistake and taking the middle road, I answer 'Why do you ask?' My accountant turns aside with tears running down his face and sobs; 'No food for the family this weekend'. My wife tries to wrestle the phone out of my hands and nearly succeeds, before putting a Vulcan death grip on my nose, but I have uttered the fatal words 'Oh that sounds interesting'.

And so it starts.....

The last project that got past my sentinels, was to make a very interesting

crossover for Mr. AD. His problem had been that his new layout made in tubular track required a twin branch-line. This of course meant that the inside track needed to cross over the outer track (see above diagram).



In my experience, tubular track does not handle gaps in the rails easily, especially on curves so I went for a conversion to code 200 rail for the crossover.

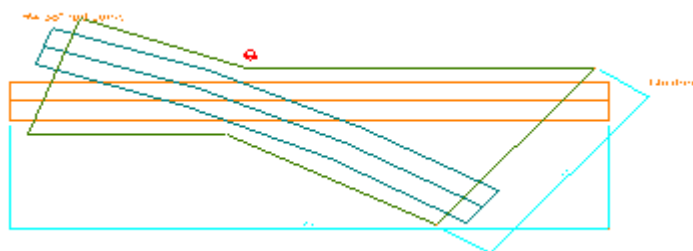
My first line of attack was to draw out the problem and create 2 or 3 models with these drawings. Here (left) is the 3rd drawing showing the angles and radius required to obtain the crossover and maintain the between-rail spacing of 93 mm.

Two rail systems have their own list of problems as far as crossovers are concerned, but the major problem of 3 rail crossovers is the centre rail or

rather, as can be seen from the photo below, the lack of centre rail.



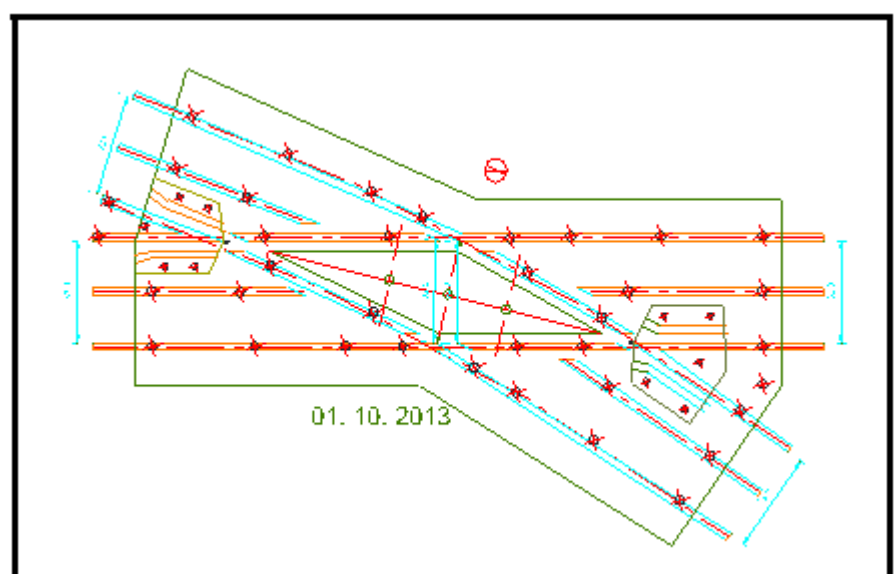
The spoons or pickup of the loco has to reach over this gap in the centre of the crossover to maintain electrical continuity. The standard 18 degree crossover leaves a centre rail gap of 103 mm, which is a bit big for the pick-up of an ACE Train to manage, but Darstaed pickups are longer and so cope better. So, to eliminate these problems within this project I needed to try and make the centre rail gap less than 100 mm.



Having made my prototype drawing; from this I can find limits and lengths and angles which will allow me to form my final drawing.

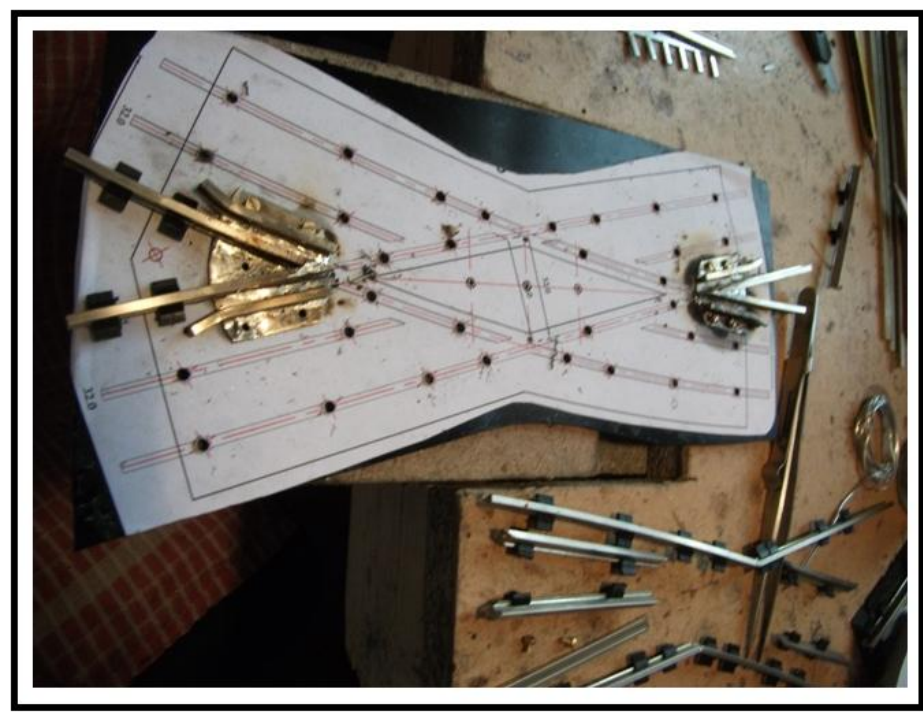
One of the greatest problems faced by designers is to incorporate a tolerance so that any errors made in machining or clash of tolerances or even maintenance, can be corrected.

When making a one-off item this is very important, if you had no



tolerance your prototype would have to be scrapped instead of just altered.

Most problems can be resolved at this point and an agreement reached for production.



I left an extra 25 mm of material attached to the left hand side so that I could use chairs to hold the rail (that make up the frog) in position, this is for ease of soldering the frog (as in the photo).



A paper pattern was produced and glued onto the base board and the crossover cut out and drilled. I used a centre drill to mark the hole and a pilot drill in order to guide the correct size drill bit through the desired position. I made another drawing giving the angles and shape of the rails. The rails are cut, bent and shaped to

size, one of the more useful tools that I use for this, is a micro lathe machine (above) which can be converted to a micro milling machine.

The finished rails are assembled and soldered where necessary and the rails fitted into place.

The point is cleaned and is now ready for the first fitting. On the right hand side of the photo you can see a plate made to insulate the point from the trackway (lower right). Finally, I had to make two modifications and overcome a problem with the wiring, but we got there."

Best regards,

Ron Fraser

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Before heading off into Christmas, perhaps I ought to give notice of some changes I am in the process of coming to terms with. Above is a photo of our family business. Well, alright, maybe it's the business I would rather it were, however the clue is in the photo....

Earlier this year, my wife and I were approached by our local post mistress and the Post Office and asked if we would like to take over the Post Office business and bring it into our own shop. Ironically, our village Post Office is currently situated in a toy shop! This put us in a bit of spot because if we declined, then our village, like so many others, stood to lose its Post Office altogether, so we have agreed to the proposal and over the past couple of months have gone through the Post Office's involved application and vetting process. Just a few days ago we were informed we had been successful and after the appropriate training we have yet to receive, the new Post Office facility should presently find a new home in our shop. Quite what demands on my free time this will bring, remain to be seen, but if folk want me to keep JtT's going, even on a less frequent basis and more particularly, if I am sent material with which to work, then I will continue to do my best to produce them and hopefully to enthuse fellow O Gauge enthusiasts. I'll keep you **posted**. Get it?

So, until 2014 dawns, may I take the opportunity to express my sincere appreciation to everyone who has eagerly awaited each new edition, to everyone who has written in as a result and to everyone who feels it's of worth to submit material for use within the pages of the e-newsletter; it's all been an enormous encouragement to me and I am very grateful. A very happy Christmas to each and every one of you. Cheers.

David Upton





Keeping in touch.



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

My YouTube channel can be found [HERE](#).



'THE CLASSIC O GAUGE FORUM' tin plate trains, 2 and 3 rail worldwide. An independent forum covering *all* brands of coarse scale O Gauge can be accessed [HERE](#).



ACE Trains Owners Club

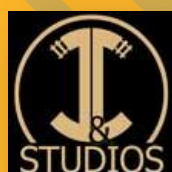
Brilliantly Old Fashioned

The forum for all things ACE Trains can be accessed [HERE](#).

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



O Gauge Railroading magazine On-Line Forum



J&C Studios O Gauge Archive O Gauge / O Scale Forums and Individual Blogs for Model Railroading accessible [HERE](#).

It's on this site that I have my own 'blog' in which I post on any developments relating to my garden layout and all that runs on it, accessible [HERE](#).

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 produced by David Upton to whom each edition is copyright.

