



‘JUST the TICKET’

**An independent ‘shop window’ for those supplying
the coarse scale 0 gauge
model train enthusiast.**

Issue No. 10

February 2014

**Bringing you a ‘shed’ load of
news....**





Twenty two months ago a brand new e-newsletter was launched on behalf of Andries Grabowsky and Darstaed Vintage Trains Ltd. Little did the editor know then that twenty two months later the news from the company would be quite so captivating as it has become today. All was due to be revealed within the pages of this edition of 'Just the Ticket', but just when I thought I had the content of this edition complete, as January drew to a close, in came even more engine shed related news, this time from Rob Horton of **Wessex Transfers** who has been working away on one of his own design. The difficulty this then poses is in trying to give equal coverage to both projects. As the Darstaed article had been submitted and compiled for several days previous, this edition kicks off with the latest news from **Darstaed** and the Horton project is covered in as much detail as I have been supplied, from page 24 and the Colin Toten, **RAYLO** update.

Before all this however, Neil Bailey, the latest Darstaed approved distributor takes the opportunity to introduce himself and his on-line business:

[www. Vintage Trains Norwich.com....](http://www.VintageTrainsNorwich.com)



Vintage Trains Norwich.com

For Vintage 0 Gauge Trains & Toys

Email : sales@vintagetrainsnorwich.com

Website : www.vintagetrainsnorwich.com

Tel : 01508 483 854 / 9am-7pm

"Hello to all.

My name is Neil Bailey and I have been interested in model trains ever since my 12th birthday in 1983 when I received my first train set, it was a 00 gauge Lima Diesel goods set which my father set up on a 8ft x 4ft base board. The years passed and then in the late 1990's I got interested in the real vintage tin plate and purchased my first '0' gauge locomotive, it was a 1930's Hornby No. 2 LNER Special Tank loco (20-Volt 3-rail model), after this point there was no turning back and the "0" gauge bug had bitten!

You speak to any vintage 0 gauge enthusiast and they will all agree on one thing – there is something unique and special about running vintage 0 gauge trains be it the scale or the “clickety-clack” noise that you get, that simulates the “real-thing.” All of these aspects combined make it a special experience for the young and old.

I started selling vintage trains on-line in 2005 and with the website have supplied many interesting collectors worldwide from all circles of life. A notable client is the authorised Marklin museum based in Titisee, Germany that display a lot of rare Marlin models from the late 1800's. If you are in Germany then it is well worth a visit to meet Franz and the team.

I am based near Norwich City in Norfolk, England. One of the highlights for Norfolk is the fantastic preserved NORTH NORFOLK RAILWAY which was a former Midland & Great Northern Joint Railway route. It is nicknamed the “Poppy Line” and runs for 9 miles from the town of Sherringham to the terminus at Holt, the railway running along the picturesque North Norfolk coastline.

When the spring and summer months are here I like to visit a collector friend of mine who lives in the sea-side town of Aldeburgh, Suffolk. He has a large outdoor coarse scale layout in his garden and we like to run a mixture of traditional tin plate Traffic Van photo is shown on the North Norfolk Railway at Holt Goods Yard. This is of interest to collectors as it compares to



Weybourne Station, North Norfolk (as used for scenes in the Dad's Army TV series)



Sherringham Station

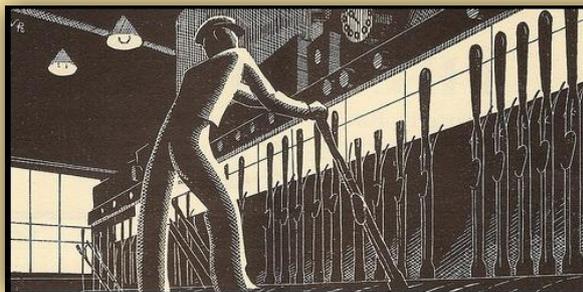
the 1909 Series Carette van and modern 0 gauge replica vans.” Regards, Neil.

For more information go to Neil’s website: www.vintagetrainsnorwich.com

What I find heart-warming about Neil’s introduction is his age! Neil recounts getting introduced to his first model train set in 1983 and by 1990 he was smitten with tin plate 0 gauge. I well recall as a member of the HRCA in the late 1980’s there was frequent wringing of hands and talk of the certain demise of the hobby on account of the younger generation having no interest in the subject. Neil’s story demonstrates this was not a universal phenomena in the 1980’s/90’s, any more than it will be today.

Neil, welcome to the pages of ‘Just the Ticket’. Ed.

Neil’s email: neil@vintagetrainsnorwich.com



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*To our readers in China, which celebrates the New Year from January 31st, -
the Year of the Horse,
“Xin Nian Kuai Le”*



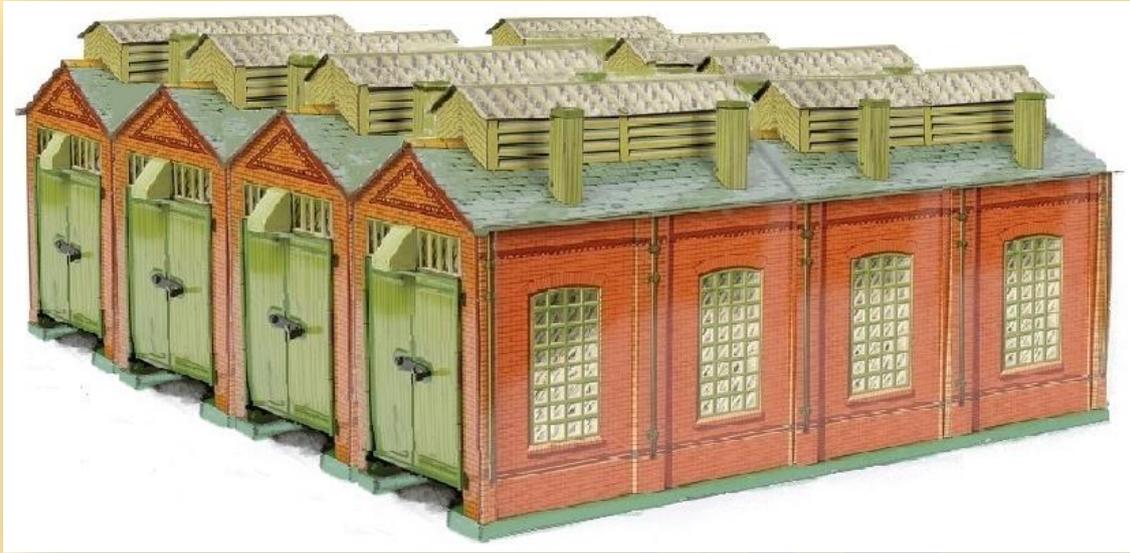
And now the stirring news from Darstaed

Vintage Trains!

The news that Darstaed Vintage Trains Ltd. are producing an O Gauge Engine shed should not come as a complete surprise as it is something that has been rumoured for a long time and was in fact formally announced in the Darstaed e-newsletter and HRCA journal , 'The Hornby Railway Collector' back in April last year. You will recall some concept images that were put together to give an idea of what the company thinking was and this impression was presented.

From the outset Darstaed wanted to bring to market a completely new approach to this iconic building from the original Hornby O Gauge range. The new approach would be first to have the buildings made in modular form and furthermore to price them so that the enthusiast would no longer have to take out a second mortgage to be able to afford the all too rare, superb original example. Instead, the enthusiast could now acquire this remarkable structure at an affordable price and then in time create an engine shed facility fit for his stable of locomotives, large enough to accommodate a full sized main line locomotive – even the ultimate of the pre-war Hornby range, the Princess Elizabeth, if you happen to be fortunate enough to own one!





Above: A concept impression which appeared in the April 2013 'Just the Ticket'.

Over the past few months, it has been my privilege to observe and to some extent participate in the unfolding of what I personally feel is a land-mark event in the world of coarse scale O gauge – the production of the Darstaed Engine Shed. Owners of original Hornby sheds may well suddenly become alarmed that the values of their own will in some way be undermined, but personally I do not believe this will be the case, because an original is just that – always original, and this latest product from Darstaed is most certainly a replica with refinement. Values of pre war Flying Scotsmen locomotives have not collapsed thanks to the A3 made by Vintage Trains Ltd. in 2005.

Before looking in detail at Darstaed's creation, some historical background on the original engine shed by Hornby will I'm sure be of interest.

The engine shed was introduced in 1928 and was immediately the largest tin printed accessory offered by Hornby, and would remain so for the rest of its production period which lasted until the outbreak of WW2 in 1939. In its largest form, known as the No.2, in 1928 it was selling for the princely sum of 17/6d, (Jan '29 M.M.) a full 7 shillings more than any other accessory in the Hornby range, and very much the preserve of the wealthy, to put this into perspective, the allowance for an unemployed male in 1928 was 18s a week, and he would struggle to live on this.

Like many others I suspect, I have always assumed the sheds were produced in the giant Binns Road factory in Liverpool, however a chance encounter with a 1989 copy of The Hornby Railway Collectors Association magazine revealed a whole new history of their production and for this I am entirely indebted to the late HRCA member Ian Layne who wrote the article concerned and the late Bruce Gosbell from Australia who provided Ian with crucial information to compile the article.

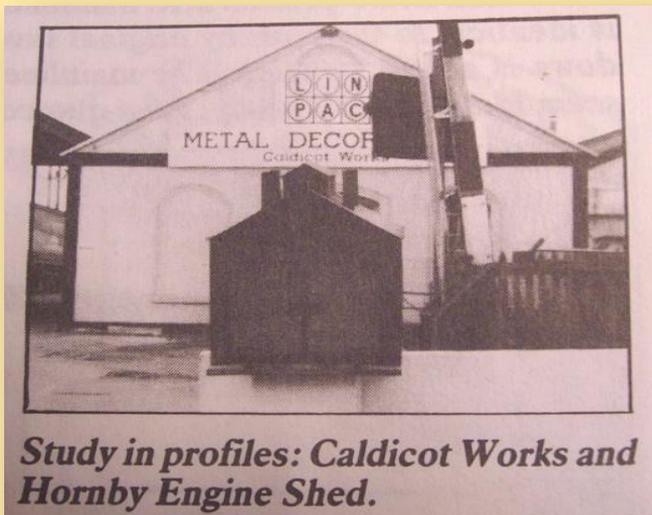
What the article reveals is that the first printing of the engine sheds took place not at Binns Road but at a small, tucked away workshop situated at the end of a long and narrow lane on the outskirts of

Caldicott in Monmouthshire, UK. The business concerned was at that time (1928) known as Caldicott Works and had already been in business since 1903.

Incredibly, the metal printing business which was started there in 1903 is actually still carried on to this day although as might well be imagined the business has changed hands a number of times and expanded considerably. In 1989, when Ian wrote his article and even visited the works, it was then operated by a company known as Linpac. Today it has become Caldicott Metal Decorating Ltd. (C.D.M.) www.caldicotmetaldec.co.uk

Again; when Ian Layne visited and wrote about the site he took along an engine shed originally printed at the works and had the foresight to take a photograph of the works which was reproduced in the HRCA magazine. Ian observed that the front elevation of the works bore a striking similarity to the actual front of the shed he had taken along and even speculated if the works were in some way inspirational in the design of the sheds, with its very similar roof pitch and tall, arched windows similar to the Hornby model. Although in 1989 the building had been painted white, beneath the

coat of paint the red brickwork was thought to be very Hornby shed-like.

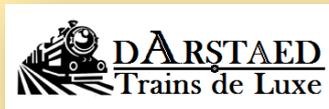


And so finally, to the proposed Darstaed version.

As I have already indicated I have had the privilege of closely watching this project unfolding and can assure this model has in no way been 'thrown together.' Countless emails have moved back and forth between China, the U.S.A., the U.K, the Continent and

who knows where else, as like minded enthusiasts have shared views with one another ensuring that the final product would be as good as it could be. Every aspect as been gone over, time and time again; the shade of the brickwork, the type of tiling, the positioning of the brick patterns, the dimensions of the window and believe me, I could go on. All this before you get onto the modular design which enables groups of the individual sheds to be joined together. Anyone wanting one of these buildings needs to know just how much care and attention to detail has been applied and to a great extent Darstaed's Chief Engineer, Vijay Kumar needs to be roundly congratulated.

Here then, for the first time is a CAD image of the building in its single-track, basic form.





Engine Shed ES 1

© Darstaed Vintage Trains Ltd. 2014

This is the ES 1, a single track engine shed, with its curved top doors it is largely thanks to Darstaed distributor Chris Reeve that this shed is available. Chris highlighted this size and style and drew attention to a real shed which stands beside the former GWR route: Moreton-in-Marsh to Shipston-on-Stour.

The Darstaed engine shed will come fully assembled. It has double doors to both front and back, held in place with six nuts and bolts. Remove the doors from one end and you can then join to it a second shed, the resulting gap being covered by a pair of thoughtfully designed imitation buttresses,



which are simple to fix. The curved top double doors are detailed on both sides, something which Hornby did at the beginning through the services of Caldicott Works, but it was a hard to achieve

detail which was dropped along the way, explaining why some slightly later shed doors do not have the both sides of the doors printed in detail. The Hornby original reached its zenith in the form of the electrified version having electric three rail tracks fitted and an interior lamp. Darstaed have recognised this and have also installed lighting which will shine out of their shed by virtue of the glazed windows and the roof sky lights with louvered sides. On a darkened layout these are going to look tremendous. Window glazing will be by use of the same acrylic used on the Canopy Stations.

For those keen to stick more to the features of the Hornby original here comes the larger Darstaed ES2, resplendent with all of the original Hornby detailing, namely the chimneys, the squared doors and smoke cowls over the tracks. Again, these are easily removable so that again with one pair of doors removed a pair of these sheds can be brought together to create one very large engine shed facility (see p. 12 below).



Engine Shed ES 2

© Darstaed Vintage Trains Ltd. 2014

You will note that unlike the Hornby original, the shed does not have a solid base. This is by design as it means that operators will be able to make use of whichever track system they happen to use. The double road shed ES 2 can accommodate Hornby parallel track, also Atlas parallel track made by an 0-54 switch/point and a counter 0-54 curve. Original Hornby sheds can nevertheless be operated in tandem with this Darstaed replica.

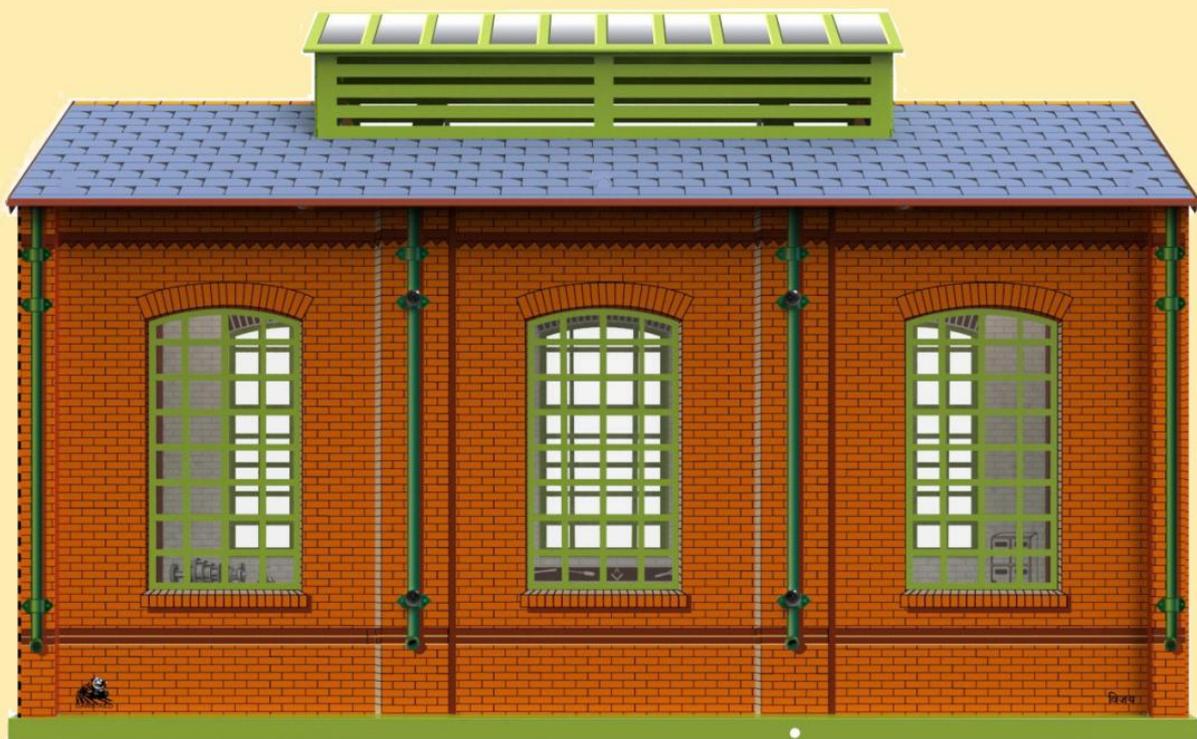
So, here you see detailed representations of how these proposed sheds will appear, but there may well be a temptation to question how likely is it that the actual engine sheds fail to match up to the CAD representations? To this concern I would draw attention to the CAD images



of the 16T Mineral Wagons or the 6 wheeled coaches which first



featured in Darstaed e-newsletter No. 10, July 2012. For anyone who has since purchased either the mineral wagons or the 6 wheeled coaches, there will be a ready acknowledgement that the CAD images were a highly accurate representation of how the finished models actually looked and one can be sure this will be the outcome with the engine sheds.



Engine Shed ES 1

© Darstaed Vintage Trains Ltd. 2014



Engine Shed ES 1

© Darstaed Vintage Trains Ltd. 2014



Fully detailed and illuminated interior

© Darstaed Vintage Trains Ltd. 2014

An early Hornby original for comparison. Note the internal detailing of the doors, a feature of the very earliest printing done at Caldicott Works.



Below is a CAD image of what you will get when an ES 2 and ES 2E are joined together. You should be able to see how a buttress at the half way point hides the resulting gap as the two structures are brought together. You might note the tiling of the two roofs appears not to align in this image, but it will with the actual models. The combined results speak for themselves.



Engine Shed ES 2 with extension shed ES 2E

© Darstaed Vintage Trains Ltd. 2014



For every Hornby O Gauge man and boy of the 1920's and '30's, the large No. 2 Engine Shed was the absolute pinnacle of the Hornby accessory range, but due to its high price was very much the preserve of the few who could afford them. Over 80 years later, this situation continues, with serious Hornby O Gauge collectors prepared to pay very high prices for that elusive excellent example, and without hesitation this will continue to be the case while ever original Hornby O Gauge is collected. 2014 however marks a turning point and for the very first time in over 80 years, O Gauge tin plate collectors can now *potentially* purchase a very similar tin printed engine shed, but at a very much more affordable price. The use of the word 'potentially' is quite deliberate because here now is the Darstaed challenge to the tinplate O gauge community.

In an ideal world, the enthusiast/collector would hope that a manufacturer does precisely this and manufactures a product in the hope that the enthusiast/collector will be impressed sufficiently enough to make a purchase, but in reality this is a very costly and unrealistic expectation of a company such as Darstaed Vintage Trains Ltd. When the concept of the engine sheds was first made

public in April 2013 there was immediate and enthusiastic reaction from various quarters, most particularly from the U.S.A., but only now that the CAD images are completed can the enthusiast for the first time get a very clear indication of what the model will look like. Because these substantial models will be sold fully assembled, only limited numbers can be produced and shipped at any one time so to those who are interested in adding Engine Shed(s) to their layout, Darstaed advised you place your order(s) with your local distributor at the earliest opportunity to avoid disappointment.

The Darstaed Engine Shed specifications:

- ❖ Modular extendible engine shed for 1 and 2 roads.
- ❖ Tin printed Hornby compatible artwork.
- ❖ Internal illumination.
- ❖ Doors on both ends with both sides printed.
- ❖ Interior detailing.
- ❖ Windows & skylight glazed in acrylic.
- ❖ Fully assembled (including chimneys and skylight)

| | |
|------------|------|
| ES1 | £145 |
| ES1E | £65 |
| ES1 + ES1E | £195 |
| ES2 | £175 |
| ES2E | £85 |
| ES2 + ES2E | £245 |

Length ES1/2: 345 mm (13.6"), with extension: 695 mm (27")

Length of some locomotives:

Darstaed A1: 575 mm (22.6")

MTH SNCF 241A: 645 mm (25.4")

Marklin ME: 590 mm



Engine Shed ES 2

© Darstaed Vintage Trains Ltd. 2014

DARSTAED
Trains de Luxe
The Best Tinplate Since 1966

MODULAR ENGINE SHED

A traditional O gauge tinplate style Modular Engine Shed suitable for all known locomotives



ES 1 Single Track

length: 350mm (13.8 Inch)
Width : 126mm (5 Inch)
Height: 210mm (8.2 Inch)

£145



ES 2 Double Track

length: 350mm (13.8 Inch)
Width : 231 (9 Inch)
Height: 232mm (9.1 Inch)

£175

- * Fully Assembled
- * Double doors on both ends
- * Printed acrylic windows
- * Interior Details and illumination

- * Tin Printing inspired by Hornby original sheds.
- * Single length sheds suitable for all non-tender engines.
- * Add an extension for tender locos of all known types and makes.
- * ES 2 Fits a Hornby parallel track or a 0-54 switch with a counter 0-54 curve



Extensions ES 1E & ES 2E

- * Length with extension: 700mm (27.5 Inch)
- * Extensions available for both Single and Double track versions
- * Suitable for Tender Loco's of all known types and make
- * Parallel extensions available on request



Detailed Interior

ES 1E
£65

ES 2E
£85

ES 1+ ES 1E
£195

ES 2+ ES 2E
£245

All prices including VAT, Excluding P&P

See your Darstaed distributor for further information

www.darstaed.com

So, ladies and gentlemen, there you have what I personally regard as some incredible news from Darstaed, however if you are thinking this was all that was going on then feast your eyes on the following, just released CAD images.....

Ladies & Gentlemen.

Here come the 6 wheeled vans.



© Darstaed Vintage Trains Ltd. 2014

C.R. Fish/Milk/Fruit Van
Caledonian Railway



© Darstaed Vintage Trains Ltd. 2014

L.B.S.C.R. Passenger Brake Van
London Brighton & South Coast Railway



© Darstaed Vintage Trains Ltd. 2014

L.N.W.R. Combination Truck
London North Western Railway



© Darstaed Vintage Trains Ltd. 2014

L.S.W.R. Milk Van
London South Western Railway





© Darstaed Vintage Trains Ltd. 2014

M.R. Motor Car Van
Midland Railway



© Darstaed Vintage Trains Ltd. 2014

S.E.C.R. Full Brake Van
South East central Railway





© Darstaed Vintage Trains Ltd. 2014

West Coast Joint Stock Fish / Meat Van
London North Western / Caledonian Railway



© Darstaed Vintage Trains Ltd. 2014

L.M.S. Combination Truck
London Midland & Scottish Railway



£59 each (inc VAT), exc p+p.

Contact your local distributor for delivery dates and availability.

The Darstaed Distributors:

NEW DISTRIBUTOR NETHERLANDS:

ROB GISKES www.blik-en-speelgoed.nl email:



Authorised Darstaed distributor
email: info@blik-en-speelgoed.nl

AUSTRALIA:

DAVE ALLEN 'THE O GAUGE GUY'

dave@theogaugeguy.com Mobile Tel:



Authorised Darstaed distributor
www.theogaugeguy.com email:
[0421778151](tel:0421778151)

UK LONDON & SOUTH:

BRUCE COLEMAN www.wonershtrains.com

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."



Authorised Darstaed distributor
email: brelcol@talktalk.net

U.S.A. & CANADA:

JOHN HOOVER of TRAINS-HOOVER 1064, CRYSTAL BOWL CIRCLE, CASSELBERRY, FL 32707
www.trainshoover.com email: trainshoover@gmail.com



Authorised Darstaed distributor

UK MIDLANDS:

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"*.



Authorised Darstaed distributor

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"*.

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

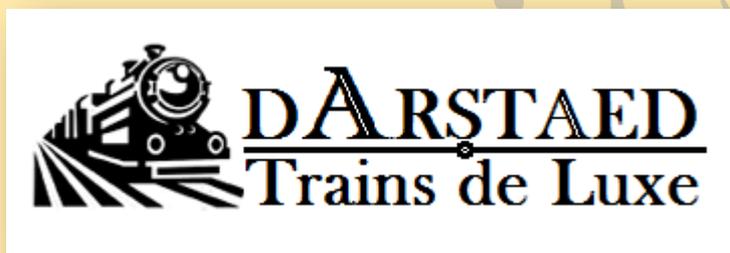


NEW DISTRIBUTOR UK EAST:

Authorised Darstaed distributor

NEIL BAILEY www.vintagetrainsnorwich.com

email: neil@vintagetrainsnorwich.com



The Classic O Gauge Forum.



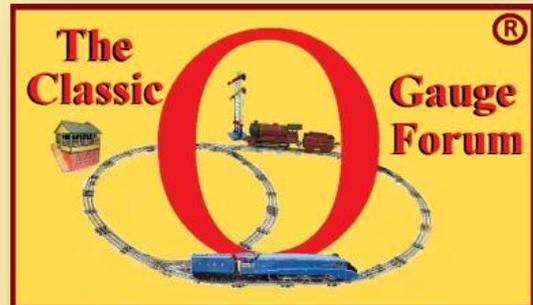
During January, the Classic O Gauge Forum underwent something of an overhaul and now has a new URL or Uniform Resource Locator to give it its full title.

www.classicogauge.net

Originally known as The Tinplate O Gauge Forum it gradually grew in membership who were attracted by the ability to discuss any make of modern coarse scale O gauge model, however it was not long before historic makes began to be discussed such as Hornby, Mettoy, Marx and many others and so eventually it was decided to provide specific sections within the forum for each of the different makes being discussed. Today, these sections have been used numerous times and several members have posted some superb photos, although therein lay a potential problem in that web space began to be used up.

By December 2013 the forum was actually running out of web space and it was clear something needed to be done so the subject of funding a new forum was aired amongst the members. So many members indicated a willingness to make a modest donation to the cause that it was immediately apparent that there would be more than sufficient funds needing to be looked after, however one particular member made a very kind offer to donate so much to the cause that the forum would have had no further financial concerns for years to come! It was suggested the donor simply pay for the forthcoming year's running costs, but even before this was agreed to, yet another member then stepped forward and offered to cover the following year's expenses at a stroke! Needless to say, the forum's financial needs were all handsomely met.

A new forum logo has been designed which attempts to convey the way this delightfully simple hobby, involving clockwork trains rattling over tinplate rails has today developed into a world of magnificent scale models, here represented by the ACE streamline A4, which curiously is still just at home on the same tinplate rails!



April 2014 will actually mark the 3rd anniversary of the forum and to mark this occasion Andries Grabowsky of Darstaed Vintage Trains Ltd. Has kindly offered to produce a unique van which will be available to members only. Its design will be along very traditional lines but at this time little more can be revealed, and when more is known it will be announced on the forum:

www.classicogauge.net

Clicking on this link will take you to its pages where you can explore the many subjects which have come up for discussion, there is even a Video Theatre with hours of highly watchable films and uploads to view. Registration is free and straight forward so if you have half an interest in participating, let me encourage you to take a look and become one of its members.

And now the latest news from Colin Toten & Wessex Transfers.

www.raylo.co.uk



"Hello to Everyone.

At last we have good news from Darstaed, the new larger factory we have been told so much about is now operational and the first release will be a group of 8 different 6 wheeled Vans, scheduled for release Late February or early March and a real bargain at £49 each, the pictures shown (see the Darstaed listing on pages 15 -18 above) and pre release customer survey suggest these will be welcomed by the 0 gauge fraternity and will also go well with our Terriers, the latest arrival is the LBSCR version in Marsh Umber livery, we still have a few available.



We also have some more news as the combined arrangements between Raylo and W.J.Vintage for the Terrier Tank Locomotives has been so well received and due to the increasing customer requests we have arranged for a very

Limited edition of the Improved Engine Green liveries, there will be 12 only of each of the following names and running numbers:

No. 40 BRIGHTON

No. 44 FULHAM

No. 55 STEPNEY

No. 62 MARTELLO

No. 72 FENCHURCH

Please reserve your choice to avoid disappointment. They will be £325 each due to the extra cost of limited print runs; delivery will be late March/April. We will then continue with the remaining requested liveries, these will be:

LSWR Green No.734

GWR Green PORTISHEAD No. 5

K & ESR Blue BODIUM No. 3

For those of you who missed the first issue and also some who have requested an alternative running number we will end with another Southern Railways Green No. B655. These will all be at the usual price of £299.

On other fronts, the Horton Series engine shed is developing well and here is a picture of the first test print of the front section, thank you to those of you who have ordered one at the offer price of £299, just a reminder that orders after the end of January will attract a price of £325. Pictures of the project so far follow below.

The next batch of Horton Series vans is in the design stage and will include Southern and Great Western Railways vans similar to the LMS and NE in the last release.



HORTON SERIES
MODEL RAILWAY PRODUCTS

HORTON SERIES
MODEL RAILWAY PRODUCTS



If anyone has a particular van they would love to own we are always prepared to consider producing it provided we feel that a reasonable quantity are financially viable, please e-mail or telephone with your choice, thank you.

Finally the long wait for the Mth-railking CHAPELON PACIFICS is over; a truly magnificent locomotive, with superb detailing and finish. The SNCF green livery for 3 rail operation is in stock and pictured on my web site also are a few of the Crimson and Cream standard passenger coaches for 2 rail operation with interiors and lighting which have arrived."

Best Regards,

Colin

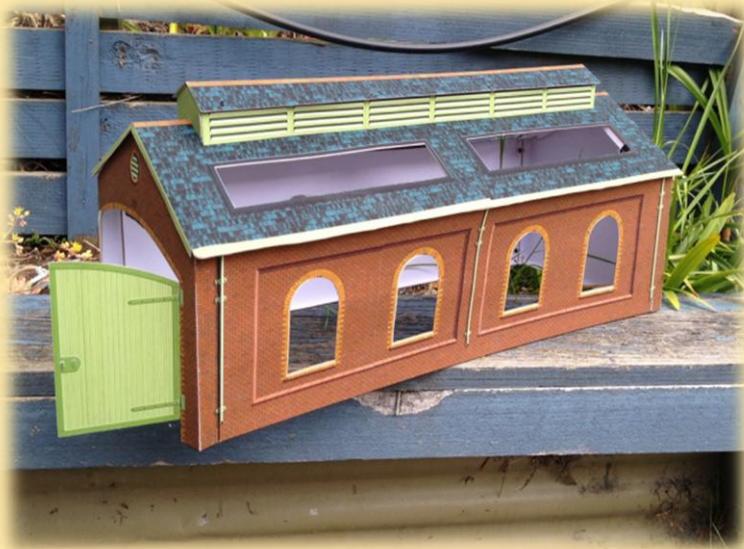


And Now –

The Wessex Transfers Engine Shed Project

Below are a series of photographs forwarded to me by Colin Toten. These show the very first test printing of the front of Rob's engine shed. Before taking a look, let's remind ourselves of the mock-up Rob constructed and featured for the first time in the December edition of 'Just the Ticket.'

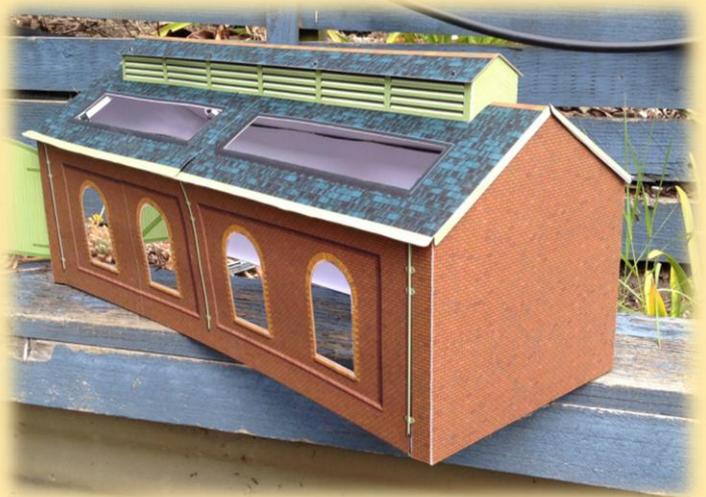




WESSEX TRANSFERS
& tin printing

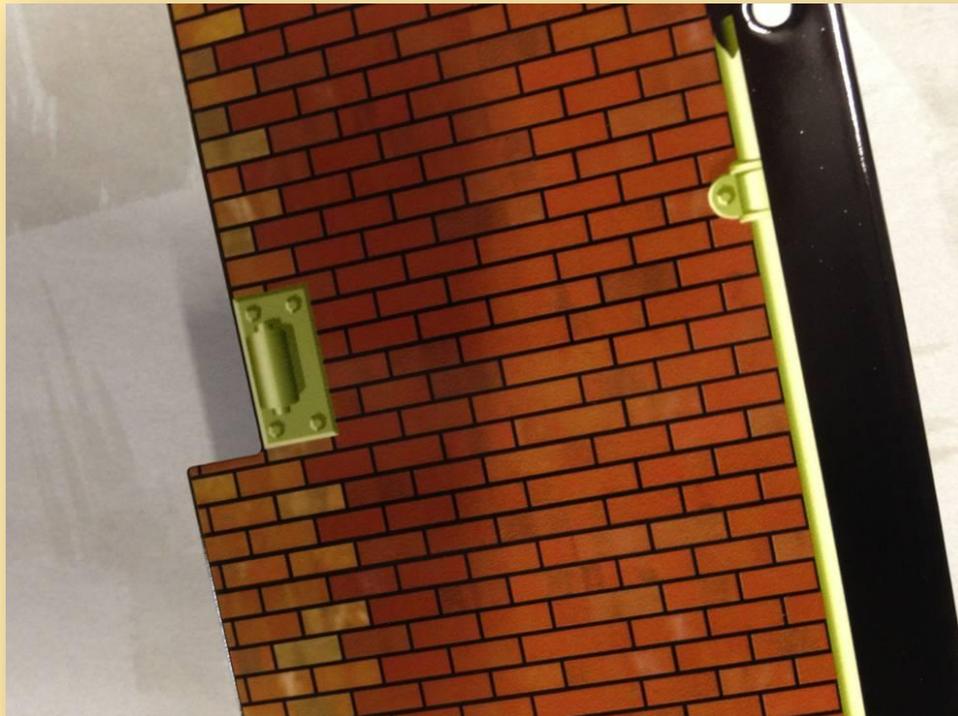


WESSEX TRANSFERS
& tin printing



Below is the first test print. Anyone unsure needs to realise this is perfectly flat printed metal, the sense of depth created is quite exceptional.





As yet I have no details of how the structure assembles, but you can clearly see much progress is being made with the project, which like Darstaed's proposed engine shed is clearly going to set new standards in modern coarse scale O gauge tin printed accessories. More details will undoubtedly follow.

Before closing the update on the Wessex Transfers Engine Shed project, I should just like to take the opportunity (no doubt on behalf of a good many of the readership) to wish Rob Horton all the best with his own project. I suspect it's all too easy for an enthusiast to find it hard to grasp the full extent of the challenge that falls to anyone inclined to try and bring such a specialised item to market; it cannot possibly be easy. In just the same way we wish Andries Grabowsky every success with the Darstaed version and wonder - is there anyone else out there trying to produce a tin printed O gauge engine shed?

Stop the press...!

This photo has been forwarded early this morning by Colin Toten. It would appear Rob Horton is somehow pressing the doors in order to create the raised hinge effect etc., however at this time I have no further information I can report.



Website: www.wessextransfers.com

email: rob@wessextransfers.com



WJVintage

Serious Toys for Discerning Boys

www.wjvintage.co.uk



NEWS

Terrier Update

The rather smart LBSCR A1 Terrier in Marsh UMBER (dark brown with pale straw lining) scheme is now available. At time of writing (late Jan) I have just three still available at **£299.00** plus £11 p&p (UK mainland only).



2nd Terrier Run

Due to the success of the ETS Terrier, WJVintage and Raylo are to jointly produce a new run in 2014. The next batch to arrive will be a second run of the 'Improved Engine Green' (in reality tan/ochre) LBSCR scheme with additional names/numbers as follows:

- No.40 – 'Brighton'
- No.44 – 'Fulham'
- No.62 – 'Martello'
- No.55 – 'Stepney'
- No.72 – 'Fenchurch'



Numbers will be limited to just 12 pieces of each name, split equally between Raylo and WJVintage and some are already spoken for. These will be at a slightly higher price due to both the complexity of setting the printing plates for such a short run and a general increase from ETS.

The price will be **£325.00** each plus £11 p&p (UK mainland only) – availability will be from March/April
Please call or email if you would like to reserve one of these.

And there's more....

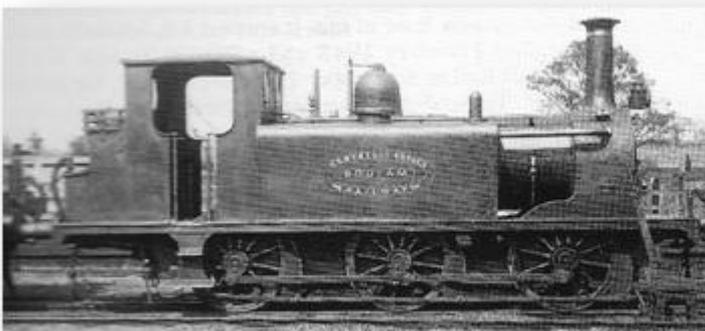
Following on from around May 2014 there will be some more really exciting Terrier liveries as follows:



Terrier A1X SR Green B655
(originally No.55 'Stepney')



Terrier A1 LSWR Green 734
(originally No. 46 'Newington')



Terrier A1 K&ESR Blue No. 3 'Bodiam'
(originally No. 70 'Poplar')

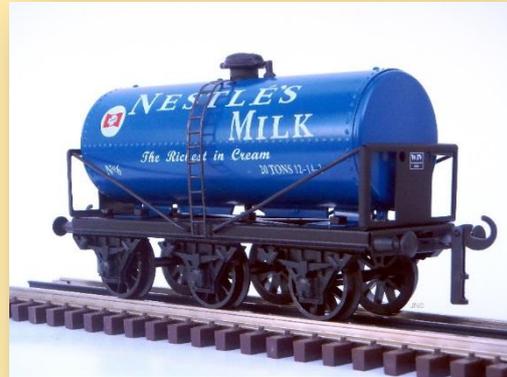
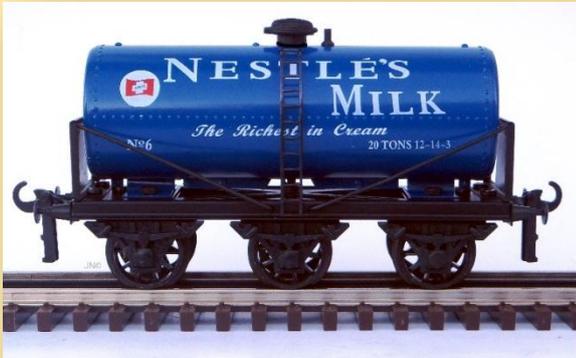


Terrier A1X GWR Green
No. 5 'Portishead'
(originally No. 43 'Gipsy Hill')

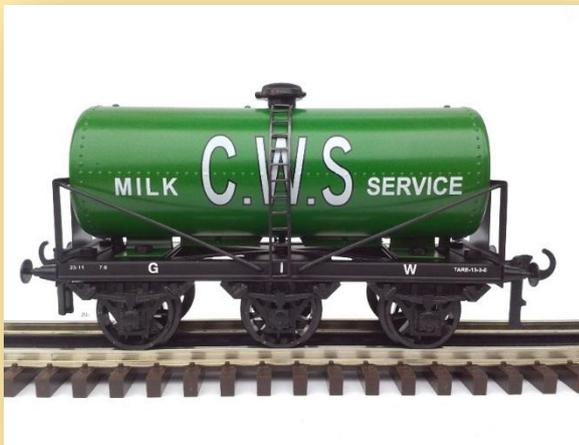
Once again numbers will be very limited so please consider pre-ordering to secure any of these

Tank Wagon Update

WJV01018 – Nestlé's Milk 6-Wheel Tank Wagon



WJV01017 - CWS 6-Wheel Tank Wagon

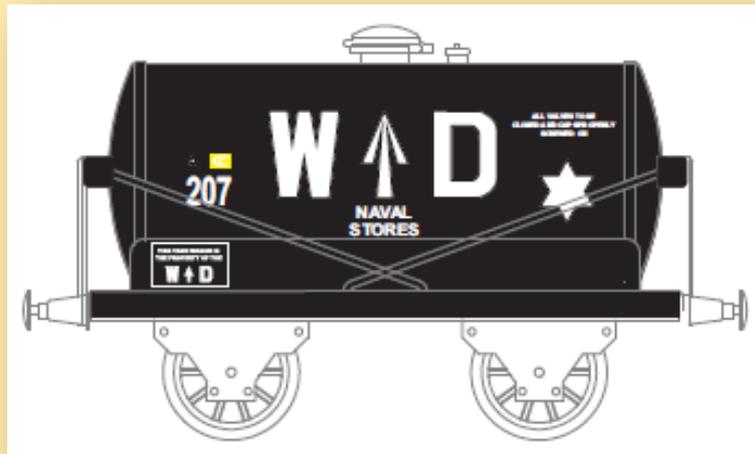


The Nestlé's and CWS 6-wheel tank wagons are now available and selling fast. These are exclusive to **WJVintage** and only 50 pieces of each have been produced at **£51.50** each (plus P&P). Very limited quantities of each remain so please contact **WJVintage** to check stocks before ordering.

WJV01016 – WD Naval Stores 4-Wheel Tank Wagon

The third and final tank wagon in the current exclusive **WJVintage** series is the WD Naval Stores wagon. It is due to be delivered in February 2014.

This one is now over 2/3rds sold on pre-order so again don't delay if you would like one of these. Only 50 pieces will ever be produced for worldwide sales. Price is still to be confirmed but should be around **£42.00** plus postage



Coming Soon

ETS#117 – 0-4-0 Diesel Shunter, British Railways Green



Shortly after I set up **WJVintage** in 2011, ETS very kindly offered to use up some surplus parts they had, and produced me an extremely limited and exclusive run of 5 – yes just 5 – 0-4-0 Diesel Shunters in a 'freelance' BR Green livery with wasp stripes front and rear, **for 3-rail running only**.

They sold very quickly and I naturally asked for more. Unfortunately there were no more parts available and so I moved onto other things.

However, time moves on and ETS are now planning a further production batch of their little diesel and so I will shortly be able to offer these again.



They will be about £10 more expensive at around **£150.00** each, plus postage but, I feel, they still offer exceptional value for money and are great fun to have tucked away on a siding.

This new batch will be just 20 pieces initially so if you fancy one please get in touch to reserve one in your name.

Hopefully they will be available around February/March time.

The specification is as follows:

- O Gauge (7mm to the foot) model
- 12/14 volt DC operation
- 3-rail operation only
- Will not operate on raised centre third track
- Front and rear operating lights switch according to direction of travel
- High flange wheels for coarse scale operation
- Fitted with standard Bassett-Lowke/Ace style couplings
- All-metal construction
- Precision engineered
- Hand produced
- Manufacturers 24 month warranty

Email: wjvintage@lumsdon.eclipse.co.uk

Website: www.wjvintage.co.uk

WJVintage

Serious Toys for Discerning Boys

www.wjvintage.co.uk



'Bringing Vintage Toys back to Life'

An article written on behalf of Larry Peacock

Over the past couple of years Larry Peacock from **'Toys of the Past'** has developed a range of innovative upgrades designed to breathe new life into your old 'O' Gauge Hornby clockwork trains. Customers' own clockwork locos are completely transformed with a modern electric replacement mechanism.

There are two standard fitments. For the smaller range of locos, a mechanism is installed consisting of a modified electric DC12 to 16 volt, 3-rail power unit, custom designed axles, with adjustable height fixing brackets and weighted for increased adhesion. Coupling rods are fitted but the customer will need to supply their own piston rods. These mechanisms are available for the Pre- and post-war Hornby 'Zulu', M3, No.0, No.1, No.40, No.50, No.51, No.501 and No.101 locomotives.

For the larger locomotives a mechanism is installed consisting of a much modified 040 electric DC12 to 20 volt, 3-rail power unit, with new modified gear train. This new mechanism is extremely powerful - this being one of the latest specification motors available, with cast ballast weight between the frames for increased adhesion. These mechanisms are available to fit the Hornby No.1 special locos, No.2 locos, 2711, No.2 special locos, No.3c locos and No.2 special tank locos.

All units are thoroughly tested prior to dispatch to ensure they run smoothly and powerfully. However, what really sets the **'Toys of the Past'** units ahead of the game are the beautiful cast reproduction Hornby wheels that are fitted to all the upgrade mechanisms and really add that final authentic 'vintage' touch.

Larry Peacock of **'Toys of the Past'** comments; *"The real beauty of my upgrades is that no alterations are made to the loco bodies in any way and it as a simple matter to convert them back to the original clockwork chassis. The authenticity and collectability of the locos are therefore preserved"*.

Larry also offers a full back up service with good spares availability for all parts. Prices vary according to type and the amount of work required, so for further details and to discuss your specific requirements please contact:

Mr. Larry Peacock, **'Toys of the Past'**

Tel: 01296 436969

Email: larrypeacock1@aol.com



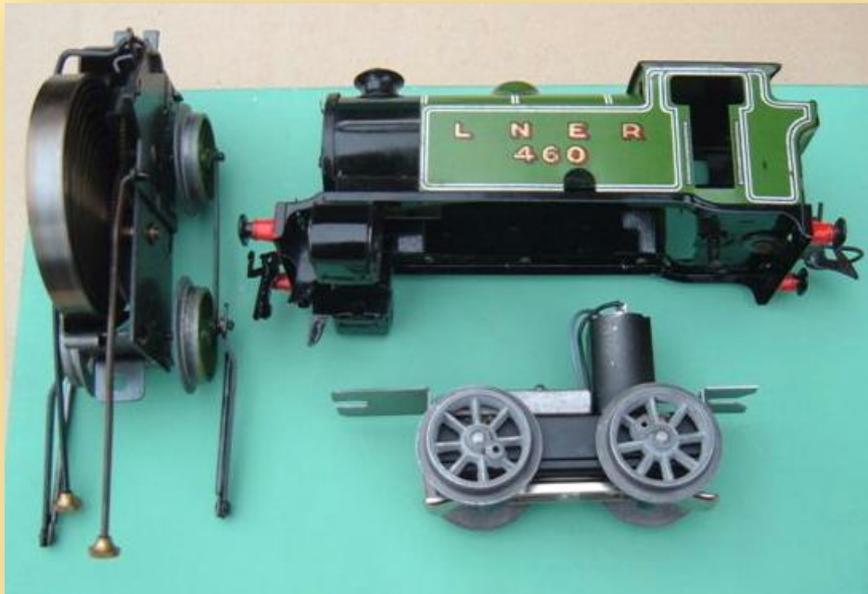
**An example of a small Hornby loco with original clockwork mechanism (right)
and new 'Toys of the Past' electric mechanism (left)**



An example of a large Hornby loco with original clockwork mechanism (left) and new 'Toys of the Past' electric mechanism (right)



A fully finished example of a large Hornby loco with new 'Toys of the Past' electric mechanism – looks superb!



**Hornby locomotive with original clockwork mechanism (left)
and electric mechanism (right).**



Resplendent and all ready to go!

Submit a photo.



This month, Phil Porter has dropped me a few lines and says:

"Hi David. Thought you may like to see these pics from my garden railway."

Now let me have a think....would we like to see a garden railway? *You bet we would!*

"My Garden Railway" by Phil Porter, Kent



“My coarse scale, “0” gauge garden railway was built, and is run, for fun. It has cost rather more than originally intended, but this was due to a change of plan during the construction. The original layout was vaguely circular, set across the rear of the garden. A single track ran on planks secured to a six inch deep concrete base. One “side” of the circle was occupied by a three road station complex. Considerable effort was spent ballasting the whole: it all looked very impressive.

Unfortunately, it was not quite as good as it looked. The impressive ballast made track cleaning a nightmare, there was more traffic than the layout could handle, half the circle was in the wrong place and power provision was lamentable. And so the whole was improved: most of the concrete, so painstakingly put down, was dug up and thrown in a skip, the track was doubled and the station became five roads instead of three. This time the track base was wood covered in garage roofing felt and secured to Metposts. Most of the circle is at ground level, but the “front” is a couple of feet high due to a slope in the garden. Thus the front resembles a very long viaduct, clad in decking and appropriately landscaped. The railway is part of the garden rather than “dumped” on it. Power is also vastly improved: in essence a cable runs round the inside of the circle giving power to eight points on both tracks.

Nothing matches: the railway was never meant to be a creation of a lost railway world. It is a fantasy and what runs is what pleases me. For instance an Ace Trains MET Bo-Bo may pull five Metropolitan coaches in one direction as a rake of Great Western coaches thunders by in the opposite direction. The station area is a mix of Hornby signal boxes and signals, two Ace Trains station canopies and an Atlas overbridge. On the station platform, five figures sit on an improvised seat, waiting to use the Langley model telephone booth. Outside, ready to whisk imaginary passengers to imaginary destinations, are a resin RF, a Corgi Routemaster, a white metal RT and an Oxford diecast 1920's blue taxi.



There used to be a five foot long tunnel,

but a sleeping toad derailed the GWR express, confusing the toad and spoiling the engine's paintwork. The tunnel is now a cutting.

When the Biblical floods recede the trains will start. Some renovation will be needed: daffodils, lavenders and bluebells must be kept at bay. The railway always offers some kind of a challenge but if all went according to plan there would be nothing to fret about and no fun to be had!"





Thank you very much Phil, very seasonal images, even if I personally have not yet seen a flake of snow all winter! Photos full of promise, of a Spring & Summer yet to come. A very nice layout.

Here is a recent photo submitted by David Webb. David has been on the look-out for a Hornby Signal Gantry for a long time and recently his patience was rewarded, hence the photograph. Very nice.



You can see much more of David's layout via his YouTube uploads [HERE](#)

Featured YouTube™ uploads:

Very recently I had **okt848** subscribe to my own YouTube Channel. At the moment, I know nothing more about the person(s) concerned, but I was so impressed by the YouTube uploads that they had posted I felt sure that others would want to view them. Here you will see a really nice mix of the old and the new; British outline and Continental all running on a mix of 3 rail O gauge track. Some is not necessarily tinplate, but more than enough is to make the uploads well worth watching. You can also find out more and see further excellent photographs of the layout on this blog [HERE](#). A translation into English can also be read [HERE](#).



Train gauge 0 and 0m, Gare de la Béroie

Viewable [HERE](#)



Hornby Gauge 0 Tinplate, Wembley Station

Viewable [HERE](#)

Finally; here in the UK the centenary season in respect of the 1st World War is now well under way with various TV and radio programmes already being aired, despite the fact that war was not even declared until August. So as not to let this period in time go by unnoticed, here is a WW1 film showing the work of the Americans in the construction of narrow gauge railway systems, intended to serve the front lines as effectively as possible. Quite possibly the subject for someone to model in O gauge?

Narrow gauge train line construction in France during World War One

Viewable [HERE](#)





SNOW.
OH JOY.



JtT's mailbox



In last month's edition, regular contributor Roy James felt there was a need to redress murmurings about the capabilities of the ACE Trains Bulldog locomotive and forwarded a link to a YouTube upload he had specifically filmed to demonstrate the perfectly satisfactory

performance that he gets out of his (Bulldog) locomotives. Unfortunately for Ed Ives, whose experience is quite different, he feels equally compelled to put forward a different opinion.

Hello David,

First may I wish you and yours a very happy New Year.

Second, I much appreciate you compiling and distributing 'Just the Ticket' which I enjoy reading a great deal as well as looking at the new products. Third, some items do ruffle my feathers somewhat, to wit in the last JtT the item:

"Roy James tells me he has noted some enthusiasts questioning the pulling power of the ACE Trains Bulldog locomotive. I have to say this was news to me, but keen to quash any such rumour, Roy supplies a demonstration of just how capable these locos are on his own extensive layout."

This is NOT a rumour, it's a fact! If several owners have noticed the condition, it is a fact. I have one of these locomotive's, they're quite heavy, look great, have a powerful motor but are slippery as heck on my track. I bought a 5 coach set of Darstaed coaches to go with the locomotive; the coaches came complete with the friction free axles. Not a hope pulling all five coaches. With four on and a finger push to start will see progress with much slipping. Three on is OK but you can hear some slip on curves. Two on, - no problem. That's my experience and totally different from that shown on the YouTube segment.

I have a restored Bing CR 4-4-0 (with new mechanism) as a comparison, that seems a trifle less weighty than the Bulldog, but pulls five ACE C1 coaches (no friction free axles) on the same track with little problem.

So I ask what is the secret to getting the Bulldog to grip the rails and/or reduce the rolling resistance of the coaches????

Regards Ed Ives

If you identify with Ed Ives and feel you can offer an explanation as to why he (and apparently others) experience such a problem, then it would possibly be good to share it, but beyond that, please be advised that I have no wish to further this sort of concern in the pages of 'Just the Ticket' and if a reader has an issue with their Bulldog locomotive, or any other product, then that issue needs to be taken up with the manufacturer(s) concerned.

Ed.

The below is from Tom Chisholm in Edinburgh.

Hi David

"Thought that this might be of interest to your readers as a possible new source of ready to run goods wagons. When I saw the new Dapol O gauge wagon with Edinburgh collieries on its sides, I could not resist buying one. But after bit of time of it sitting on my shelf, I thought it was time that



it started earning its keep. I decided to try and convert it into a coarse scale Wagon. This turned out to be easy - I bought a set of Slater's coarse scale wagon wheels and changed the couplings. I now have a wagon that runs with my general coarse scale goods wagon traffic.

As you can see from the photographs it blends in very well with other assorted makes of course scale wagons.

*You can order wheels directly from Slater's; the WEB site: SLATER'S WHEELS:
<https://slatersplastikard.com/wheels.php>*

*Open Spoke Coarse Scale Wagon Wheels and Bearings (2 axles)
Product Code: 7110
£9.50*

Chain from B&Q



And Dapol O gauge wagons can be bought from various suppliers, average price £35."

*Tom Chisholm
Edinburgh*



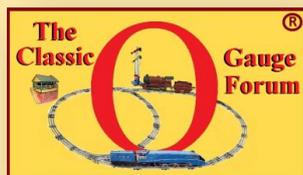
Keeping in touch.



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

My YouTube channel:

<http://www.youtube.com/user/ARKWIRGHTIS?feature=mhee>



'THE CLASSIC O GAUGE FORUM' tinplate trains * coarse scale * 2 and 3 rail * worldwide. An independent forum covering *all* brands of coarse scale tin plate O Gauge: www.classicogauge.net



ACE Trains Owners Club

Brilliantly Old Fashioned

The forum for all things ACE Trains: <http://www.acetrainsownersclub.org.uk/>

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



O Gauge Railroading magazine On-Line Forum

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



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

<http://www.jcstudiosinc.com/Archive> It's on this site that I have my own 'blog' in which I post on any developments relating to my garden layout and all that runs on it:

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

INDEX PAGE NOW FOLLOWS BELOW

INDEX

No. 10 February 2014

Introducing Vintage Trains, Norwich p2 – 4

Darstaed Newsletter No. 29 p5 – 20 Engine Shed's & 6 Wheeled Vans.

The O Gauge Classic Forum p21

Raylo News p22 – 28 Terriers, Horton Vans and Engine Shed.

W.J.Vintage p29 – 34 Terriers, 6 Wheeled Tankers. WD Naval Stores Tanker, ETS Diesel Shunter.

Larry Peacock article p35 – 38

Submit a Photo p39 – 43 Phil Porter, David Webb.

YouTube Uploads p44

'Train gauge 0 and 0m, Gare de la Béroie'

'Hornby O Gauge Tinsplate, Wembley Station'

'Narrow gauge train line construction in France during World War One'

JtT's Mailbox p45 – 47 Ed Ives, Tom Chisholm

Keeping in Touch p48

Index p49



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