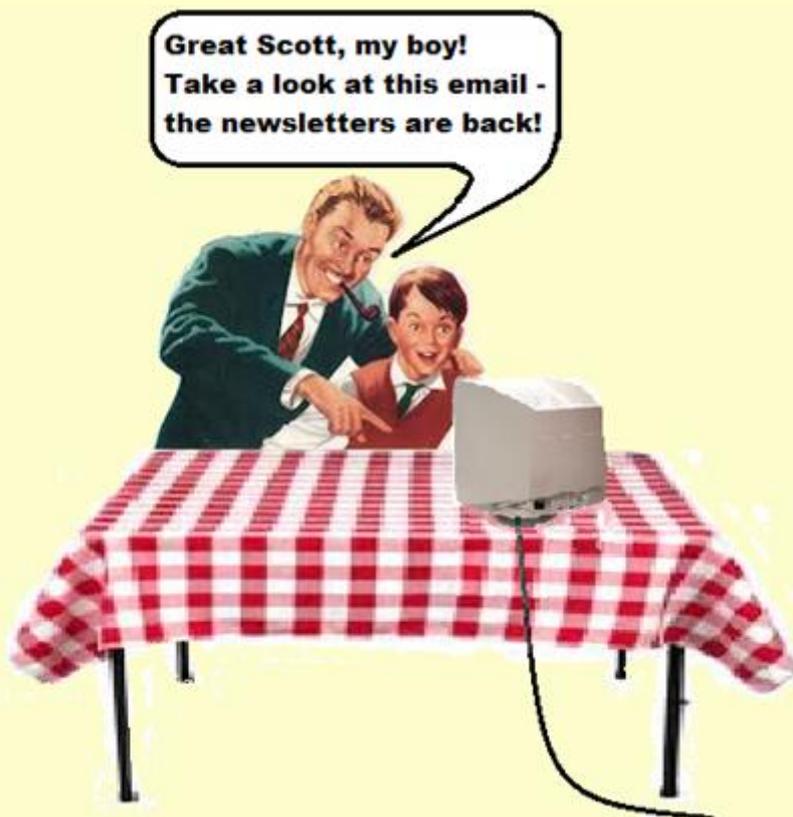


'JUST THE TICKET.' A new and independent
'shop window' for those supplying the
coarse scale 0 gauge model train
enthusiast.

Issue No 1. May 2013



Ladies and gentlemen; it gives me enormous pleasure to be able to present 'JUST THE TICKET' which will, I hope, become an e-newsletter as popular as the Darstaed newsletters have proved to be. But what has happened to the Darstaed newsletter?

Last month I announced I had decided to step down from the monthly production of the newsletters so that I could spend more time on my own business and family concerns. For some readers, this sudden and unexpected explanation did not wash and I understand it was soon being speculated that I had obviously had a fall-out with Darstaed's owner Andries Grabowsky, or worse still that Darstaed were going bankrupt. For this reason, I feel I need to write a few lines of further explanation.

Above all else, I have had no such fall-out with Andries, and I have no reason to think that Darstaed is anything other than in good shape. When this time last year, Andries invited me to see if I could aid his company with the promotion of his products, I was utterly delighted to have been asked and naturally threw myself into the role. This did not indicate an exclusive following of the Darstaed brand as I suspect some may have imagined, but merely reflected my willingness to assist to the best of my ability. When I wrote about the company products, I was obviously writing on behalf of Andries, who had made the opportunity to do so possible, but this did not mean I was an employee of the company or in any other way under the sway or control of Andries, as again I suspect some have imagined.

In the last newsletter on behalf of Darstaed, I gave a résumé of the previous twelve months, but that résumé was not appreciated by ever reader, prompting one to write a most offensive email back to me, and I confess it was this which finally caused me to conclude that producing the e-newsletters (in my own time) and in such a sensitive atmosphere was simply no longer worthwhile and so rather than stirring up even more bad feeling, I let the matter go and chose to step down, thinking that this would be so very straightforward. Unfortunately, this was where my problems were about to begin.

Andries had always encouraged me to believe that the newsletters were very much appreciated, and I assumed they were, but I had no idea just how much they were until within hours of my announcement, emails started to arrive all expressing their very great shock at my announcement and their deep regret that the newsletters were to cease. Each of you will know who has written to me, and as far as I know I have replied in kind back to each of you, but it will do no harm to express publicly just how very touched I was about all of the very kind comments that came in. I was so touched; I couldn't sleep that night, stirred up by the uncertainty of what to do for the best.

The following day I tried to busy myself around our own shop, and as I did so another notion entered my head; how about a truly independent e-newsletter open to both ACE Trains and Darstaed in particular. I say 'in particular' because these are the two modern brands I have most personal experience of, and the two companies I would most like to see once again operating in harmony with one another. The notion of the independent e-newsletter stuck with me, so I shared it with Andries Grabowsky, and he described it as 'a splendid idea.' I then wrote to Allen Levy of ACE Trains, but Allen did not feel it appropriate which is why I don't see ACE Trains products being featured in these pages for the foreseeable future, but the offer still stands.

On the other hand, I'm delighted that I was to receive encouragement from other quarters, in particular Colin Toten of Raylo whose 'Exclusives' range will undoubtedly be featured. Ron Fraser

and Steve Tolton of Maldon Rail have also indicated that they would like to be associated with whatever I come up with, as has John Fowler of Seven Mill Models.

So what can the reader expect?

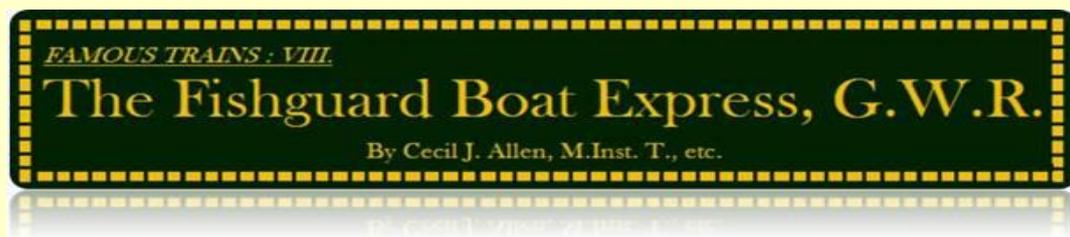
This very much depends on what information/material I am supplied with by those wishing to make use of the service I'm happy to try and provide. I fully intend to keep track of Darstaed in much the same way as I have done over the past year, but written from an independent stand-point. Similarly, I'm very excited about seeing what Colin Toten and John Fowler are both involved with and I will do anything I can for Ron and Steve of Maldon Rail to promote a track system which has had me under its spell for the past 25 yrs at least!

Perhaps you are reading this and are thinking about the way you too provide for the coarse scale O gauge scene, and are unsure if your efforts might be able to get a mention? I can't answer that until you drop me a line or two, but once you have who knows what may come from doing so, so do please feel free to contact me, my new email being: d.upton355@btinternet.com

This publication is not setting itself up in competition with any other like publication, but rather as complimentary to and indeed, if you produce a like publication please let me have details and similarly that publication can be featured in these pages (see last page).

In the former Darstaed e-newsletters, I was always keen to feature readers YouTube films of their own layouts, and I would quite like to continue this, as well as inviting any reader who might be inclined to write to me an article about themselves, – how they came to be smitten by coarse scale O gauge etc. I should very much like to feature such articles in future publications.

And finally; the 1927 Meccano Magazine articles by Cecil J. Allen, 'Famous Trains' will continue!! This month:



Happy reading, David Upton





Presenting Maldon Rail; a company and a product I happen to know a little about on account of having made my entire layout out of their marvellous track system.

In January 1938, Hornby unveiled its latest offering, Solid Steel track and in the UK at least, the O gauge scene was distinctly changed. In April the following year, a Survey of both Solid Steel and tinsplate track was conducted in the pages of the Meccano Magazine. The article commenced: ***“Which is the better track for my Hornby Train – Solid Steel or Tinsplate?” This is a question frequently asked by Hornby Train enthusiasts. For those who have no need to worry about space the obvious answer is Solid Steel Track, for this is perfect for running and its fine appearance and sweeping curves make it ideal.***

THE MECCANO MAGAZINE

HORNBY SOLID STEEL RAILS

Although our standard tinsplate rails are the acknowledged best of their class, we have felt that in order to do justice to the speed and hauling power of our locomotives, especially "PRINCESS ELIZABETH" and E420 "ETON," a drawn steel rail was essential. Our object was to produce the perfect miniature railway track, and we have achieved our aim in the new system of electric steel rails and points that we introduced recently. These rails are of the very highest quality, yet are sold at reasonable prices. We are confident that they will give satisfaction, not only to Hornby Train users, but to all model railway enthusiasts. The track is joined up by means of fishplates which are supplied with each rail.

Many owners of Hornby Railways with tinsplate rails will want to add solid steel track to their layout. To enable them to do this special Adapting Pieces are available.

AP Adapting Pieces, per box of six 1/-

QUALITY FEATURES OF NEW ELECTRIC SOLID STEEL TRACK

- RAILS:** Solid drawn steel section, zinc coated to prevent rust and to ensure good electrical contact. The space required for a circle made up of 30 Curved rails is 4 ft. 8 in.
- SLEEPERS:** Pressed steel, of similar design to the steel sleepers used on actual railways. Each sleeper is placed so that the track can be screwed down to a wood base.
- POINTS:** On solid base, providing the greatest possible rigidity. Level adjustment simple and positive. Right-hand and Left-hand points available.

Manufactured by
MECCANO LIMITED
BINNS ROAD
LIVERPOOL 13

ELECTRIC STRAIGHT RAILS			
ED3	Straight Rail (Length 22 in.)	...	each 2/8
ED3J	Straight Joint Rail	...	1/7
TSR Electrical Terminal for Solid Section Rail			
Price, each pair 4/6.			
ELECTRIC CURVED RAILS			
EAC	Curved Rail	...	each 2/8
EACJ	Curved Joint Rail	...	1/7
ELECTRIC POINTS. (Hand Operated)			
EDP3	Right-hand Points	...	each 8/3
EDP3	Left-hand Points	...	8/3
FISHPLATES			
FP	For joining up track	...	Price, doz. 6d.

The PERFECT track for Electric Model Railways

About 25 years later one young chap would be thumbing through the pages of these old Meccano Magazines when he came across this survey. Something of a revelation took place, and despite the fact the chap had no locos or rolling stock to run on even tinsplate track, he intuitively knew that Solid

Steel had to be the way to go – the Meccano Magazine said so.

That young chap was of course me, and despite deciding at a very young age I wanted some 'Solid Steel' track, I would be well into my 40's before I even got close to getting any and when I did it would not be in the form of original Hornby because by then another revelation had taken place and I had discovered someone called Michael Foster who was

actually reproducing the track in non-rusting nickel Silver and ABS sleepers which made it idea for the garden – where I had also aspired to create a layout from quite a young age.

The first sample length of track I bought from Michael only served to confirm my desires to create a layout, but I would have to reach my 50th birthday before I could consider making the dream a reality. The layout *is* now a reality, and many happy hours it has brought me so far. The track is all Maldon Rail and was hand-made by Ron Fraser in conjunction with a scale plan which Ron also very kindly offered to produce for me. My layout has now lived in my garden for about four/five years. It's endured temperatures ranging from -16 to +25 degrees Celsius; it's been buried in ice and snow for weeks, spent months saturated, been spoiled by birds and generally abused by the elements, but whenever power is applied and the track running surface brightened up with a track cleaner, the whole thing springs into life and enables the most pleasant of days to unfold, so clearly the products of Maldon Rail come highly recommended by me.

David Upton



Maldon Rail Centre is the manufacturer of Micheal Foster's 1930's replica 3 Rail 'O' Gauge Model Railway Track.

The track, comprising of Code 200 nickel silver rail on ABS plastic sleepers, is suitable for Fine and Course Scale running, particularly Hornby 'O' Gauge' Bassett Lowke and Ace Trains. Track also available in 2 Rail to order



Curved Track: 18° Arc

Radius set to inner face of outer running rail. Two radii are available 38 inches (Ref. R4) and 41.65 inches (Ref. R5) available in boxes of 10 curves complete with rail joiners. Two boxes make up a complete circle. Special curves can be made to order. Please contact us for further details.



Curved Track 15° Arc

60 inch radius track available in boxes of 12 lengths complete with rail joiners - two boxes make up a full circle.



Straight Track

Available in 18 inch (Ref. ST18) and 36 inch (Ref. ST36) lengths in boxes of 10 lengths complete with rail joiners.



38 inch Radius Point (Ref. F8RH & F9LH)

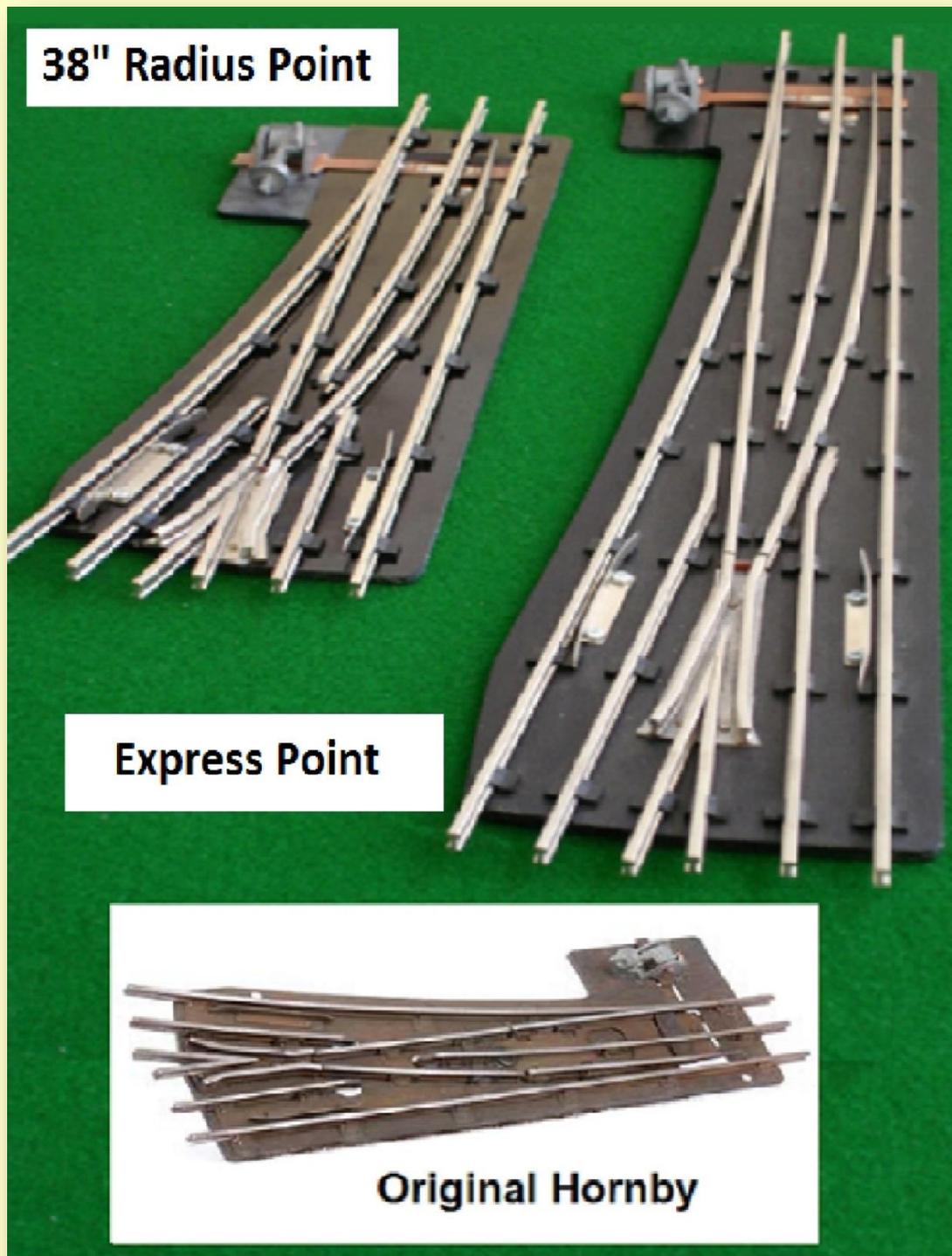
Right and Left hand isolating solid base points to the following specification: Length 293mm, Radius 965mm, Arc 18° similar to the solid base point produced in the 1930's.

Express Points

Similar to the 38 inch radius point to the following specification: Length 457mm, Radius 2092mm, Arc 9°.

Transition Curves.

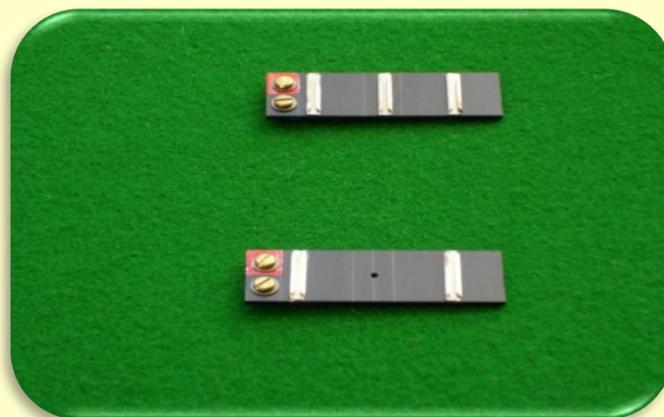
Transition Curves are used to maintain track geometry when a branch line from an Express point is required to run parallel with the main line. The curves are available in right or left hand to correspond with the handing of the point.



Rail Head Buffer Stop: Set on a 9 inch length of straight rail, the buffer stop provides that finishing touch to your railway. (Ref BS1)



Power Clip and Joiner Rail: The two or three rail power clip provides a quick and simple method of connecting your transformer to your layout. (Ref PC1)



Track Plan Service: Maldon Rail Centre can provide computer designed scale drawings of your proposed layout. We can also provide a detailed component list and can manufacture special make up pieces as required.

For more details of the service contact us by email or phone.

Product Price List 3 Rail Track as of April 23rd 2013

Code	Item	Price inc VAT @20%
R4	38" radius curved half rails, box of ten	£96.00
R5	41.65" radius curved half rails, box of ten	£96.00
R10	60 inch radius curved rails box of twelve	£150.00
ST36	36" straight rails, box of ten	£198.00
ST18	18" straight rails, box of ten	£99.00
F8 / F9	38" radius point RH or LH	£71.50
F10 / F11	Express point RH or LH	£99.00
TC3 & TC4	Transition Curves	£10.00

Price List 2 Rail Track (To Special Order)

Code	Item	Price inc VAT @20%
R4-2	38" radius curved half rails, box of ten	£76.00
R5-2	41.65" radius curved half rails, box of ten	£76.00
ST36-2	36" straight rails, box of ten	£164.00
ST18-2	18" straight rails, box of ten	£82.00
F8-2 / F9-2	38" radius point RH or LH	£71.50
F10-2 / F11-2	Express point RH or LH	£99.00
TC3-2 & TC4-2	Transition Curves	£10.00

Accessories

Code	Item	Price inc VAT @20%
PC1	Power Clip rail joiner for 2 or 3 rail	£9.60
BS1	Buffer Stop - suitable for 2 or 3 rail	£24.50

Discounts available for large orders.

Please place your order via Phone, Fax or Email, details below. Maldon Rail Centre Ltd. reserve the right to change the unit price without notice. Carriage, packing and insurance costs charged in addition.

Maldon Rail Centre, 8 Silver Street, Maldon, Essex, CM9 4QE

Email: sales@maldonrail.com

Workshop Tel: +44(0)1245 425413 Fax: +44(0)1621 874606

Works Mob: +44(0)7891 916758



A train spotter called me: 'An Anorak'. By Ron Fraser of Maldon Rail

Supplied by Ron and formerly reproduced in similar form in the ACE Trains Newsletter.

As the chap made his escape, Steve Guest sidled up to me and said 'he asked you a question about track way didn't he?' 'Might have', I replied.

I am a model train deviant – there – it's out in the open at last and I feel better for coming out of the siding and trying to make my way on the main line, avoiding the branch lines. I know there are lots of model train deviants out there, I have ID'ed one or two of them and I have a list. You can recognize them; they look like they're watching the model train going around the track, but really they're studying the craftsmanship of the point work. My therapist – this is the second one. The first one was forced to retire after he suggested I got off the track. Anyway, the new one, called Dr. Suess, is writing a paper about my condition, InLocoSemita.

I am very interested in track-way whether it's Hornby, Marklin, Peco or Atlas. I knew I had a problem when I heard my son talking to his new girl friend in the next room, 'Yes, model trains are a safe topic but don't mention track-way', 'Track-way?' she enquired curiously, 'What about track-way?' Well, with the signal lights at green I took this golden opportunity to convert the uninitiated into the merits and delights of Track-way. Unfortunately, we haven't seen her since!

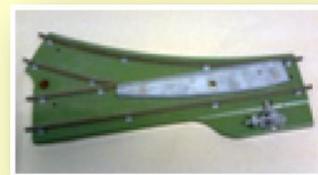
Of course you have to have loco and carriages to show off the track to the best advantage, but it's actually the craftsmanship of the track-layer that can turn some brightly coloured tin plate cylinder and boxes into a real work of art. In all seriousness, two long reaches of parallel straight track looks good, but put a slow bend on those rails and trains will come alive as they pass over them with each segment of the train moving independently and catching the light at different angles. To show the elegant beauty of an A4 with a full rake of 'Blood and Custard' coaches gliding across a distant vista needs careful thought, including a great deal of time and effort as well as a good track system.

I am very good at designing elegant or practical layouts, but most layouts seem to develop, or evolve. These days when we talk to enquiring customers our advice is simple; buy as large a loop of track as you can fit into the space available. See what it looks like from the control position but also view it from a spectator's stand-point. Where in the area of your layout do you find your eyes are drawn to? Is there a dark corner where a tunnel could be positioned so that a loco could burst forth with her light burning a hole through the darkness? To accomplish this you need a track that can

cater to your slightest needs, a track-way that is fully adaptable which you can either assemble yourself or buy pre-made. With Maldon Rail (Mike Foster) track, you can do either.

Maldon Rail Track, it is an enthusiast's track; you can have that original 1930s Hornby look or the far more serious – sexy-look of Marklin, just by changing the sleeper spacing. It is also very practical, as nearly all locos run on Maldon Rail Track and we can make any radius required, so there is no wasted space on your layout. If you change your layout but end up damaging the track, don't worry, we sell spare parts. We also have the ability to repair points, some of which are 30 and 50 years old. All the rails are made of 88% Silver; 12% Nickel which is expensive, but- silver does have a high scrap value. Silver is an easy material to work with, but the profile of the rail means that if you try to just bend the rail to form a curve it will end up with a compound bend and it will not lay flat, however, our bending tool overcomes this problem too!

The Maldon Rail track system with its 1930s design may not fit in with our modern ideals of 'plug and play'. It comes from a time when our fore fathers would work a 56 hour week in which they would calculate sums in their heads, write letters by hand and talk to people, face to face. As train modellers, they would come home and spend an evening getting their track and points just the way they wanted them. With Maldon Rail track, where each of the points are carefully made by hand – you still can.



There was a time when I thought the demand for points/switches would slow down, however, to-date the reverse has occurred and the demand has actually increased. In the past I have researched the history of points and their designs considering how their manufacture could be simplified. This resulted in what we call directional points and the purchase of an early 27" Hornby frog-less version (see photo). In our new design we have also disposed of the frog so we have called them 'English Points,' and they will be available as an alternative to the normal 'Frog Points;' the 'Frog' being the piece which forms the 'V' dividing the paths of the tracks.

Of course I give demonstrations on the making of 38" points to distinguished visitors to Maldon, Italian Pizza base makers, Australian sheep shearers (I think that is what he said), an African Lion nagger* and a very nervous chap who lights the touch paper on Saturn rockets. They stare open mouthed as I spin, twirl, dab solder and slam down a finished point.

* Apparently, this chap goes to areas where there are many single male lions. He wanders up to the lion armed with two bricks and quickly raises the lion's back leg. Seemingly the lion is very interested in this activity. Our chap then gives the naggars a sharp tap with the bricks & this will stop the lion from becoming a man eater. Is it funny what you can learn from a magazine, which is really about railway track's.





Latest news from Darstaed/Vintage Trains.

Greetings Darstaed enthusiasts to another great initiative from David Upton who has given all of us so much pleasure bringing news of what is happening in our hobby. David's success making a Darstaed newsletter had its downturns from some quarters and his success was not always welcomed so the only solution he found was to either quit or make it all encompassing. I am sure the readers will agree that David has made the right choice and that we can look forward to many enjoyable hours of reading in the future.

Here then, the following represents Darstaed's 20th Newsletter update.

Two weeks ago we attended as usual the biggest show on earth at York, PA USA. The eye catcher was a mock up sample of our modular engine shed of which John Hoover said to me via his brother Paul: *"The most exciting news comes in the way of the engine shed. Everybody (and John says EVERYBODY!!! --please note the extra emphasis on "everybody") loves the modular engine shed concept. One fellow wanted to buy six of them on the spot!! Everyone wants one, it seems, and I'm sure when we come out with multiple designs they will go through the roof with excitement. The next step is to figure out where the tabs and screw holes will go, and figuring out exactly where to cut them."*

We invite all Meccano enthusiasts to share their ideas with us.

The engine sheds will be made in several architectural designs on the same module; American, British, French and German.

In view of the Metropolitan 150th anniversary we will do something special and prepare the Mayflower and Galathea Pullman coaches. They will fit seamlessly in a rake of our NC stock with cables for electrical supply for interior lighting.

Our Castles were shipped last month and we are soon preparing the next batch for the new GWR mainline coach stock.

Unfortunately we had some set-backs with the 6Ws but are expecting new roofs to be delivered by the end of the week. Over 9000 ventilators have to be riveted one by one, all by hand. This takes time.

The A4s are proceeding well although not fast enough to our liking, but as the Italians say "chi va piano va lontano e sano."* The A4s will be closely followed by the A1 and A2 and another run of the A3 in gloss and satin.

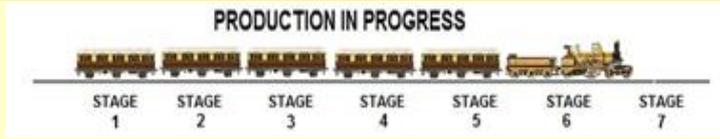
Enjoy your hobby, Andries Grabowsky, Darstaed

* He who goes softly goes safely; he who goes safely, goes far.

Production Stage updates.

6 WHEELER COACHES

£245



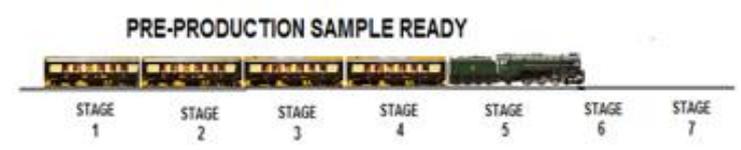
A4 PACIFIC LOCOMOTIVES

£685



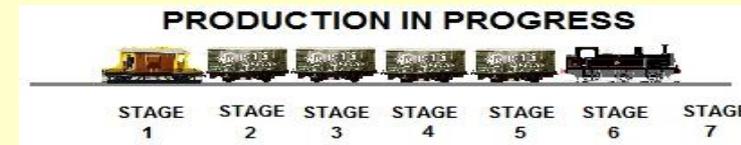
A1 & TORNADO LOCOMOTIVES A1 £685 TORNADO with A1 royalty £ 745

OR: Supplied in mahogany presentation box with royalty to the A1 Trust £850.



0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

£325

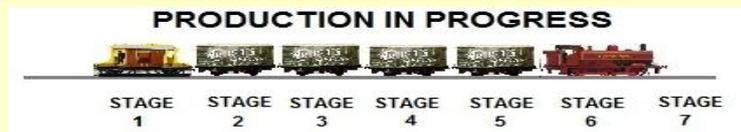


FRENCH 0-6-0 JINTY TANK ENGINES AVAILABLE WITH FRENCH 6Ws £325



0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION

£325



CASTLE CLASS LOCOMOTIVES

NEW DEVELOPMENT

£595* see page 12



NCB PANNIER TANK ENGINE

£295



0-6-0 PANNIER TANK ENGINE

£325



0-6-0 JINTY TANK ENGINE (BLACK)

£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)

£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)

£39 each.

Raylo Exclusive's £40 each.



J19 0-6-0 TENDER ENGINE

£345

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



PULLMAN COACHES & BAR CARS

£395

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



CANOPY STATIONS

AVAILABLE

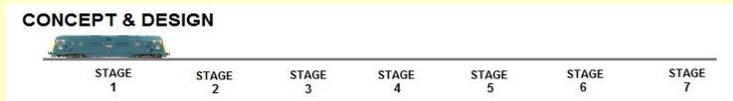
£250



BUT VERY FEW REMAINING

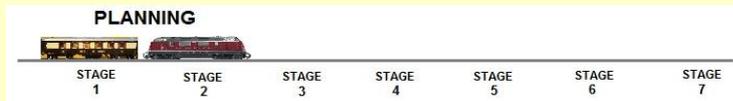
Contact: www.trainshoover.com email: trainshoover@gmail.com
or: 'The O Gauge Guy': email: bluedja@gmail.com

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



DB CLASS V200.0 LOCOMOTIVE

NEW PROJECT 3 RAIL VERSION



REMEMBER.

THE FOLLOWING PROJECTS ARE 'TEMPORARILY ON HOLD' – THEY HAVE NOT BEEN ABANDONED OR TERMINATED.

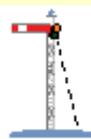
LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE



PLANNING



PROJECT TEMPORARILY ON HOLD



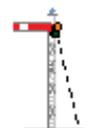
LMS JUBILEE



PLANNING



PROJECT TEMPORARILY ON HOLD



LMS BLACK 5



PLANNING



PROJECT TEMPORARILY ON HOLD



SINGLE WHEELERS



PLANNING



PROJECT TEMPORARILY ON HOLD



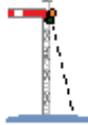
MAIN-LINE CORRIDOR COACHES



TOOLING UP



PROJECT TEMPORARILY ON HOLD



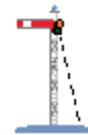
ADDITIONAL NON-CORRIDOR COACHES

Singles £80 or with 3rd rail pick-up £90.

PRE-PRODUCTION SAMPLE READY



PROJECT TEMPORARILY ON HOLD



BRIGHTON BELLE



SORRY, SOLD OUT HOWEVER IN TIME THE SET WILL BE REPRODUCED AGAIN WITH THE BR BLUE/GREY LIVERY AND A 2-RAIL VERSION

PROJECT TEMPORARILY ON HOLD



NCB JINTY TANK ENGINE **PROJECT CANCELLED**



MOCK-UP SAMPLE & LIVERY DRAWINGS



STAGE 1 STAGE 2 STAGE 3 STAGE 4 STAGE 5 STAGE 6 STAGE 7



THE PRODUCTION STAGES EXPLAINED.

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

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

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

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



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

STAGE 4: TOOLING UP.

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

STAGE 6: PRODUCTION IN PROGRESS.

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

See Darstaed on YouTube™

TORNADO



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

The A4 Pacific:



<http://www.youtube.com/watch?v=Ybk5yuteCvk>

Castle Class:



<http://www.youtube.com/watch?v=gywgbT3gG44>

0-6-0 Pannier:



<http://www.youtube.com/watch?v=F74YEVQ5T0A>

Mineral Wagons:



<http://www.youtube.com/watch?v=AXG14ryiTYs>

0-6-0 Jinty



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

2-6-2T:



<http://www.youtube.com/watch?v=CF2cjPY3Ok8>

J19 0-6-0:



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

Pullman coaches:



<http://www.youtube.com/watch?v=iT8UXJocaBU>

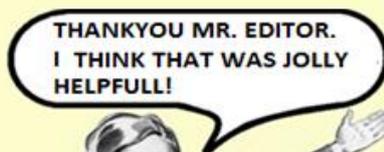
Brighton Belle:



<http://www.youtube.com/watch?v=DM6IOTyvaHA>



Photograph of the latest Darstaed 4-6-0 Castle class locomotive, courtesy of Colin Toten



Good oh. Ed.



Seven Mill Models

Once again I am delighted to highlight the super models currently being produced under the Seven Mill Models brand. As I understand the situation, these handsome engines are all hand-made here in the UK, hence the MADE IN ENGLAND logo with Union flag. How long is it, since this claim could be made in respect of a model locomotive?



Company owner John Fowler and I have spoken on the telephone in respect of this latest newsletter initiative and clearly he is very supportive of it. By the next edition I would like to think I can present a much more detailed article on John and the companies involved in bringing these models about. Hopefully, the following should whet your appetite.

For information and sales contact our main agent;

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

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

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

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

W: www.wjvintage.co.uk

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



V2 BR Green Lined 60873 Coldstreamer (late crest)

Photograph courtesy of Colin Toten

Seven Mill Models

Out Spring 2013 - V2 2-6-2



Super V2 (double chimney) - BR Green Lined livery



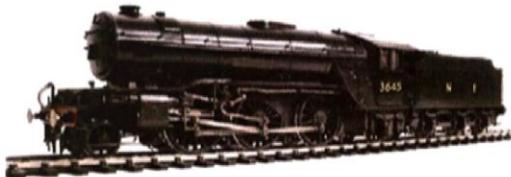
V2 - BR Green Lined livery



V2 - BR Mixed Traffic Black lined livery



V2 - LNER Apple Green lined livery



V2 - Wartime Black livery

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Coming soon - LMS/BR Ivatt 2F & BR Std.Class 2 2-6-0



LMS/BR Ivatt 2F - LMS Black livery



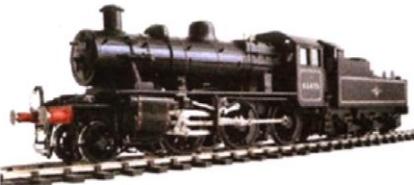
LMS/BR Ivatt 2F - BR Maroon Lined livery



LMS/BR Ivatt 2F - BR Black livery



LMS/BR Ivatt 2F - BR Green Lined livery



LMS/BR Ivatt 2F - BR Mixed Traffic Black lined livery



BR Std.Class 2 - BR Mixed Traffic Black lined livery

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The below photographs have all been very kindly supplied by Roy James, on whose superb layout the Seven Mill Model B17 61671 Royal Sovereign and B1 61003 Gazelle are both pictured.



Above – BR MT B1 4-6-0 61003 Gazelle



 **Seven Mill Models**



BR B17 4-6-0 61671 Royal Sovereign



 **Seven Mill Models**



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

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

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

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

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

MTH-RailKing. We are appointed retailers for all MTH-RailKing products, our main interest is in the European models including the Duchess Locomotives, L.M.S Maroon, and B.R., Maroon and Carmine and Cream coaches all with interior lighting and seating (please state if for 2 or 3 rail operation. Coming soon, Blue Coronation coaches to suite the Ace Trains Coronation locomotive.

We also stock the very popular **Real Trax 0 gauge trackwork** and we can accept special orders for catalogued items we do not carry in stock.

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

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

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

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

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

We can be contacted at www.raylo.co.uk or by telephone on **01582 873460**, we hope to bring you more news and product updates with the next edition of this newsletter and wish David Upton every success with his new undertaking. Colin Toten





In connection with these Metropolitan and London Transport Bo-Bo and Box cab locomotives, Colin Toten informs:

Due to the pollution being caused by LNWR and GWR steam trains the Metropolitan District Railway arranged for trains between Earls Court and Mansion House to be worked by some new electric locomotives built by Met-Cam. These were designed to work in pairs for ease of working on tight curves and to cope with the extra weight of steam hauled stock. Successful trials were carried out with both single and twin units and the use was extended to Ealing Broadway, Barking and Southend.

London Transport versions were also used as an early form of the present multiple unit electric trains, with 4 London Transport bogie coaches between the Box cab locomotives, single units were used coupled to a match truck on yard duties, both of these sets can be supplied to order, the multiple unit would be £1185 with 4 Darstaed coaches with interiors and lighting, and the single unit with a hand-made Directory Series shunters truck at £615

Prices are:

Motorised Single locomotive £550

Un-motorised matching unit £275

Specification:

3 rail course scale, working directional changing lights, double motors, on/off switch, lighting link to un-motorised unit, made in England. To find out where Colin is trading during the month of May, visit his NEWS page at: www.raylo.co.uk

www.raylo.co.uk

www.raylo.co.uk

And so to other matters....

One of the recently received emails has come from Mickey Whitney in the U.S.A. Without any prompting he has penned something of how he comes to be so enthralled with tinplate trains and to a great extent, the British coarse scale scene. Mickey has several products by both ACE Trains and Darstaed and has given permission for the following to be reproduced. If you would like to tell your story, please don't hesitate in getting in touch. d.upton355@btinternet.com

My love for model trains was kindled by a Lionel set in the 1950s and my affinity for tinplate began in the 1990s with MTH's superbly shining reproductions of huge, early Lionel wide gauge (strangely enough, called Standard Gauge over here, though there's nothing standard about it). From there it was a natural extension to British tinplate, my interest first sparked by a book I found in a local bookstore called: The Hornby Gauge O System by Chris and Julie Graebe. I was fascinated by the exotic-looking locos I saw there, by their bright colors, beautiful striping and ornamental detail, and especially by the stunning green of the LNER engines. In the U.S., all we ever had were plain black steam engines, so these were a revelation to me. Besides this, I'd always held a strong affinity for Britain, having majored in English literature in college and taught the Lake poets and British novels all my life, as well as my innate fondness for the land I call my ancestral home (my "mother" country, if you will), and for the British people, especially since reading as a young boy about Britain's shining stand alone against the Nazis when the lights went out all over Europe. I love your landscape and castles, too, and after buying Ace's St. Mawes Castle recently, was pleased to find a picture you'd posted to J&C Studios of the ancient St. Mawes Castle itself, which is just as fine as my model loco. All this by way of explanation of why an American is so enamoured of British trains.*

Kindest regards, Mickey

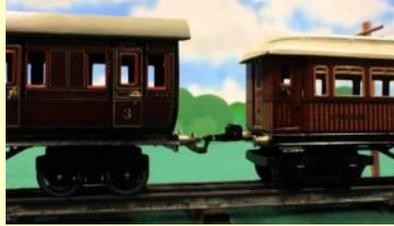
*The photograph(s) Mickey refers to can be found here – scroll down to just over half way:

<http://www.icstudiosinc.com/BlogShowThread?id=687&categoryId=>

I feel I should point out that the photographs are of the actual Pendennis Castle, Cornwall, with one view looking over the mouth of the River Fal towards its opposite number on the far side – St. Mawes Castle.



You Tube™ Must see



'The Railway Steam Gallop' by Kaj Pindal:

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

Undoubtedly inspired by:



'Toccata for Steam Trains' (1957):

<http://www.youtube.com/watch?v=oorg2q0D8hs&feature=youtu.be>

If you want to unwind to a musical Toccata by Bach you can get it here:

http://www.youtube.com/watch?v=ipzR9bhei_o

The other day I got a delightful email from someone who keeps in touch and they were speculating about me possibly having to get staff to aid me in my efforts. I **do** have staff! Let me introduce you to Cheepers, a gift from my son's partner, Rosie. Cheepers, keeps me supplied with the all important tea and biscuits, as you should see. Thank you, Rosie.



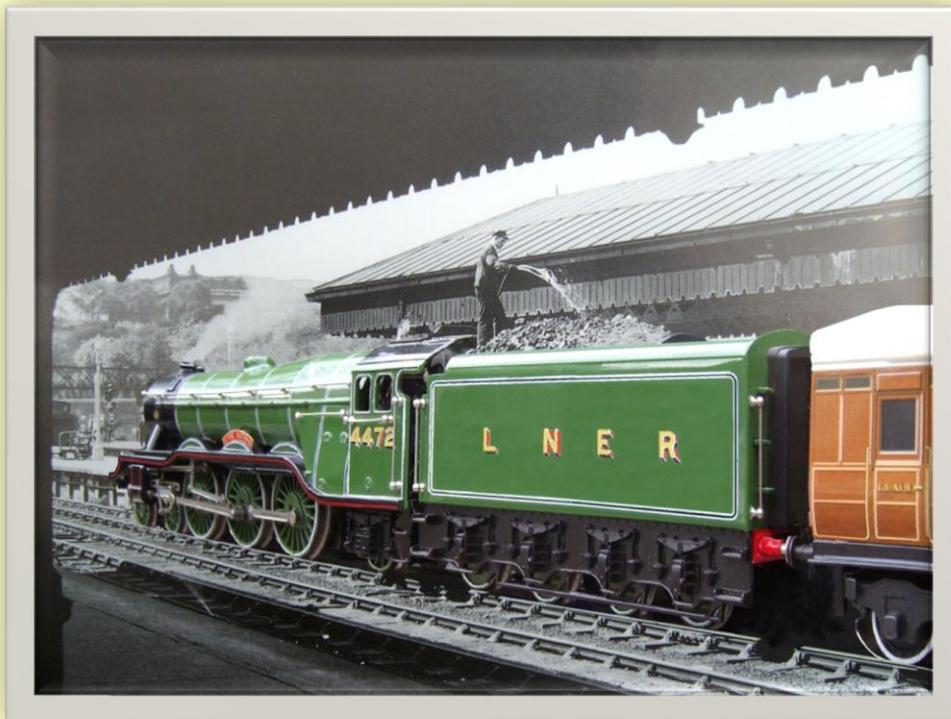


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If you do not wish to be sent this new format e-newsletter, then please let me know and I will remove your email address from the mailing list.

If you have any YouTube film you think others might like to see, then please let me know. If you would like to tell your own story, likewise, please get in touch. If you have photographs of your train collection or layout and are inclined to share them, then please feel free to forward them. I can be contacted on this new email address: d.upton355@btinternet.com

At time of writing, it is not clear when the next edition will be out. I'm up for a monthly again, but it all depends on information and articles submitted, so we will have to see, but I have little doubt there will be more to come.



An ACE Trains Flying Scotsman having its coal damped down-it's 'JUST THE TICKET'

STOP PRESS. I've just been contact by Paul Lumsdon of **WJ Vintage** who will have a feature in the pages of the newsletters to come. In the mean-time, feast your eyes on his excellent website and e-newsletters: <http://www.wjvintage.co.uk/>