

'JUST THE TICKET.' A new and independent 'shop window' for those supplying the coarse scale O gauge model train enthusiast.
Issue No. 5 September 2013

My boy.
I assure you; if someone
makes one in coarse
scale O gauge, then I'll
eat my pipe!



Standby to see a pipe eaten! (page 34)

Hello fellow O gauge train enthusiasts and welcome to this the 5th edition of 'Just the Ticket.' August is often a strange month here in the UK with so many taking their holidays during the month, there is often a sense that the country has shut down for the duration. Throughout most of the month, it felt distinctly like this to me, with virtually no train related communication taking place. As it happens, in my particular case, this has been more of a blessing because after a long and valiant struggle with Alzheimer's, my mother, Brenda parted this life in the early hours of Saturday 11th. The rest of the month was for me, naturally taken up with more pressing matters than trains, as the family prepared for her funeral which actually took place just a few days ago on the 27th of the month.

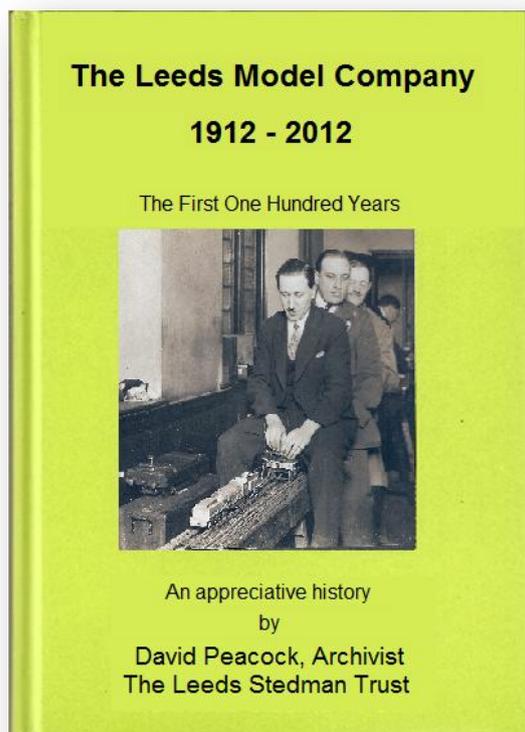
In a curious way, my mothers succumbing to the disease played quite a part in me finding myself producing these newsletters. When, in the Spring of last year, Andries Grabowsky of Darstaed invited me to see if I could assist with his company's advertising, my mother's condition was beginning to seriously deteriorate and living so far from her as I did at that time, I felt powerless to be of any practical help to her and my father, and the ability to 'lose myself' in the pages of the newsletters I introduced, was actually a great help to me during a very difficult period of my life. Sadly, my mother never got to see any of my work, so I will have to trust she would have approved; being the daughter of a Midland Railway man, I feel sure she would have. This edition is dedicated to the memory of my mum.



Brenda Ruth Upton

On the occasion of her engagement to my father.

Before I go on, I want to once again flag-up David Peacock's publication: **The Leeds Model Company**

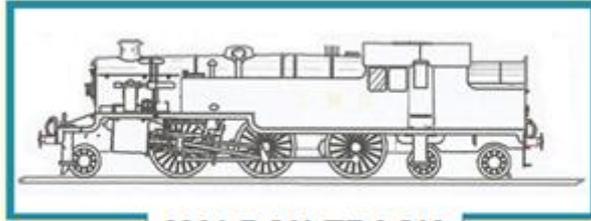


1912 – 2012. It's been my pleasure to be able to have a good read of this work and so now I can tell for certain just how good the book is. It's clearly been written by a man who not only knows his subject in depth, but more importantly is passionate about it and this comes through in the quality of what David has put his hand to in respect of preserving the products of 'Rex' Stedman and of course, writing the book which tells the definitive story. The book also comes with a very watchable DVD which contains a photo archive of the products and a pictorial history of the companies concerned. The book can at present only be purchased directly from David, who can be contacted via: dkpeacock@tiscali.co.uk Priced at £19.95 plus £2.55 post and packing, total £22.50, I believe it is a must for anyone with an interest in the products of The Leeds Model Company. The price posted overseas

is as follows: Eurozone: 30 euros; USA: 40 dollars; Australia: 40 dollars.



LMC 0-6-0 Jinty courtesy of David Peacock and The Leeds Stedman Trust

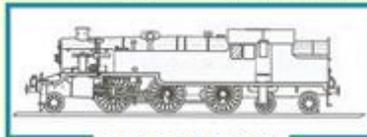


MALDON TRACK

www.maldontrack.com



Ron Fraser
102, The Causeway
Maldon
CM9 4LL
fraseron@hotmail.com
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MALDON TRACK

Just like the Hornby original, but better!
It won't rust and can be used in the garden,
where trains always run at their best!



Ron on Rails No. 4

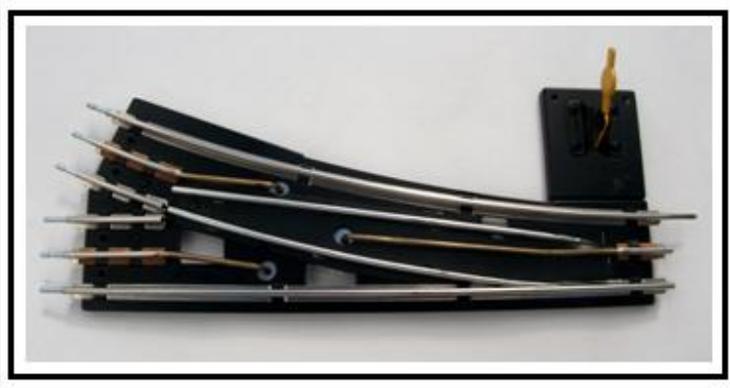
Points or turnouts are designed with the thought that the train is travelling from the throat towards the frog. This means that the loco/train has a moment to stabilize before going over the frog (a gap in the rail). A well designed layout would take this fact into account. A well designed turnout will take into account that they have to work the other way around as well.

Points or turnouts are the heart of a model train layout, they make a layout personal and you are in control. They can make a layout into an interesting puzzle or make it seem a crowded mess. Personally, I view the correct positioning of points as the 'grammar' of a layout.



They consist of a throat, this is where the loco enters the system, a moving rail (blade rails) then guides the loco to the frog and branch or through line.

There are two common and distinct types of point; most types of profile rail use the Hornby solid steel/Meccano (1930) design (above) and is the forefather of Maldon Track's turnouts. The moving rail picks up the loco and guides it on to the frog where the wing and check rail will centre and direct the loco.



The other type of point is the directional turnout (left), normally associated with tubular track. The moving rail pivots around its centre which guides the loco to its chosen route.

both types of points.

Maldon Track went along with the former, which is a very reliable and stable design and has an elegance beyond it's use.



Unfortunately, it is made up of some 55 pieces divided into some 14 major parts, whereas, the directional point that Maldon Track produces only has 11 major parts.





The directional points have very little to present a problem to most types or make of loco or rolling stock, however the design allows for modification.

Whereas, the former type of point has a few problems with a small number of locos, all of these problems have been overcome as they were discovered.

One last thing, I recently went along to a really great club meeting in Leigh-on-sea called SEER with my long suffering wife. We were both made extremely welcome from the outset and Michele was quickly introduced to some of the other ladies present. We were both surprised to discover that some of the members are hardly locals, as they're prepared to travel to this meet from as far afield as Kent, which is a clear indicator of the success of this society.*

They are a very diverse group covering all forms of models including boats and planes as well as trains which probably accounts for much of their success with currently approx 150 members dating back more decades than I care to remember. They have a very extensive library, complete with DVDs which the members of the society can borrow for a small fee. In addition, they also offer a programme of events throughout the year so whether it's an illustrated talk on British Railways from the 1970s or 'Cruising on the Manchester Ship Canal' or simply a 'Track Night' there is something varied and interesting for all.

If you have a chance call in, I would thoroughly recommend it.

** peter.seers@btinternet.com*

Best regards,

Ron Fraser

Maldon Track

01621 852642, 0789 1916758

Ron@maldontrack.com

Maldontrack.com



Darstaed Newsletter No. 24 September 2013



The very latest news from Darstaed.

This month continues to see batches of the 6 wheeled coaches being produced by Andries Grabowsky who writes concerning them on page 9.

Here's what one very happy customer from Austria had to say:

Hello Colin,

The 6 wheel London Transport coaches have arrived, they are excellent! Thank you for the fast shipping. Everything was perfect.

Please contact me, as soon the full brake arrives, Thank you!

Kind regards,

Peter

Austria

And this is the sort of thing, albeit the GWR livery, that Peter in Austria was enthusing about; photographs courtesy of Bruce Coleman.





Andries recent letter concerning the 6 wheel coach production.

Gentlemen,

Our six wheeler production has had problems that caused long delays and to keep our customers waiting without an explanation will not do.

About two years ago we decided to tin-print the six wheelers in the same manner as we printed the first series of the Darstaed/Horton vans and the special edition for Raylo. With the new printing machine we were able to print small quantities at will, instead of having to print thousands of 9 sq ft sheets at the time. This enabled us to design and make a staggering 20 liveries in quantities as ordered. After the successful first production of the (flat sided) vans we assumed that producing the six wheelers would be a matter of course. Of course it was not. When bending the coach sides the gloss coat may expand but as it is more flexible than the ink underneath, the ink sometimes cracks and hair lines of the white undercoat will become visible actually giving it in some cases a fine scale "weathered" look.

About 70% of the sides are affected thus but the problem is aggravated because the sets contain 4 coaches and if just one coach cannot be made then the set cannot be completed. Moreover the 3rd Brake and 1st CI are not symmetrical so if one of these sides are missing then the whole set cannot be made. Because we had so many liveries we did not make a big quantity of each livery but only a dozen of each, so only a few of each can be made.

Not only the printing has caused delays, we were also haunted by roof problems, wastage due to bad packing during transport, faulty ventilator riveting, roofs to short etc. Now we know what the evil is we can defeat it and we will pursue our program without equivocation. The main liveries we will now print together in the old fashioned way with the mainline coaches, the MET Pullmans and something else exciting and the smaller quantities for the pre-grouping liveries, of which only a small number are required, we will print with our printing machines and we keep on printing until we have sufficient good sides. For us at Darstaed the satisfaction of our customers always comes first, even if in some cases it means financial folly because which manufacturer will go to extraordinary lengths to produce liveries for which there is very little custom? However; we do this because we know customers appreciate our efforts which set us apart as a company that has your interests at heart. I had expected that most of our customers would already have purchased a vaguely similar, discounted product from somewhere else or eBay but contrary to expectations our order books are increasing with new orders now that the first good issues have been released. I thank our customers for their discerning taste and patience and I assure all of you that we at Darstaed will continue to do what it takes to bring you the finest in tin-plate made in modern times.

Andries Grabowsky

Darstaed



Photos courtesy of Bruce Coleman

Now steady yourself for something rather unexpected?!

Do you remember these two adverts, from the February
2013 Darstaed e-newsletter?

DARSTAED VINTAGE TRAINS
MAKING MODEL RAILWAYS COME ALIVE!

Behold!

The Darstaed A4 Pacific is on its way again.



I say Father! With these Darstaed trains it's hard to tell what's real!

Aye, Jack lad, you're not wrong there.



Some six months later and little word has come out of Darstaed about what if any progress was being made. That was until just a few days ago, when the following photographs were forwarded to me and I have been authorised to make them public. Are you ready?



What could this be?

This is actually the chassis of the locomotive tender for the forthcoming A4's and A1 Tornado. The slight dimensional difference will become more apparent when you see the finished tender and locomotive. These have only just been produced and as you will see, they have numerous holes of differing size. These will enable electronics to be installed within the tender, which Darstaed dealer Dave Allen is planning to fit to a number of the locomotives intended for some of his Australian customers. Such features will include smoke units and is an aspect of the hobby often simply referred to as 'bells and whistles;' something which is very popular with the Australian and American markets. This does not mean that the electronics will not be available to European or UK customers, should they so want them. Below is a top view of the same casting.



But there is much more.....





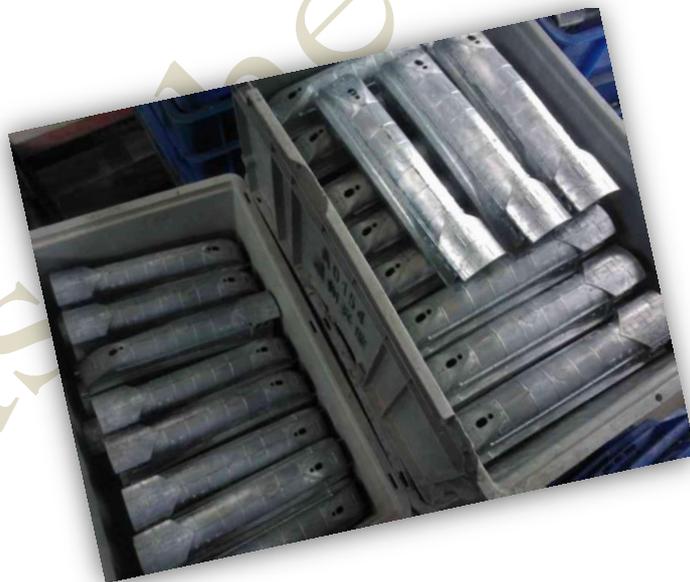
Here, Andries can be seen inspecting the hundreds of tender chassis that have been produced to date.



But brace yourself again....

No; these are not photographs taken in Andries local fish market!





Readers should note that there is as yet NO indication as to when these A4s will be completed and made available to buy as there is still a great deal to be done, but as you can see, things are happening and 'JtT' will keep you up to date with developments. But there is even more news!

**Just when you think you've had all the Darstaed news, even more comes in!
This will get American and Canadian readers rather excited!**

from
\$79

DARSTAED

Trains de Luxe

The Best Tin Plate Since 1966



Made in the finest litho tin printing tradition Darstaed proposes to produce the cars in batches starting with 4 box cars followed by gondolas, hoppers, tankers and many more all based on the famous Dorfan artwork.



Features :



*All metal construction
Finely detailed diecast trucks
3-D effect litho tin printing
Couplings Dorfan O gauge interchangeable with Lionel and MTH couplings*

If sufficient interest we intend to produce at least :
Batch 1 : 4 box cars,
Batch 2 : 2 gondolas, 2 hoppers, 2 tankers
Batch 3 : reefers, cattle cars, stake and flat car
batch 4 : crane and caboose
plus locomotives.



If the quantities warrant the investment we intend to move our tin printing and assembling to the U.S.A. In case you support this we kindly ask you to show us your interest by contacting us at :

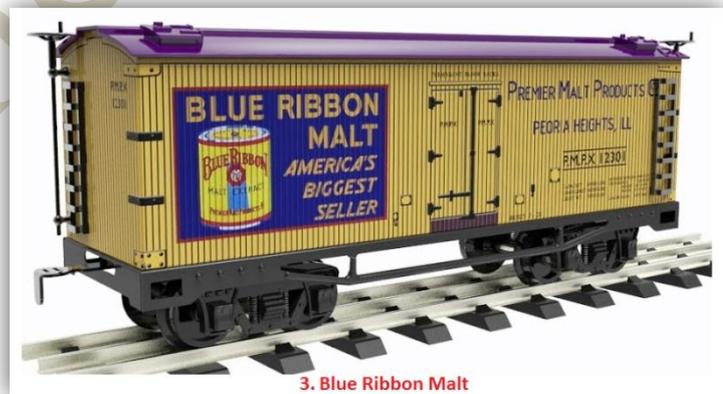
*trainshoover@gmail.com and
dorfan@darstaed.com*

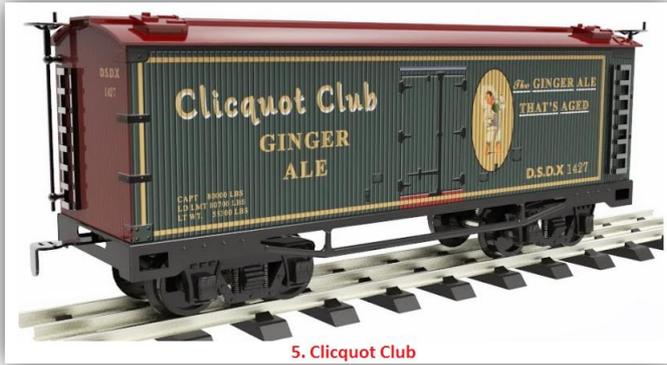
www.darstaed.com

Below is a range of possible Dorfan Reefer and Box Car liveries.

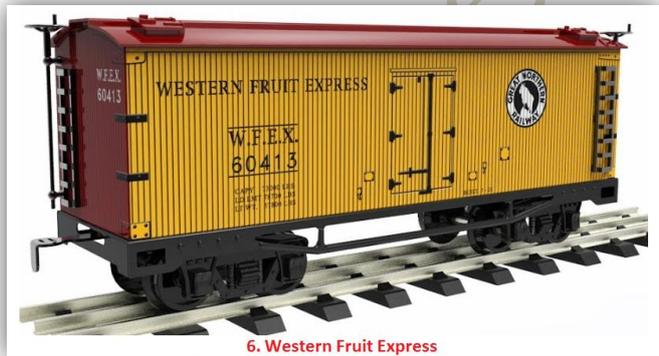
Those interested in this range are invited to write back to Andries Grabowsky indicating their SIX preferred liveries of both Reefer (refrigerated) and Box Car liveries in descending order with 1 being your favourite. Doing so will enable him to forward-plan the order in which they get made so as to ensure maximum customer satisfaction.

Andries can be contacted via:
grabowsky@darstaed.com





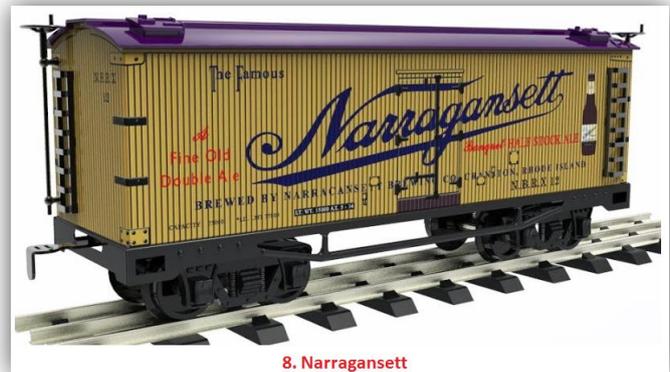
5. Clicquot Club



6. Western Fruit Express



7. Western Refrigerator



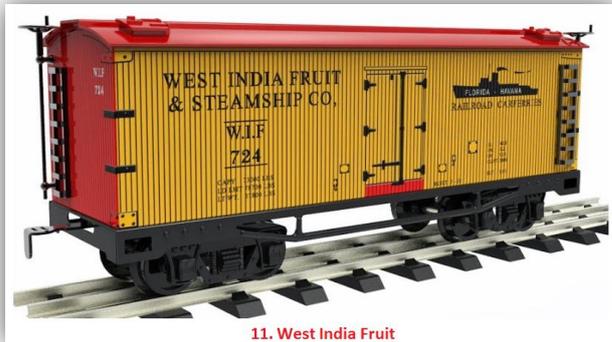
8. Narragansett



9. Nickolls refrigerator



10. Our Mother's Cocoa



11. West India Fruit



12. Rath Packing



13. Krey's Ham - Bacon



Reefers

Dorfan Box Car liveries.

Andries can be contacted via: grabowsky@darstaed.com



Box Cars



1. Santa Fe



2. New York Central



Box Cars



Box Cars



3. Pennsylvania



4. Union Pacific



Box Cars



5. Florida East Coast



Box Cars



6. Chicago and Illinois Midland



Box Cars



7. Canadian National



Box Cars



8. North Western Pacific



Box Cars



9. Western Pacific



Box Cars



10. State of Maine



Box Cars



11. War Bonds



Box Cars



12. Canadian Pacific



Box Cars



Box Cars



13. N de M

Surely this must be all the Darstaed news?

Well actually, no!

Some of you no doubt remember talk about producing a V.200 diesel for the German market.

Well here it is.

MBW Spur 0 GmbH



For those wanting to know more, take a look here; although an ability to read German will help!

www.MBW-Spur-0.de

The current and available Darstaed product range.

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



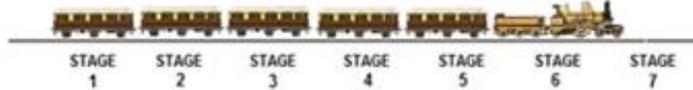
PRODUCTION IN PROGRESS



6 WHEELER COACHES £245



AVAILABLE



CASTLE CLASS LOCOMOTIVES £595* see page 12



AVAILABLE



NCB PANNIER TANK ENGINE N.B. VERY FEW REMAINING £295



AVAILABLE



0-6-0 PANNIER TANK ENGINE N.B. VERY FEW REMAINING £325



AVAILABLE

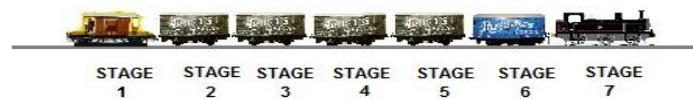


0-6-0 JINTY TANK ENGINE (BLACK) N.B. VERY FEW REMAINING £325

The Jinty on/off switch is now available, £10 each, easy to fit. Contact your local distributor.



AVAILABLE



0-6-0 JINTY TANK ENGINES (COLOURED LIVERIES) N.B. AS ABOVE £325

NB: no further in grey



AVAILABLE



2-6-2T ENGINES £325



AVAILABLE



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

The Darstaed Distributors:

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".



U.S.A. & CANADA:

Authorised Darstaed distributor JOHN HOOVER

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



AUSTRALIA:

'THE O GAUGE GUY' www.theogaugeguy.com email: dave@theogaugeguy.com Mobile Tel: [0421778151](tel:0421778151)

Authorised Darstaed distributor DAVE ALLEN



UK MIDLANDS:

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 COLIN TOTEN

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



UK LONDON & SOUTH:

Authorised Darstaed distributor BRUCE COLEMAN www.wonershtrains.com email: brelcol@talktalk.net Tel/Fax: 01483 892373 (South East)

"I normally have most models in stock, both current and out of production. Will split sets of coaches and wagons, depending on stock position. All postage by secure courier."



The Darstaed London Transport 0-6-0 Pannier tank engine



www.raylo.co.uk



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

The web site has details of these suppliers goods all of which are carefully chosen for high quality and reliability, from time to time we also offer exclusive models made for us by manufacturers. In 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

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

Directory Series

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

Mth-railking

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

ETS

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

Seven Mill Models

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

Ace Trains*

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

Raylo Exclusives

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

Horton Series

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

Obsolete Makers

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

General items

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

Events

I shall attend the following events in September and can always bring ordered models for collection and to save delivery charges.

SATURDAY 7TH RUGBY VINTAGE

SUNDAY 8TH POTTERS BAR

SATURDAY 14TH SANDOWN PARK

SUNDAY 15TH MALVERN

WEDNESDAY 18TH HRCA CHESHAM HIGH SCHOOL

SATURDAY 21ST NEC BIRMINGHAM

SATURDAY 28TH MONTEM (WINDSOR INTERNATIONAL)

www.raylo.co.uk



But more follows....

Colin also informs: *This is the latest picture of the next Raylo Exclusive addition to the Metropolitan-London Transport series:*

The Acton Shuttle.



The Shuttle will be powered by the ETS motorised bogie with running lights changing with the direction of travel. It will be Made in England and will be priced at £465. Interested parties are invited to place their orders at the earliest opportunity to avoid disappointment.

The Acton Shuttle is also the basis of our forthcoming first Underground-Overground 3 car set under development at this time.

In addition to the above, Colin also supplies the following updates:

“RAYLO is delighted to announce a brand new range of Southern Green & Black British Railways LBSCR A1/A1X Class, ‘Terrier’ 0-6-0T Locomotives by ETS. Designed with the traditional ‘O’ Gauge coarse scale enthusiast in mind, these stunning little locos are ideally suited to smaller layouts. With a very affordable price tag, they are also an ideal entry level loco for new enthusiasts to this scale. With only very limited quantities of each scheme to be produced, we recommend you snap these up quickly before they are gone!”

- Gauge (7mm to the foot model)
- 12 – 14 volt DC operation
- Switchable 2/3-rail operation
- High quality electric motor with permanent magnets
- High flange wheels for coarse scale operation
- Smooth reliable mechanism with clutch drive
- Fitted with standard Bassett-Lowke/Darstaed style couplings
- Precision engineered, all-metal construction
- Hand produced
- Suitable 2ft. (60cm) curves
- With limited edition certificate, operating instructions and lamps
- Not suitable for children under 14 years



MANUFACTURERS WARRANTY FOR 2 YEARS. Only £299

Distributed in the UK by Raylo@ www.raylo.co.uk

www.raylo.co.uk

www.raylo.co.uk



NB: See the WJ Vintage update below for more photographs of this model.

And concerning the Seven Mill/ACE Trains N2 tank engine, Colin informs:

"I now have a limited issue of only 40 Gresley 0-6-2 N2 Tanks locomotives originally produced as a joint venture by Seven Mill Models and ACE Trains, but now fitted with a modified twin clutch drive mechanism and smoke generator."



0-6-2T Gresley N2 Class Locomotive

Available in the following liveries and running numbers:

LNER 2674 Black with red lining

BRITISH RAILWAYS 65929 Black with red lining

LNER 4744 Black with red lining

B.R.

69538 Black with red lining, early crest

LNER 9522 Green, black & white lining

B.R.

69579 Black with red lining, late crest

B.R.

69506 Black with red lining, late crest

All the above with condensing pipes

LNER 2690 Black with red lining

B.R.

69567 Black with red lining, early crest

Non condensing as used on Scottish Railways

All black liveries £450, green liveries £495



And whilst on the ETS theme, and from last month....

WJVintage

WJVintage

Serious Toys for Discerning Boys

Paul Lumsdon - Head Boy

www.wjvintage.co.uk

ETS Terrier A1X – BR (Early Crest) Black Lined 32661
First Production Photos



Of this excellent looking model, Paul writes.....

Dear Terrier fans.

Further to my recent newsletter I have today received the first photos of the latest Terrier production model - A1X BR (early crest) Black Lined 32661.

I think it looks really nice!

The consignment will be leaving Prague tomorrow (Thursday 25th July) and will arrive by the middle of next week. (continued below)



Paul continues.....

***“ My total allocation of this livery is just 13 pieces and 10 have been pre-ordered.
If you like the look of this loco and would like to order one please do not hesitate to get in touch as I can only allocate the 3 free stock items on a first come first served basis.***

SR Black B636 will follow in two weeks” (see below).



*"I only have 5 of these unallocated so again please get in touch if you are interested
ETS will then be working on the much anticipated LBSCR Improved Engine Green livery
We are getting there slowly but surely!
I will be in touch again as soon as I have any further updates."
Best Regards
Paul*

WJVintage Serious Toys for Discerning Boys Tel: 07711 092497
www.wjvintage.co.uk

Paul asks me to highlight the fact that this same loco is also available via Colin Toten of Raylo (see above for his contact details.)



Now to see a pipe get eaten!

During the month, enthusiast Richard Tiley made contact with me concerning the recent purchase he was eagerly awaiting at that time. He offered to write me a review and send some photos when it arrived, and so it has. Some will remember a time when such a model seemed completely out of the question, but don't we just live in changing times?! What follows is Richard's article:



Beauty and the Beast?

My model train interest developed from my early Trix Twin Railway 00 to Triang to Hornby 00 and then radically to N gauge and then my hobby was interrupted by the arrival of children.

In both of the two gauge disciplines I had "Duchesses" and in N gauge I had both green and maroon types with the later BR crest.

With me needing stronger spectacles my interest in N was ended and I sought something bigger and decided on 0 gauge, with two of the first locos being Corgi Bassett/Lowke "Princess Royal" class locos as they did not make "Duchesses". When Ace Trains advised that they were to offer "Duchesses", I ordered both BR green and gloss red as I could not decide which livery to go for. In my mind I did not want a streamlined loco as I did not find them as attractive as the mighty beast I had grown to love, especially as I had travelled behind "Duchess of Hamilton" over the Settle - Carlisle line way back in 1983.

My first loco, "Queen Elizabeth" arrived in mid August. What do I think of it?

Well, this loco is a beauty and displays that "look" which I call a beast by way of its chunkiness and its suggestion of power. Make no mistake; this loco is heavy – approximately 1850 grams for the loco and 550 grams for the tender. This compares to

2600grams for my CB/L "Princess" which has had additional weight added, and 500 grams for the tender.



ACE Trains 46221 "Queen Elizabeth" in British Railways green

Paintwork is exceptional with the "right" shade of green with lining and numbering superbly carried out. The engine purred along straight of the box. Control for off, 2 rail, and 3 rail is by control rod in the cab, and as usual there is firebox "glow" but no cab light



"Queen Elizabeth" snapped by Richard in 1960 at Euston Station

as fitted to the E7/2 "Castle". Backhead detail is to the same level as this latter loco. The "Royal Scot" headboard has silver lettering on a pale blue background, and the "Mid-day Scot" has gold lettering on a black background. I cannot recall having seen these headboards finished as such during my trainspotting days.

The tender comes complete with moulded coal pusher, a low level of plastic coal (the lumps appearing too small for my liking), and once again superbly painted and lined as the loco.

QE hauls 8 Ace C/13s around my "hilly" layout without any fuss, and I will be adding additional coaches in the coming weeks to further test the haulage power of the loco. Also, I am pleased to say that I have witnessed no problems with the loco hesitating when passing over Atlas medium radius points, and the double slip is negotiated also without problems.

£745 for the loco is a lot, but is it worth it? In my opinion, if you have a larger layout and like to see long express trains run, buy one. I am looking forward to acquiring my "Sir William A Stanier FRS" in BR gloss red so I can welcome another Beauty and the Beast" to my railway.



Richard. Thank you very much for this article and the accompanying photographs. As a very young boy, my first introduction to the world of model trains was the discovery of my uncles collection of Hornby Dublo. Pride of place went to The Duchess of Atholl, as per the below photograph, and whilst I was never able to see it running on a layout, I spent many hours simply looking at his collection and imagining. One thing I never imagined was that some 50 years later model train enthusiasts would have a new O gauge equivalent to enthuse about, and yet here it now is courtesy of ACE Trains.



If you want to know more about the locomotive and the rest of the ACE Trains range, then full details can be found on the company website: <http://www.acetrainslondon.com/>



If you would like to write your own review, please don't hesitate, there are a multitude of models out there. Photographs are a big help and one of yourself is always appreciated, but not essential. Send you article to: d.upton355@btinternet.com



Alright my boy;
you win, but that
is as much of the
pipe I can eat!



FATHER.
DO YOU THINK
SOMEONE
WILL MAKE
A BEYER GARRATT
SOON?

STUPID
BOY



Last month you might recall me indicating a fuller article concerning Rob Giskes of the Netherlands, who has a business known as Bilk-en-speelgoed (tin & toys). www.blik-en-speelgoed.nl/ True to his word, here it is and it's 'Just the Tickets' pleasure to reproduce it.

Thanks to 'Just the Ticket' I, Rob Giskes, had the opportunity to tell you about the products of MERKUR the Czech manufacturer of tinfoil 0 gauge train models and about the 0 gauge tinfoil tram models of Lehnhardt from Germany.

Because you will not know me and the models of MERKUR are brought to the UK market in a very close collaboration with Bruce Palmer, I would like to take the opportunity that David has offered me to introduce myself.

My name is Rob Giskes and was born in 1954 in Rotterdam, Netherlands. In Rotterdam I grew up and I had a lot of fun following the developments of both railways and trams in my area. I even followed the construction of the



Rob Giskes on a visit to Lehnhardt

Rotterdam subway; just one line from the Central Station to the south of Rotterdam.

At quite a young age I discovered model railroading. My elder brothers had all their HO model railroads and an uncle had even a room crammed with layouts. He had so many beautiful models, not surprising as immediately after receiving his salary he went to the toy store to the chagrin of my aunt and first sought out something nice for himself!



Rob visiting the MERKUR factory



Rob admiring products in the MERKUR CEO's office.

I started an N gauge layout in the seventies while I studied and had some part-time jobs, but quite a few years later I broke my N layout down. For a few years now I have been trading in tinplate 0 gauge models (Blik en Speelged [tin and toys]) and I own a HR consultancy agency.

Again, a few years ago, I came in contact with tinplate train models and was equally stunned by the quality of the material offered, but meanwhile started BLIK EN SPEELGOED and offered cheap replicas of tin toys. Incidentally, starting this trade was mainly intended to complement my HR consultancy, offering a more relaxing way of doing business! You can imagine that when I got hold of the models and I read more about the

tinplate gauge 0 models I did not need much time to realize I wanted to offer the much better quality tinplate train and tram models.

In the beginning I was encouraged by Andries Grabowsky of Darstead, although he didn't want me to start sales in the Netherlands of his models because the Dutch market is too small for that. However, he put me on the trail of ETS, MERKUR and Lehnhardt. I was especially taken by MERKUR and Lehnhardt because of the variety in models, their quality, but also their price. Although many cases are settled over the internet I think it's important to have personal contact and I



decided to visit both MERKUR in Police nad Metjui in the Czech Republic, and Lehnhardt in Oberlungwirtz Germany, which greatly helped me in beginning to sell their products.



Rob trying to decide which has more fun potential; Merkur construction sets or trains?!

The models of Andries Grabowsky are not provided by me as there is already an existing distribution network.

These factory visits have opened my eyes. I have seen how MERKUR, with few resources, often in old industrial sites but with lots of love for what they do, produce and assemble train models and their construction sets. Especially with MERKUR, in the rather poor region where they are located,

the company is a major employer and is busy developing new models. You will certainly hear more from MERKUR.

Lehnhardt is really a German company that not only produces tram models but also supplies machines and parts for the large scale track systems. Because the production of model trams is not their main activity, not many new models will be offered on the market right now.

With both manufacturers I made some agreements about the distribution and importing of their range. As I explained, I work closely with Bruce Palmer in the UK.



Rob instructing his grandchild in the wonders of model trains.

We know each other through one of the newsgroups and one of our first projects was the 760 and 900 mm points which are usually manufactured by MERKUR, but there is more to come! Bruce handles the contacts in the UK, and we are still looking for people who are interested to offer the MERKUR range especially within their own regions, and not only the train models; even the MERKUR construction sets.

The rest of my free time? I give a weekly judo lesson to seniors and also I regularly visit various rail and tram companies in Europe and if possible beyond. I collect tram and train books, mainly Dutch and German books, and postcards with images of trams, trains and stations. Do you want to see what MERKUR and Lehnhardt have to offer? Take a look at www.blik-and-speelgoed.nl

If you have any questions you can always contact me by email: info@blik-en-speelgoed.nl or of course Bruce Palmer in the UK: bpalmer498@btinternet.com

Rob Giskes

Below: Two of the tin printed buildings that Rob can offer.



Famous Trains and the routes over which they ran.

FAMOUS TRAINS: X

The "Midland Scotsman," L.M.S.

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

No. 12 The "Midland Scotsman," L.M.S.

First published in the Meccano Magazine December 1927

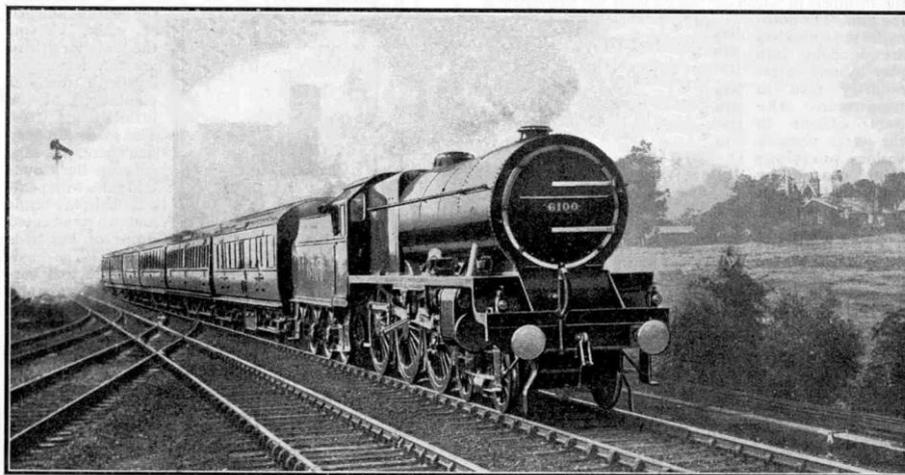


Photo courtesy

The "Royal Scot" passing Leighton Buzzard

["The Times"]

In 1927 railway engineer and writer Cecil J. Allen commenced a wonderfully informative series of articles for Meccano Magazine under the heading 'Famous Trains'. I could not possibly improve upon his writing. Ideally I should like to treat the readership by reproducing these fascinating articles as it will surely go without saying that as model train enthusiasts you may well find the series just as readable as it was in 1927. Whilst I could simply reproduce the pages concerned, on occasions the print is not particularly clear so despite the time it takes I've decided to do full-justice to Cecil Allen's writings by re-typing the text. I'd like to run the articles in the same order he first wrote them in and readers in America, Canada and the Continent will be pleased to know that Cecil Allen also included 'famous trains' of your own. Put your feet up and have a good read with the additional PDF supplement you should find with your monthly newsletter.

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: <http://www.spoornul.nl/tpforum/>



ACE Trains Owners Club

Brilliantly Old Fashioned

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

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



O Gauge Railroading magazine On-Line Forum

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



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

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

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

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