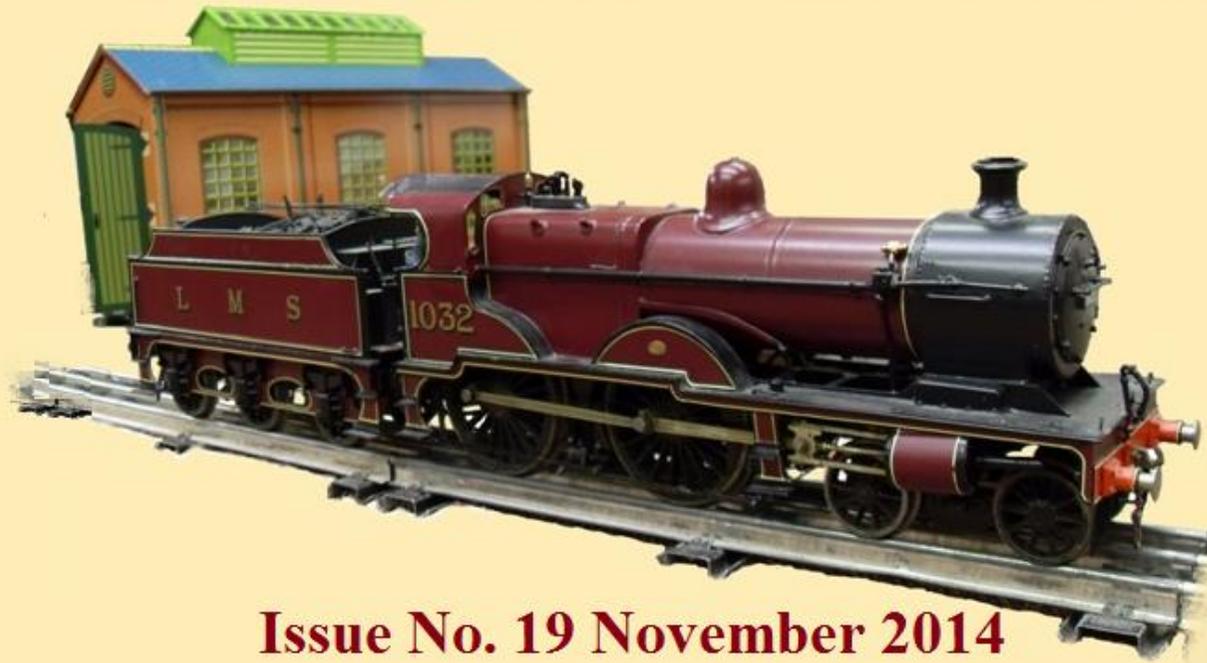


'Just the Ticket'



Issue No. 19 November 2014

Enter an O gauge world where old meets new in perfect harmony.

Photograph taken by Mark Armstrong and courtesy of it's owner, Alan Cliff. Story within.

Greetings one and all and once again welcome to the pages of 'Just the Ticket' a newsletter which takes a look at what is happening in the world of modern coarse scale O gauge, and from time to time what is not so modern.

From a personal point of view this past month of October has been nothing short of remarkable, commencing almost from the word 'go' with my own birthday which was marked in a very low key way, preferring not to be reminding about the advancing years. In the wake of my editorial in the October edition, some of the most remarkable emails I've ever received were soon passing back and forth, all of a distinctly personal nature so are not reproduced here, nevertheless those doing the writing know who they are and I do sincerely appreciate the correspondence we have been fortunate to have with one another.



As the month moved on, excitement began to mount within our family as my daughters due date (31st Oct) drew ever closer. This would be her first child and my wife could hardly contain herself! Everything was ready, or so it seemed, but it transpired that someone had other plans, because at around 5:00am on Wednesday 15th we were jolted from our slumber by the sound of movement downstairs! Unable to get us to answer the phone our daughter and her partner had come to the house en-route hospital, and by 8:06am it was all over and a baby boy had become the latest member of the family, turning my wife and I into grandparents and giving everyone who knew me an opportunity to congratulate granddad!!

Every grandparent says the same – he or she is gorgeous, and so is our's – a little man now named Teddy.

If this were not enough, there are other things going on at the moment about which I am choosing to pass no comment as yet, but all will

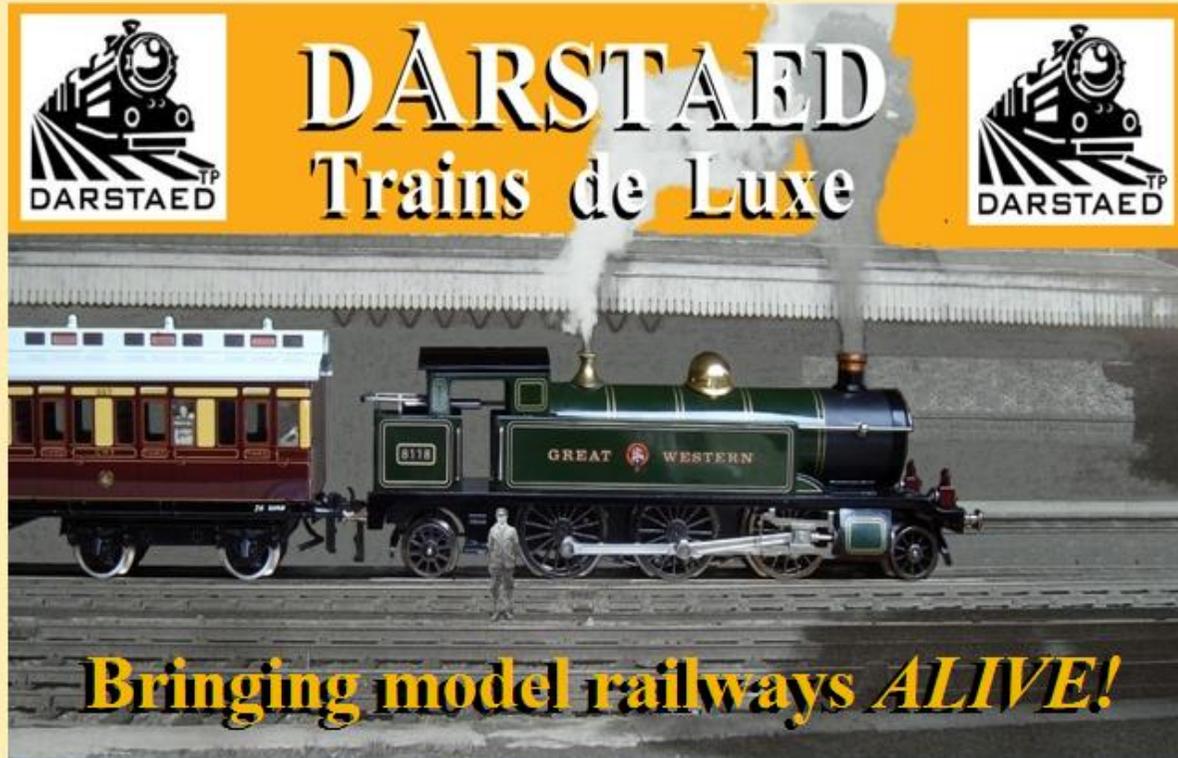
undoubtedly be revealed before long.

Mercifully, on the train front all seems fairly quiet at the moment. Darstaed have now shipped their huge consignment of Hornby inspired Engine Sheds and for those of you patiently waiting for them, the wait should soon be over.

This month, Paul Lumsdon and Colin Toten, who work closely together but who have quite separate businesses – Paul, W. J. Vintage and Colin, Raylo, have between them decided to produce a joint update about the projects they work on together. This will cut down on a sense of repartition which can develop within the newsletter and for them both taking this initiative of their own volition, I'm sure we are all very gratefull.

And on that note – let's see whats going on.....

David Upton



Darstaed Newsletter No. 38 November 2014

Gentlemen,

The container shipment with the ES (Engine Sheds) will dock on November 6th in Felixstowe, 4 days late but hopefully in time for Sandown. Demand has been brisk and this bodes well for our next issue of line-side items which is called “The yard Set.”

Within two weeks all the 6Ws will be shipped out surely in time for Sandown, these include Batch 2 goods. The quantity is limited so if you wish to purchase one don't hesitate as we will go on with Batch 3 when time permits and not rerun Batch 1 or Batch 2 due to a tight schedule.

6W Goods Batch 2





To see the complete range of our 6w goods liveries please visit our website at:

http://www.darstaed.com/products_c001.html

Shown below is a special 6W LNER livery made with flat C1 roofs for a one-off order by a customer through our distributor Colin Toten.



6W Goods Batch 3



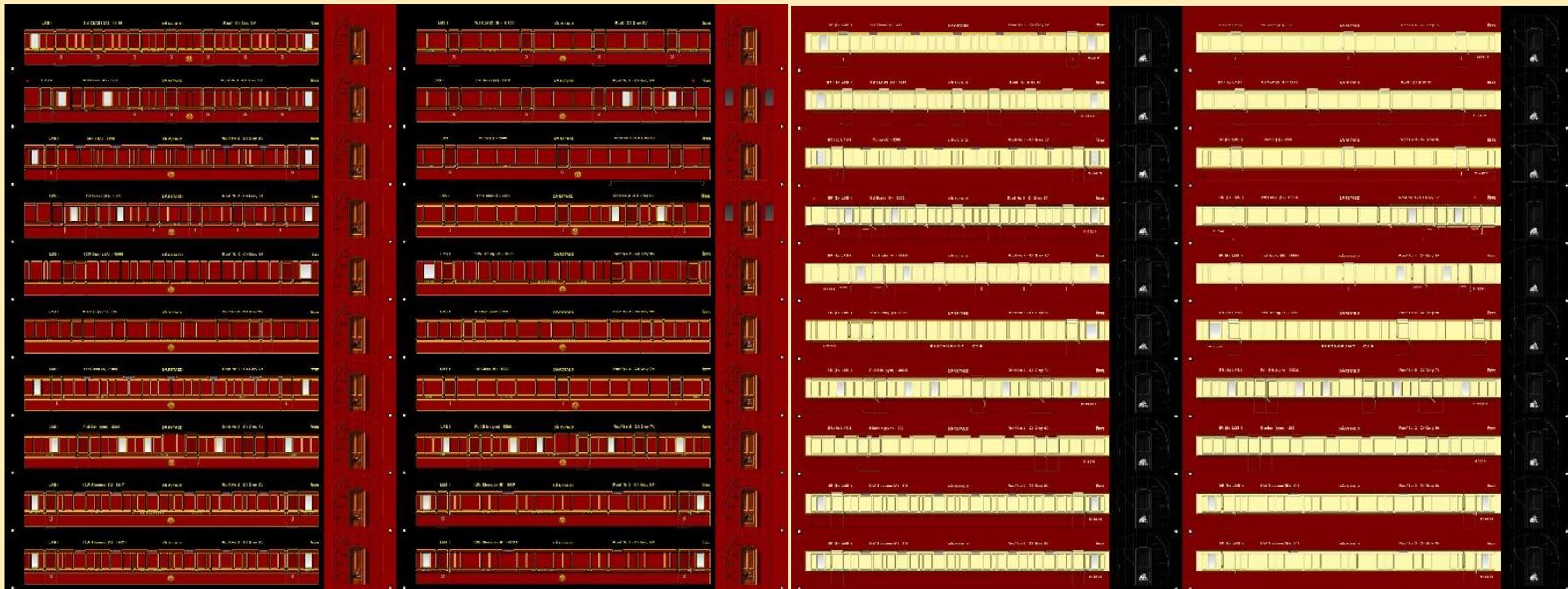


The time has now arrived for the CCs (Corridor Coaches) and as usual we indulged in making last moment additions which as a manufacturer we consider our prerogative according to our adage “a superior product for better value.” In this case, real duckets for the brake end and full brake coaches are added, as we have made on our SR NCs and Pullmans.

We have also decided to make this production with a litho run instead of flatbed printer with which we made the vans and 6Ws for the simple reason that we have run out of metal sheets after the ES production. Metal sheets have to be purchased by the Tonne reducing greatly the cost of the litho print run as traditionally most litho print factories in China are attached to a steel mill.

Here are shown two sheets of the intended run of which we will receive the proofs next week, in time for Sandown but unfortunately too late for this Newsletter.

The runs will be done according to colour, all maroon coaches on one sheet, all SR green coaches on another sheet etc. to ensure the consistency of the colours. Every month, two liveries will appear, 50 sets of each.



The first two liveries that will be made will be LMS Period I Maroon and BR Carmine/Cream ex LMS Period I, followed by LMS Period II and BR Maroon ex LMS Period II.

The reason why we only deliver 50 sets of each is that at the moment our capacity is only 600 coaches per month and we are in the process setting up a second Department for assembly of the A4 and A1s which is an entirely different type of production.

The coach program will run until 2017 and will entail, but not necessarily in this sequence:

Corridor Mainline Coaches (CCs)

LMS Maroon Period I(including 12 wheelers)

BR Carmine/Cream ex-LMS I (including 12 wheelers)

LMS Maroon Period II (including 12 wheelers)

BR Maroon ex-LMS II (including 12 wheelers)

GWR Chocolate/Cream both Collet and Top Light

The same coaches in BR Chocolate/Cream

BR Carmine/Cream ex-GWR

BR Carmine/Cream ex-SR Maunsell

SR Maunsell Olive Green

SR Bullied Malachite Green

BR ex- SR Bullied light green

LNER

BR Carmine/Cream ex-LNER

LNER quadarts

BR MK I coaches in 35 cm and 40 cm

Others :

The Night Ferry

Pullmans and Brighton Belle in BR Grey/Blue

MET Pullmans Galatea and/or Mayflower

Maroon Pullmans LMS

The 40 cm Marklin replicas

SR EMUs



All our DARSTAED coaches feature:

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- 2. Installed seating and corridors**
- 3. Installed interior lighting suitable for use with any other make.**
- 4. Lighting by state of the art SMD technology.**
- 5. 6 wheeled bogies for the Diners and Sleepers.**
- 6. Working lamps with lamp shades In the Diners.**
- 7. Suitable for 2 and 3 rail operation (2-R pick-ups for Brake End available separately)**
- 8. Free running wheels for optimal smooth running.**
- 9. Extra set of hook slot couplings included for shunting.**
- 10. Suitable for radius down to 2ft (0 – 48)**
- 11. Research and design by Charlie Connor, Vijay Kumar and Chris Reeve**

On the loco front not much news yet. We are now in the process of preparing the A4 for 2-R operation as well. All our locos will be hence forward issued in 2-R as well except the A1 Tornado as we only have the license from the A1 Trust to produce in 3-R.

To our American customers:

The imminent release of the LMS I, LMS II and derived BR mainline coaches is of special interest to our customers in the USA who prefer tinplate above plastic, these coaches are the perfect complement of the MTH and Ace Duchesses. We are in the process of setting up a warehouse in Europe, where shipments made from there may have a deduction of 20% VAT for shipments outside the EU. As only about 50 sets of each will be made you can confirm your interest by emailing me @: grabowsky@darstaed.com

Most news and updates will first appear on our Facebook page where you also can leave a message. You do not need to be a facebookie yourself to visit our page. The URL is: <https://www.facebook.com/Darstaed>



Enjoy your trains!

Cheers,

Andries



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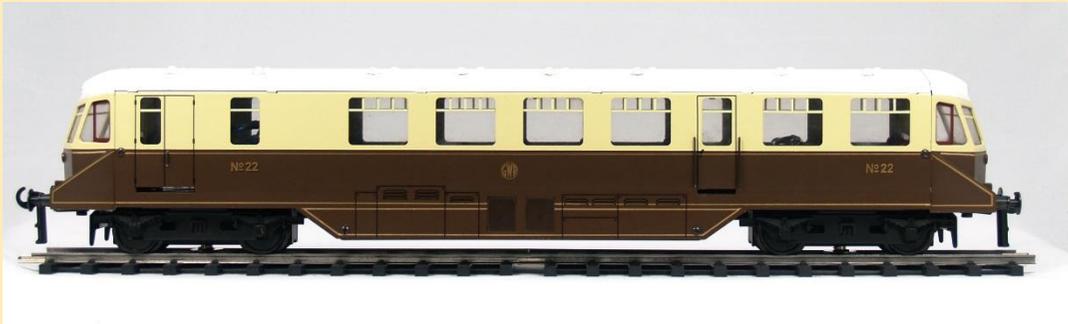




What's New for November?

**STOP PRESS
Railcars are in transit**

I am delighted to announce that the first batch of Chocolate and Cream Passenger Railcars are in transit from Prague and should arrive on Monday 3rd November. This is a small batch to be followed by a second in time for Sandown on 15th November so all my pre-orders should be available and fulfilled by mid-November or shortly after. I will contact all my customers to arrange postage or collection as appropriate. Here are some photos of the finished item.





As well as having front and rear lights, plus interior seating and illumination, the production units also feature two motors so both bogies are driven. This was something I was keen to confirm as the first prototypes only had a single motor but with pick-ups on both bogies. The buffers are also now sprung which they weren't on the prototypes. I think the upgraded specification will be much better.

ETS are currently working on the Chocolate and Cream Parcels variant and we expect this to arrive in good time for Christmas.

The other schemes will follow on pretty quickly in the New Year.

Railcar Prices

The Passenger Railcar, which as noted above will feature seating and interior lighting, is priced at **£450.00** plus p&p.

GWR Choc/Cream, BR Carmine/Cream, BR Green

The Parcels Railcar will be priced at **£430.00** plus p&p.

GWR Choc/Cream or BR Carmine

WJV01024 – War Office (WW1) Tank Wagon

Following the very successful WW2 War Department tank wagons I produced a while back and which have now completely sold out, I thought I would follow up with something from the Great War of 1914 to 1918. With 2014 marking the 100th anniversary of the start of WW1, it seems particularly appropriate at this time.

The new War Office tank wagon will be based on the same Bassett-Lowke repro-style 4-wheel design as used for the previous WD wagons but will use artwork based on the wagon shown below and will feature a newly tooled filler.



If you are a user of social media why not look up **WJVintage** on [facebook](#)

Remember news breaks first on our [facebook](#) page so if you want to be amongst the first to see what's new, join up and 'like' the **WJVintage** page.

For details of our full range and for latest **WJVintage** stock information please take a look at our website:

www.wjvintage.co.uk

The following is a joint compilation between Paul Lumsden and Colin Toten of Raylo.



A Trip to ETS in Prague

Rather than supply two individual reports saying exactly the same thing we thought it would be a better idea to send a joint report to Just the Ticket on our recent trip to Prague.

At the end of September Colin Toten from Raylo and Paul Lumsdon from **WJVintage travelled to Prague to visit ETS. As most of you are aware following a successful link-up with the ETS Terriers, Raylo and **WJVintage** are now also sharing the Railcars – which is tooling funded between the two. The businesses are not in any other way financially linked, so we are not a partnership, but we are working very closely on certain projects such as this.**

With the Railcars due to be finished any time, but still running a little late, we felt it would be a good time to go to ETS to see how they are getting on and also to discuss one or two future ideas.



Gustav Taus (centre with crutch) and his small team at the ETS factory in Prague

ETS is based in the Southern suburbs of Prague and consists of a small retail shop, the factory and offices all on one floor, whilst the CEO, Gustav Taus, lives in his apartment on the floor above. People often ask how big the company is, well the answer is pretty small. ETS has just 9 permanent employees but they do have a number of temporary and part-time workers they can call upon if they need to.



Paul (centre) with Gustav (left), Zuzana & Jiri The entrance to ETS is via a small retail shop

The factory itself consists of a small production/assembly area, an even smaller tampon printing area and the test track room which also doubles as a storage area. Sub-contractors are used for the likes of wheel moulding, spray-painting and the litho-printing of tins etc



Colin and Jiri in the test track room



The Tampo printing area is small but functional

Gustav's office is a real treasure trove. He has been collecting O gauge trains, both European and American for many years and he has part of his collection on display on shelving in the office.

Below are a few of them. How many do you recognise?



Railcar Update

It seems appropriate at this point to give a Railcar update.

ETS are hugely apologetic about the slight delay but they are working hard to get the first batch completed and they have now given a delivery date of November 6th for the GWR Chocolate and Cream Passenger Cars to arrive in the UK. We certainly should have them for Sandown on 15th November but hopefully much sooner. We will keep customers informed of progress.



Colin inspecting the Railcar assembly



Sprung buffers have been included

Anyway, during our visit we were able to see the progress to-date and we have to say we were impressed with the work so far. All parts are now completed and the bodies are sprayed. Whilst we were there we saw the windows being printed.

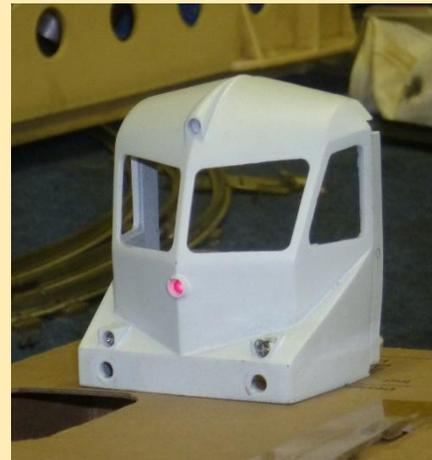


Complete body with interior – all parts are made The bodies are all sprayed

Jiri Nemecek, the Chief Design Engineer showed us the front and rear lighting, as well as the interior illumination on test. He also confirmed that the production units will feature two motors so both bogies will be driven. This was something we were keen to confirm as the prototypes only had a single motor but with pick-ups on both bogies. The buffers are also now sprung which they weren't on the prototypes. We think the upgraded specification will be much better.



Front lights



Rear Light



Interior lighting on test

So as you can see we are tantalisingly close to the finished Railcars being with us. You cannot beat checking progress in person and we are really pleased and excited with what we have seen. We feel totally confident these Railcars are going to be a superb addition to the O Gauge hobby.





From the front page.

Regular contributor Alan Cliff dropped me a few lines concerning a recent acquisition he has made and which is now featured on the first page. The reason I was so inclined to make much of the photograph was because of the way in the background can be seen one of the brand new Darstaed Engine sheds. At a glance it is not at all obvious that the building is new and to me this is a perfect example of how this long established hobby of ours has got plenty of legs in it yet. From Alan's point of view, the subject matter of greater importance was the Compound to the fore and despite it being a vintage piece, I am more than happy to give space within the newsletter to Alan's story concerning it. He writes:

The Crewchester LMS compound 4-4-0 1032

For over fifty years after the second world war the famous layout "Crewchester" belonging to Jack Ray, founder member of the Gauge 0 Guild, featured in the British model railway press, model railway publications, and the media. Crewchester had two phases:

The initial one was clockwork, the second 2-rail standard scale sometimes referred to in the hobby as coarse scale. Among the locomotives specially built for the 2-rail period was LMS compound 1032. This model was constructed by Alan Hardwick and represents one of the 45 Midland built compounds with seven feet driving wheels which the newly formed LMS inherited at grouping.

From these, that company derived their fleet of compounds which spread over the whole system. Jack Ray was very fond of 1032, with her LMS second period 1927-39 crimson lake livery, and she features in his various videos of "Crewchester" made in the 1980s and 90s

as well as his book "A Lifetime with 0 Gauge." I had the pleasure of visiting "Crewchester" twice nearly a quarter of a century ago and actually watched 1032 at work. I had explained to Jack that the LMS compound was my favourite loco. The local LMS shed, Lancaster 20H, of my youth always had a clutch allocated to it one of which 1081 was still in LMS red livery.

Moreover the first 0 gauge electric model loco I ever owned, a gift from my father in 1948, was a Bassett-Lowke LMS compound 1036. In October this year the iconic "Crewchester" compound came to my own 3-rail Lock's Siding as I had learned that 1032 was for sale. The photo shows her on the Rhyl and District Model Railway club's 3-rail layout awaiting Mike Williams model engineering expertise to convert her to 3-rail running.

Alan Cliff



Not long to Christmas now!!

once again, here's my advice. From the newsletter(s), select the picture of the item that you would most prefer and leave it on screen so that your nearest and dearest can't help but see it. When they do, all you need to say is how very attractive it looks and how very much you would like one – 'one fine day.' Put the emphasis on 'one fine day' and I'm sure they will get the message. If by chance it seems as though they don't get it, leave the same picture on screen and this time take a postit note and write on it. '***This would be nice for Christmas***' and then stick the note on the screen next to the photo. Hopefully this will do the trick, and hopefully you won't end up getting another PC or laptop for Christmas – there is only so much help one can give!!



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VINTAGE TRAINS NORWICH



Neil Bailey of Vintage Trains, Norwich writes....

Hello to vintage 0-Gauge enthusiasts , UK and around our world.

New stock from Ace Trains includes the latest LT/MET Pullman range and the new LT dreadnought coach stock, all with lighting installed.

Also I have on order a number of the new Westinghouse steeple cab locomotives & also the new Ace Trains Britannia BR locomotives. Plus the new WATER TOWERS .



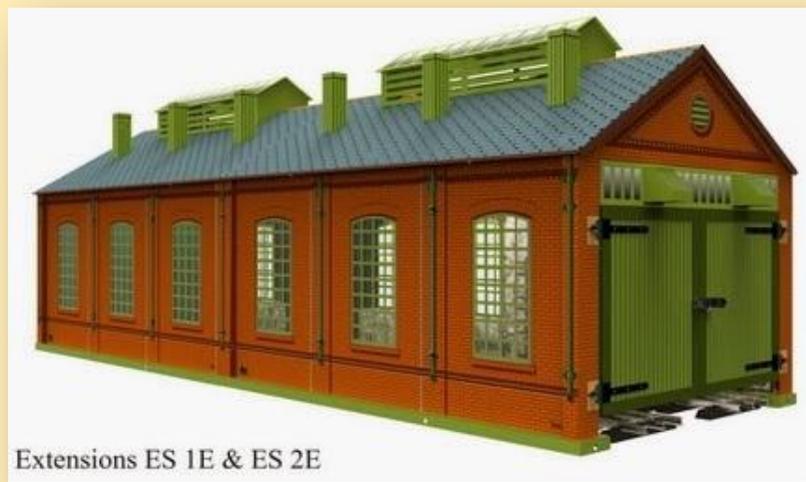
New stock from DARSTAED includes the latest modular engine sheds which I will have mid November. Advance order customers will be sent their orders first and many have now been reserved so if you would like one just email or call as when they are all gone they are gone.



ES 1 Single Track



ES 2 Double Track



Extensions ES 1E & ES 2E





Call for secure card payments, all major cards accepted.

Also of interest to 0-Gauge enthusiasts is the new Carbon Fibre range of Helmsman controllers that I have in stock.

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END OF FEATURE

All change for
Further Reading.



*Where modern coarse scale
O gauge continues
the tradition.*



Have you got a story to tell or a recent addition to the collection you want to write about?

'JtT's' Mailbag



One of the mails I received during October was of a distinctly different nature even though it was train related and because it was, I'm very inclined to include it this month. It comes from Grant Fehr who lives in Texas and he wrote concerning the Primus Junior Lecturers' Series of Coloured Slides. This was a set of eight glass plate lantern slides via which a beautiful hand drawn picture could be projected onto a wall or cloth and a brief descriptive read concerning the image. Grant takes up the story:

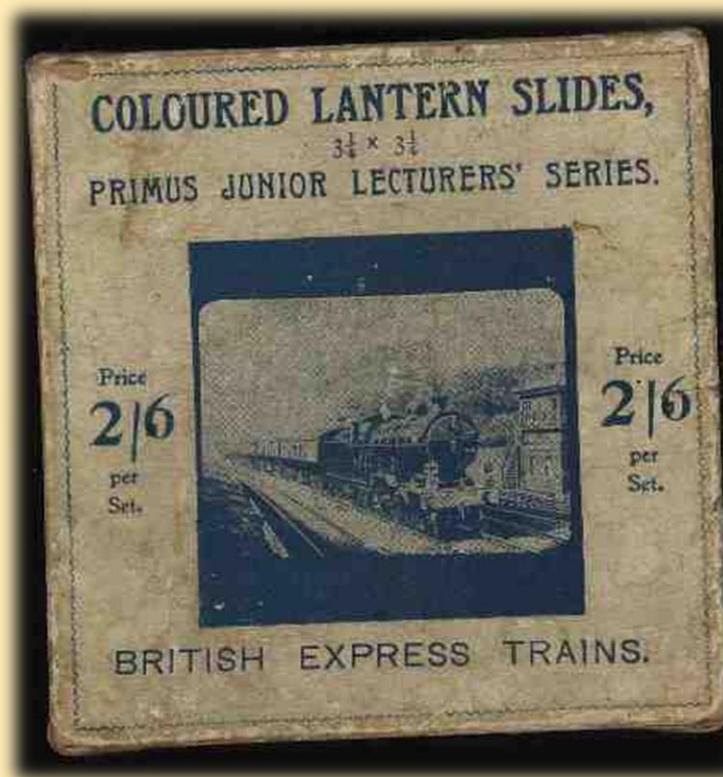
In re the attached I've sent you No. 8 because it is admittedly one of the nicer ones, given the "evening mists" effect. The white spots are not necessarily dust but reflections or some other imperfection. Anyway, these were meant to be projected on a bed sheet pinned up in a parlour, so one can't ask too much.

I also include a scan of the box lid. These were originally offered at two shillings the box and the price at least doubled by the '20s.

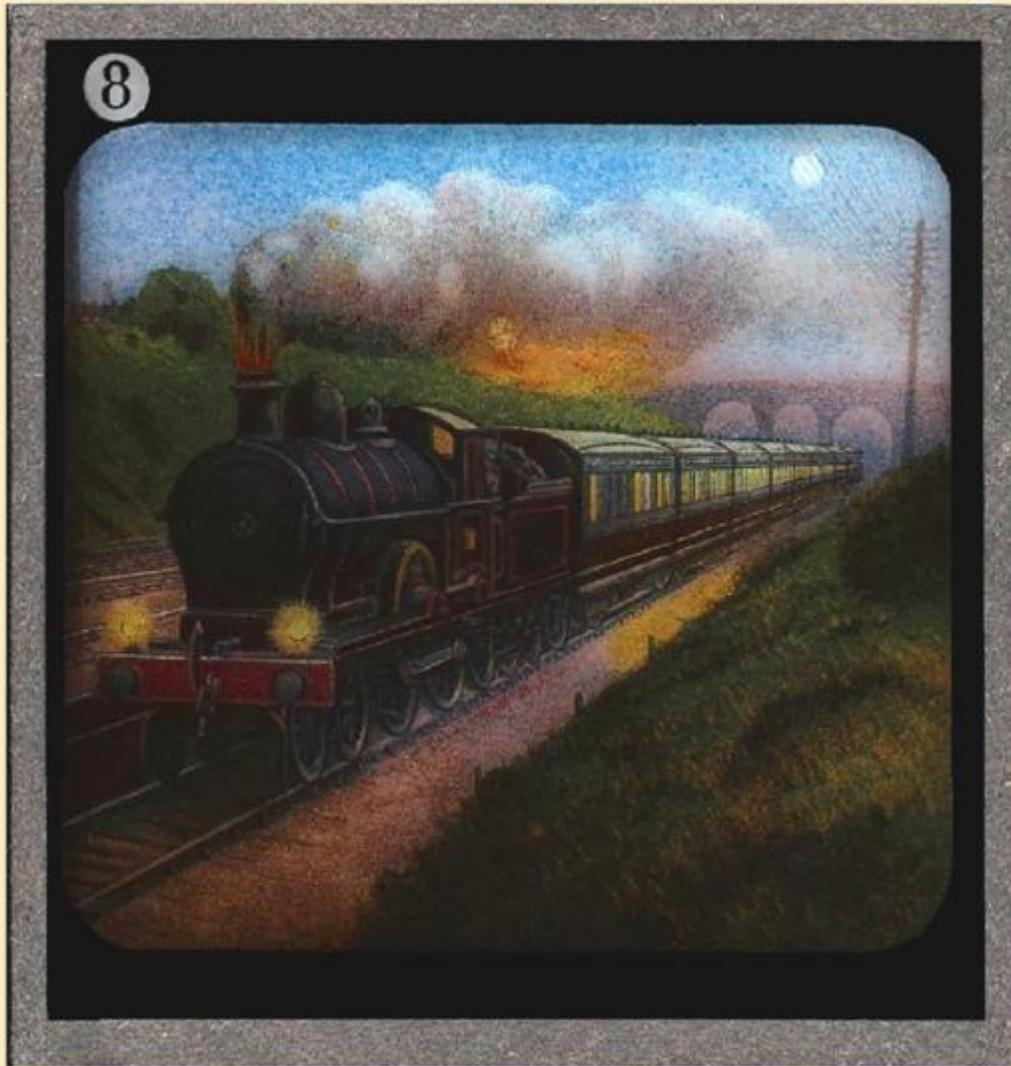
My dating of 1911 for the original issue comes from the reference in the text to the extension of the Manchester, Sheffield & Lincolnshire to London as "being but twelve years ago". I am informed by none other than wikipedia.org that the MS&L became the Great Central a little before that time (in 1897) and the extension referred to began actual service in March 1899.

Grant

Here is the box lid Grant refers to.



Grant makes mention of some of the marks and imperfections on the slide, so I have taken the liberty to deal with them and I believe here you have the slide as it would have looked when new with its accompanying text:



No. 8 *“Once again “my heart’s in the Highlands,” and as our last example, I offer you the West Coast Express to Glasgow and the North. By this route, travelling in one of the magnificent corridor trains built at the Wolverton Carriage Works, of the London and North-Western Railway, in ten minutes under six hours we are at Carlisle, 299 miles from the London Terminus at Euston. Here, the London and N*

orth-Western’s company partner, the Caledonian, takes us over, and in 8 hours 15 minutes from Euston we are in Edinburgh or Glasgow, and so on to Aberdeen, Dundee, Inverness. The West Coast Route had the last word in the great railway race I have before mentioned. On August 22nd 1895 a short train of three heavy vehicles ran from Euston to Aberdeen, 540 miles in 8 hours 32 minutes, at the following speeds over the various sections of the journey: - London to Crew 64 1/3rd miles and hour, Crewe to Carlisle (heavy uphill work), 67 1/5th Carlisle to Perth (more heaavy uphil climbing), 60 1/2; Perth to Aberdeen, 65 1/2 miles an hour. As our American friend said: (? Ed.) on that great day they just “flew over the road.”

Vincent Bory writes:

Hi David,

For the moment I did not have the time to make the proposed article for the JtT. I used all my free time to renovate and modify my Bde 4/4 number 13. The Bde 4/4 13 was a loco of a small company in Switzerland in service between 1920 and 2013.



I built this model in 2007.



After heavy modification she return's back to our network some days ago.



<https://www.youtube.com/watch?v=Dea-tE-CSQI&list=UUaLPotAnPL64aB69v9kmnvQ>

Now I will have more time to make the planned article.

Meilleures salutations. okt848

World War 1 Remembered



It's now November 1914 and demonstrating just how much this is a world war in the making, on the 7th Nov the Japanese managed to take the German held colony of Kai-chau (north east of Hong Kong) when it surrendered; the Japanese having commenced its attack on the region on 23rd August. By November 17th the Germans were not only held, but driven back at the town of Ypres, which would soon after become a British centre of operations for much of the war. The weather is now turning and the men begin to feel the first shivers of winter.



Featured YouTube™ *uploads:*

Back in April of this year a PeterG of Australia posted a delightful film on YouTube showing how a coach had been converted into a TPO; it was fascinating to watch and I invited Peter to submit an article about the work undertaken to make the conversion. Peter was keen to do so but for whatever reason the article has never come through. Nevertheless, over here in the UK, enthusiast Allistar Hughes (Youtube's DSCF6781) has now made his own version and posted a series of brief films of the coach in operation.

This first film, viewable [HERE](#) is of PeterG's TPO:



This one, viewable [HERE](#) is from Allister:



Allister has at least six other films of the same TPO in action along with various other films of his layout which he has uploaded and they are all viewable on his channel which you can access [HERE](#).

Before closing. As you can possibly tell the month of October has been somewhat busy for me so if by chance you have submitted something to me and it has been omitted here, please accept my apology – prompt me and it will be made use of in the forthcoming December special.

Keeping in touch.



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

My YouTube channel click [HERE](#)

Yes it's true – I'm now on **facebook** accessible [HERE](#)



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Here are a couple of remarkable sites catering mainly for the American enthusiast.



O Gauge Railroading magazine On-Line Forum

For the OGR Forum click [HERE](#)



J&C Studios O Gauge Archive O Gauge / O Scale Forums and Individual Blogs for Model Railroading. For the site click [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. To view click [HERE](#)

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