



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

Issue No. 7 November 2013

**“Remember, remember,
the 5th of November...”**

Horton/ACE light the blue touch-paper again!



Readers will recall that last month I was somewhat perplexed about the level of submitted material to me from which to produce a new edition. As we should all be aware, globally, we are all going through turbulent financial times, so maybe this accounted for what seemed to me to be a distinct slowing down of news to report?

Well that was towards the end of last month, but even before the middle of October, my email INBOX was fair bursting with submitted articles from makers and enthusiasts alike. Please note. This edition does not end on the 'Keeping in-touch' page, it is a full 44 pages in length, so please don't miss the last one! I've had so much come in, I actually wondered where to begin, however one submission, simply astounded me.

I've always said, we live the most utterly remarkable times despite all around us, and especially so with respect to the world of coarse scale O Gauge tin-plate. The founding fathers of this area of interest to so many, could never have imagined the wonders that were to come. Or maybe they did, and just never saw them fulfilled in their lifetime? And so it is this month, I dig out the stage-lighting again, and apply the spot-light to.....



HORTON SERIES

ACE TRAINS LONDON

NEW PRIVATE OWNER & GOODS VANS AVAILABLE NOVEMBER 2013



\$69

A perfect accompaniment to our new range of Gunpowder Vans, this **"Standard Fireworks"** van is inspired by a 1935 poster advertising a fireworks display in celebration of King George V Silver Jubilee.



**RAYLO, UK Distributor
for Horton Series Products**

For more information about Horton Series products or to place orders within the UK, customers are welcome to telephone Colin Totten

www.raylo.co.uk

WWW.WESSEXTRANSFERS.COM

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50 Davies Road, Lower Snug

Tasmania 7054, Australia

Tel: 03 6267 9838 Mob: 0459 423 126



NEW PRIVATE OWNER & GOODS VANS AVAILABLE NOVEMBER 2013

GUNPOWDER VANS



North British gunpowder van. Built in 1904 and still in use up to 1946 (although, presumably, not in this livery)



LMS gunpowder van



Caledonian Railway gunpowder van built around 1915. The notice on the door of the van states that anyone entering the vehicle must wear the magazine boots provided so as to reduce the risk of an explosion caused by sparks from 'hobnail' boots.

GWR IMPROVISED GUNPOWDER VAN also available

NEW PRIVATE OWNER & GOODS VANS AVAILABLE NOVEMBER 2013

NE 12 TON FITTED VANS WITH STEEL ENDS

In 1934 NE took the decision to follow LMS and began making vans with pressed steel ends. In 1940 LNER owned 2,998 of these vans and by the time of their demise, they this figure increased to 7,700.



NE 12 ton goods van



NE 12 ton ventilated goods van



NE 12 Ton ventilated goods van number 211292

NEW PRIVATE OWNER & GOODS VANS AVAILABLE NOVEMBER 2013
LMS GOODS VANS WITH PRESSED STEEL ENDS



LMS 12 Ton ventilated van. This varies from the other two (below) in that it has different "wrap around" steel corners and exterior vertical channel strapping. Circa 1934-5



LMS 12 Ton ventilated goods vans: number 117870



LMS 12 Ton ventilated goods vans: number 91548

NEW PRIVATE OWNER & GOODS VANS AVAILABLE NOVEMBER 2013

VANS RELEASED IN SEPTEMBER

For this release it was decided to start a range of more prototypical vans, starting with the much anticipated *"GWR Improved Gunpowder Van"*, *"English Eggs"*, *"Salvage Save For Victory"* and *"Fyffes Bananas"*. To add a little colour, two purely fictitious designs were introduced to the range, these being: *"Marsh & Baxters"* and a uniquely Australian *"Arnott's Biscuits"* van.



This *"IMPROVED GUNPOWDER VAN"* was actually owned by the Southern Railway and was loaned to GWR when a sudden increase in demand for explosives had to be met during wartime years. Steel bodied vans were quickly modified by the sealing of vents and fitting of wooden wall coverings to prevent sparks.



"English Eggs" van, as running in 1937. The van is of LMS design with pressed steel ends with vent.



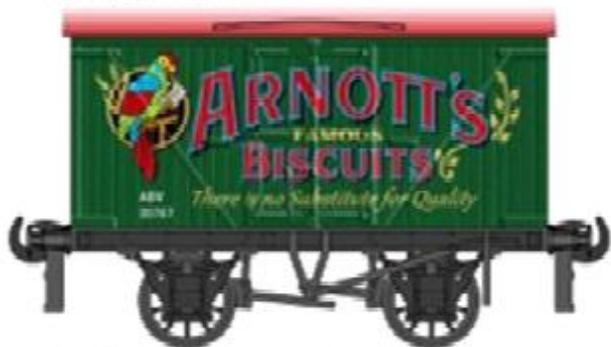
Although I have this listed this as a BR van, I have recently discovered that it is actually an LMS insulated & heated van built in 1946.



During WWII, GWR used steel-bodied vans to collect any unwanted goods (or 'salvage' in the jargon of the times) for re-use and recycling. They were often run attached to coaching stock, and passengers were encouraged to patriotically deposit their 'salvage' inside it.



Featuring their infamous slogan of the time *"Drawing His Own Conclusion"*.



One for the Aussies, with more uniquely Australian designs to follow.

"MINIC SERIES"

INSPIRED BY THE DESIGNS FOUND ON VINTAGE
MINIC CLOCKWORK TOYS LORRIES, BUSES AND PACKAGING BOXES
AVAILABLE NOW



Crossfade of original packaging box artwork and the newly drawn artwork prior to "tweaking".

Final artwork, with the MINIC wording changed to red and re-positioned. For improved clarity, the "All To Scale Clockwork Toys" wording has been moved to the foreground and given a yellow background.

CURIOSITIES AND SPECIAL RELEASES



50 of these vans were produced for the Australian Model Railway Association (AMRA) to celebrate their 50th Sydney Model Railway Exhibition. For availability, please contact AMRA.



Exclusive to Ace Trains London, the design for this van is taken from Hornby's original, and very rare, pre-war van. We have secured rights to distribute this van within Australia and New Zealand only. If you wish to purchase one of these from anywhere else in the world, please contact Ace Trains directly.



Uniquely Australian, these vans are based on an advertisement for a large Tasmanian apple grower, **H. Jones & Co.** A sample was first displayed at the Tasmanian HRCAA in 2012, but production didn't begin until early 2013 whereby they were produced using the new Ace trains van parts instead of the originally intended Darstaed parts. They were available with a red or grey roof and limited to a production run of 50 units only. These are now out of stock, but there are plans to produce a "sister" Beautiful Isle Apples" van in 2014.,

"MINI-TIN" TIN-PLATE SIGNS & COACHBOARDS



Beautifully printed on tin plate with each corner meticulously drilled for fixing to your wooden lineside buildings and accessories.

MANY MORE DESIGNS TO FOLLOW

REPRODUCTION HORNBY 0 GAUGE COACHBOARDS

THE FLYING SCOTSMAN
THE SCARBOROUGH FLYER
THE MERSEYSIDE EXPRESS - LONDON (EUSTON) AND LIVERPOOL (LIME STREET)
THE GOLDEN ARROW
THE BOURNEMOUTH BELLE
CORNISH RIVIERA LIMITED
TORBAY EXPRESS
THE YORKSHIREMAN - LONDON (ST. PANCRAS) AND BRADFORD (EXCHANGE)
THE MANCUNIAN - LONDON (EUSTON) AND MANCHESTER (LONDON ROAD)
THE BRISTOLIAN
CHELTENHAM SPA EXPRESS
LONDON FOLKESTONE DOVER DEAL
THE YORKSHIRE PULLMAN
OCEAN LINER EXPRESS
THE ROYAL SCOT

THE FLYING SCOTSMAN
BOURNEMOUTH BELLE
THE ROYAL SCOT
THE MERSEYSIDE EXPRESS
THE GOLDEN ARROW
CORNISH RIVIERA EXPRESS
TORBAY LIMITED EXPRESS
KING'S CROSS, YORK & EDINBURGH
KING'S CROSS, EDINBURGH & ABERDEEN
LONDON (EUSTON) & LIVERPOOL (LIME ST.)
LONDON (EUSTON) & GLASGOW (CENTRAL)
VICTORIA AND DOVER
WATERLOO, SALISBURY & EXETER
PADDINGTON EXETER & PLYMOUTH
PADDINGTON & BRISTOL

To complement our already available range of black and cream reproduction Hornby coachboards, we will soon be producing the blue and metallic gold ones as originally made by Hornby. Printed on tin-plate, just like the original ones, these can be used to replace missing ones from original Hornby coaches, to finish off a restoration (using our comprehensive range of reproduction transfers) or you could even use double sided tape to stick them over those supplied with Darstaed and Ace Trains Pullman coaches.

**RAYLO, UK Distributor
for Horton Series Products**

For more information about Horton Series products or to place orders within the UK, customers are welcome to telephone Colin Toten

www.raylo.co.uk

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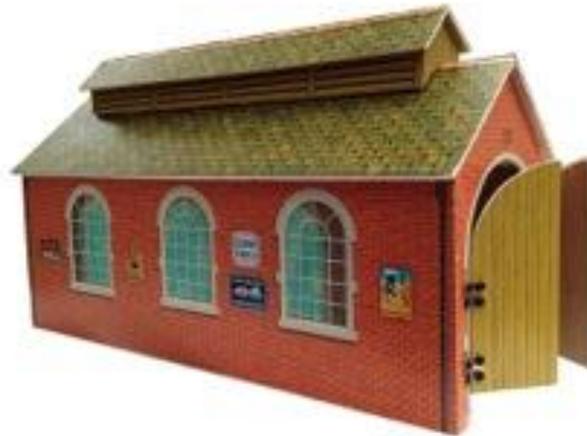
50 Davies Road, Lower Snug

Tasmania 7054. Australia

Tel: 03 6267 9838 Mob: 0459 423 126



EXCITING NEW PRODUCTS COMING SOON



Above is just one idea for future release. Made of printed plywood, this small, single track engine shed would surely enhance any layout.....or would you prefer a tin-plate, 24" double track version to house those larger locos? **WATCH THIS SPACE !!!**

REPRODUCTION HORNBY TRANSFERS

Also available from Wessex Transfers is a comprehensive range of transfers for pre-war Hornby Trains, Meccano and MINIC models and toys. Please ask for price list for more details.

HORTON SERIES

ACE Trains London

New range of gauge '0' private owner vans produced by Wessex Transfers in collaboration with ACE Trains London.



WESTNORLAND FARMS EGGS

WESTNORLAND FARMS EGGS



BIR Pytee Bananas

BIR Pytee Bananas



SALVAGE

SAVE FOR VICTORY

GWR Salvage Save For Victory



Colman's Mustard



ARMY BISCUITS



GWR Gunpowder Van



MARSH & BATTERS

For a full list, or to place orders for available vans, Mini-Tin signs, replica Hornby transfers and other exciting new products please email rob@wessextransfers.com

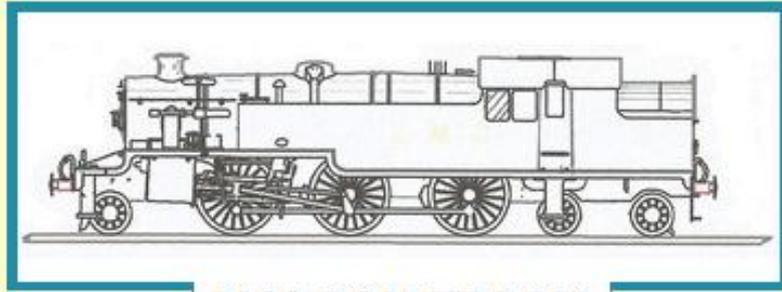
Exclusively made for ACE Trains London, we have secured distribution rights of this Colmans Mustard van within Australia and New Zealand.

Tel: 03 6267 9838 Mob: 0459 423 126

WWW.WESSEXTRANSFERS.COM



Proudly printed & assembled in Tasmania by Wessex Transfers



MALDON TRACK

Visit the Maldon Track Website [HERE](#)

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



Find Ron's Newsletter No.6 on page 15.

Reasons to choose Maldon Track 'O' gauge track.

“We make track to fit your layout. Don't let track manufacturers dictate the shape of your layout, Maldon Track can fulfil your specifications.

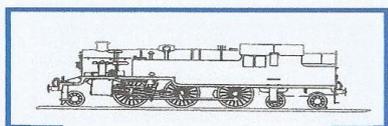
- If you are going to run a train worth a thousand pounds you need a quality layout.**
- Any radius curves can be made to specific requirements.**
- We sell spare parts for all of our products.**
- Maldon Track is built to last; for example we are still asked to repair track that is half a century old.**
- Experience tells us that on average this type of track can command a very high second hand value.**
- “Worried that your layout won't fit?” Maldon Track can provide scale drawings of your proposed layout. We can also provide a detailed component list and can manufacture speciality pieces as required.**



Maldon Track is the only known manufacturer of 1930's Replica 3 Rail 'O' Gauge Model Railway Track. It's suitable for Fine and Coarse Scale running, particularly Hornby 'O' Gauge, Bassett Lowke, Darstaed Trains and Ace Trains as it's comprised of code 200



**nickel silver rail on ABS plastic sleepers. This type of track has been on the market for 25 years and has sold more than 25 linear miles. With such a pedigree, we suggest that it is an enthusiast's track; after all it's going to be the heart of your layout. It is not technically difficult to lay down but as the design is 85 years old it is not 'plug and play'. But Maldon Track is there to help and unlike some manufacturers – this service continues even after we have taken your money.”
Ron Fraser.**



Maldon Track

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 102 The Causeway
 Maldon
 CM9 4LL
Fraseron@hotmail.com
 01621 852642
 0789 1916758

February 2013

Code	Item	Unit		
Individual Components				
	36" (915mm) length of code 200 N/S rail	per length	£2.80	
	Individual sleeper, complete with centre chair	bag of 100	£27.00	
	Centre chair only	bag of 10	£2.00	
	Rail joiner strip, six rail joiners (fishplates)	per strip	£0.70	
Kit Prices				
HR3	To make 36 inch (915mm) length of Hornby style 3-rail track with 20 sleepers	set	£14.15	
MR3	To make 36 inch (915mm) length of Marklin style 3-rail track with 30 sleepers	set	£16.85	
3 Rail 'O' Gauge Track				
R1	27" radius curved half rails	box of ten	£85.00	£110.00
R2	30.67" radius curved half rails	box of ten	£95.00	£118.00
R3	34.33" radius curved half rails	box of ten	£97.00	£120.00
R4	38" radius curved half rails	box of ten	£99.00	£122.00
R5	41.65" radius curved half rails	box of ten	£113.00	£136.00
R10	60" radius curved half rails	box of twelve	£152.00	£203.00
ST18	18" straight rails [half straight]	box of ten	£118.00	£151.00
ST36	36" straight rails [full straight]	box of ten	£216.00	
F8	Standard 38" radius isolating point, length 293mm; arc 18°; Right Hand	each	£78.50	
F9	Standard 38" radius isolating point, length 293mm; arc 18°; Left Hand	each	£78.50	
F10	Express, isolating point length 457mm; arc 9°; radius 2092mm Right Hand	each	£99.00	
F11	Express, isolating point length 457mm; arc 9°; radius 2092mm Left Hand	each	£99.00	
Accessories				
PC1	Power Clip rail joiner (2 or 3 rail)	each	£12.00	
BS1	Buffer stop (2 or 3 rail)	each	£24.50	
DBS1	Display track and Buffer stop	each	£36.30	

Note: Curved radius is measured to the inside face of the outer running rail and two boxes of curved track make up a full circle
 ** price on application

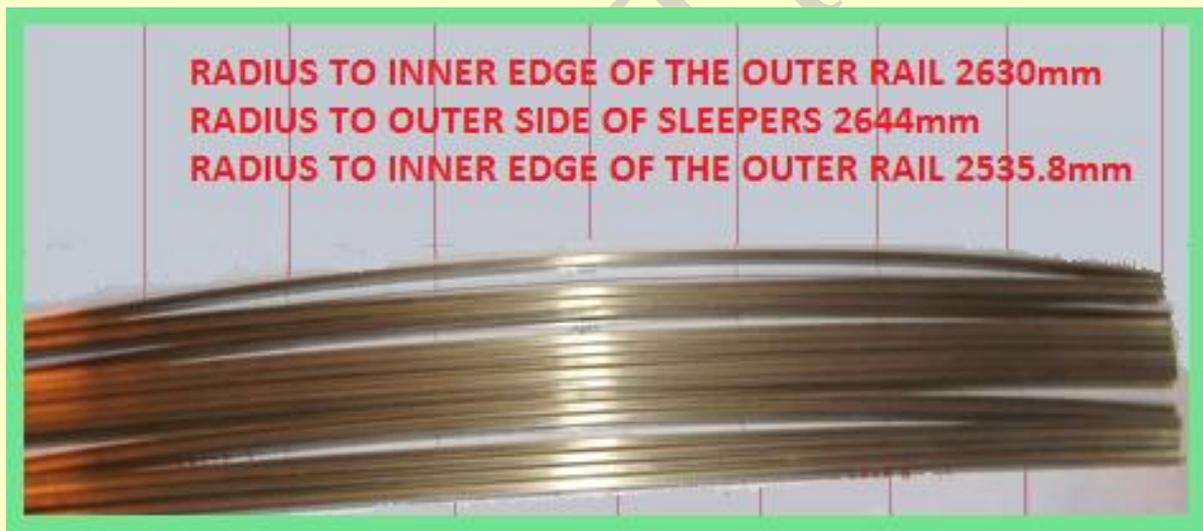
Terms Payment within 14 days of dispatch date in GBP
 Carriage, packing and insurance costs charged in addition.
 Goods/Services remain the property of Maldon Rail Centre Ltd until paid for in full
 Maldon Rail Centre Ltd. reserve the right to change the unit prices without notice

Rons Newsletter coming up!

Ron's Newsletter: 'Ron on Rails' No. 6

The manufacture of the track is a surprisingly complicated process. Most metals are formed by molecules being forced together; this process usually forms a grain in the material similar to the grain in a piece of wood, only in a micro form. All carpenters know that if you cut a plank of wood from a larger piece the plank will be straight and true but within a short time will twist and buckle because of the grain. In a simple view the same can be true with metals; there are methods available to prevent distortion, but these can be expensive.

If you take a regular cross section (a circle) of metal bar and bend it, the bending forces are spread progressively across the surface of the bar, but when the bar has a profile as in the form of railway tracks, the bending forces cannot be spread progressively across the surface and the forces already locked into the bar by the 'material forming process' - can and do twist the material throughout its length. What this means in practice is that if you cut two pieces of rail from the same length and turn the head to tail to each other and pass them both through a bending machine, the curve in the two lengths of rail will be different.



With rigid track (where the sleepers are in a fixed shape/bed) this is not a problem as there is enough strength in the sleeper bed to hold the rails in place, but in a flexible system like Maldon Track, the track can end up 'going bananas.' Please be warned. Sods Law could take over at this point.

Sods Law.

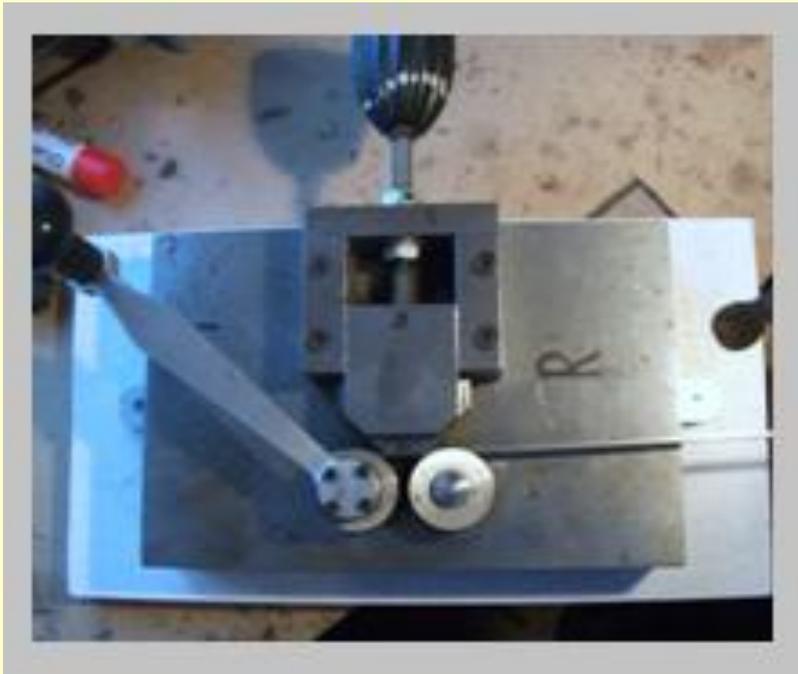
If a thing can go wrong it will, unless you say it is going to, then it won't. We have all tried to sellotape a parcel only to find tape has stuck to itself, to you and to the scissors. Then your wife takes over, and it works first time.

Just an observation at this point; I do question the retail cost of track made in China.

So, with 'Maldon Track' the rails are first bumped (bent) by a calculated amount in a vertical plane and then in a horizontal plan to form the curve.

The Bending Machine

The rail is supplied to us in batches of 100kg 36" long, the rail is then cut to size using a fly press and purpose made cropping tool. (See the July, No.3 issue of 'JtT' for the Wintwire article and more on how rails are made.)



Each size of curve has a purpose built jig which locks the sleepers in place where a separate tool called a Rail Needle is used to thread the rail into the sleepers. If the track is to be made into rigid track it is placed into a spacing fixture and the sleepers are fixed into place.

Maldon Track is measured to the inside edge of the outer rail.

The standard 'Maldon Track' radius curve is a 38 inch radius curve, by choosing an 18 degree arc the number of tracks to a circle is 20 and I can make a single track from one 36" length with minimal wastage. Unfortunately, the next size larger track with 42 inch radius curve works out to only 2/3 of a track per length of 36" rail with the consequence there is a higher wastage and a jump in the price.

The sleepers are made from ABS plastic; the sleepers for the first 25 miles of track were made in the original mould which had to be renewed two years ago.

One last thing. Outside of a dog, reading is a man's best friend. Inside a dog, it's too dark!

By Groucho Marks.



www.raylo.co.uk



Hello readers!

“This month, it is nice to have some news of new releases.

- The Terrier locomotives that Raylo and W.J.Vintage share are selling well and we now have Southern Region Freshwater to add to the liveries available. (See W.J. Vintage feature for pictures.) Our first Southern Region green livery locomotive 2662 is now sold out but we will have another batch with a different running number soon.*
- Late November, the first of the Improved Engine Green livery is expected, the multi colour lining is more difficult to produce and involves far more procedures but we are confident that ETS will be able to maintain their usual high standards.*
- Before Christmas I will have a further delivery of the Horton/Ace vans including at least 10 new liveries, (the preview pictures are shown in the ACE/Horton feature, and you can now reserve any of them. There will also be more of the Express Dairies Eggs, Marsh & Baxters sausages and the GWR Gunpowder Van, all the other liveries are in stock except the Raylo Exclusive Colman’s Mustard; this was a limited edition of 50 and has now sold out.*
- On the Darstaed front, a further delivery of 6 wheel coach sets have arrived and I am pleased to report that they are excellent in all respects so pre-ordered customers have been contacted and there are a few sets remaining for anyone needing them. GWR, LMS, Metropolitan, London transport and LNER are the most plentiful.*
- The Seven Mill Models N2’s with twin clutches and smoke units are also selling well and only British Railway liveries are left, both with and without condensing pipes, I have also had delivery of some 2 oz. bottles of smoke oil if anyone is short, priced at £7.50 a bottle.*

I am also expecting to make a further announcement of a new model at Sandown Park so if you are visiting please come and have a chat about it; if not, I am sure it will be on my web site about the same time.” Colin Toten



The ETS 0-6-0 Terrier

Contact Colin if you are interested in any of the following:

Darstaed.

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. ETS. Seven Mill Models.

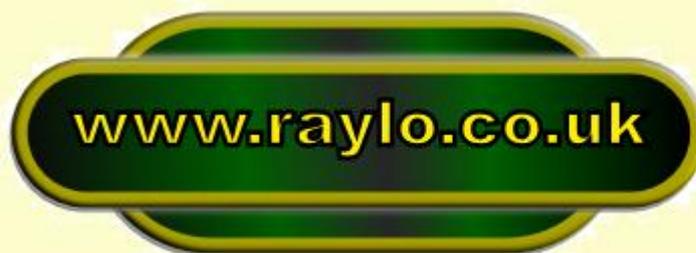
Ace Trains. We are not agents for this company but often have models produced by them from Probate or collections we have purchased.

Raylo Exclusives.

Horton Series.

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.





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



tooling designed to form the coach roofs. By now it was apparent that producing these coaches was not going to be straight forward for Andries and Darstaed.

During October it was my pleasure to finally get to see and handle some of the Darstaed 6 wheeled coaching stock, which I had been writing about since May of last year in the Darstaed e-newsletter. In it, the readers were advised that the company was 'Tooling Up' in preparation of the production of the coaches. Never having yet seen any company produce a tin printed 6 wheeled coach, this was always going to be a first in the world of coarse scale O gauge and so this announcement was naturally eagerly looked forward to by not only myself but the many who from time to time registered their interest in the project.

As the months went by, it was easy to imagine they would never actually come into being but the Darstaed e-newsletters continued to update however, and by July last year, a pre-production sample had been made but not seen outside the company.

By October 2012 the first CAD images were available, but by Christmas it had to be announced that a problem had arisen with





Nevertheless, the above images were full of promise and work continued to ensure the finished product was absolutely right. By April all was looking good until another blow struck, when it was discovered that the now properly formed roofs had suffered significant damage in transit from the factory producing them, and suddenly the project was knocked back again.

Andries pressed on however, and finally, all seemed overcome until unbelievably another bitter and even more serious set-back occurred with the discovery that in the forming of the coach sides, minute crease-marks had appeared in the lower third of the side panels where they had been given the distinctive curve below the waist-line. Utterly determined to ensure only a quality product is produced by Darstaed, Andries has now taken the decision to reprint and reassemble the range once again.



To demonstrate the problem, but at the same time to give a clear indication of what the coaches were all about, just a few weeks ago, I was sent a set in Midland Railway livery; Andries more than

happy for me to photograph them and tell more about the trials being experienced in the making of this amazing range of coaches. 'Just the Ticket' strives to be 'independent' and so the above and the following is written without attempting to compare these coaches with any other similar range of coaches; basing the following entirely upon the coaches presented to me.

Above and below is the 3rd and Brake End coach with rear tail lamp and interior lighting, powered by traditional spoon-type pick-ups beneath the chassis. The clerestory roofs of these particular coaches have glazed light panels which also show off the interior lighting thanks to suitable cut-outs let into the top of them (see photograph below). The roofs, as per others in the Darstaed/ACE range, can fairly easily be 'popped' on and off using your fingers, but I suggest you start at the extreme ends first. I also find that these clerestory type roofs need to go straight-down onto the coach body, rather than positioned first one side, and then 'hinged down' onto the other as with other non-clerestory roofed coaches. In this instance, the coach roofs are painted in a satin grey finish with the requisite number of ventilators riveted on, in their correct positions. The coach sides and ends are tin-printed and were it not for the issue described above, I feel sure would be universally described as 'superb.'

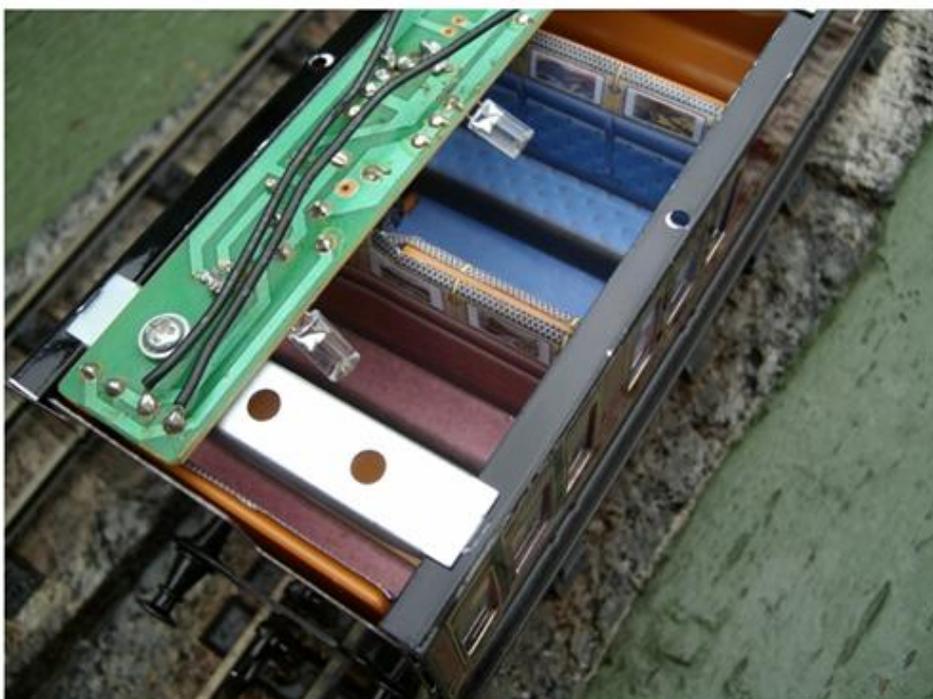


The sides and ends are assembled in the traditional tab and slot way and then mounted in a similar way onto the formed, tin plate chassis which is fitted with buffers which are secured with a nut and washer and the traditional drop-link couplings. The coach sides are clear glazed, but each 1st Class compartment has blue curtains on show. The interiors are quite exquisite, finished in either plush - buttoned blue (leather) upholstery in 1st class or a red doth (possibly leather); not-so-plush upholstery in 3rd. Each seat has a suitable railway related miniature picture fixed above its back, plus

a representation of the luggage racks above these. All-in-all, an environment I should very much like to ride in, were I small enough to try! Each interior is aligned to the exterior doors and windows, which in turn are correct to the type of coach concerned.



The very plush, buttoned-blue interiors of the 1st Class compartments.



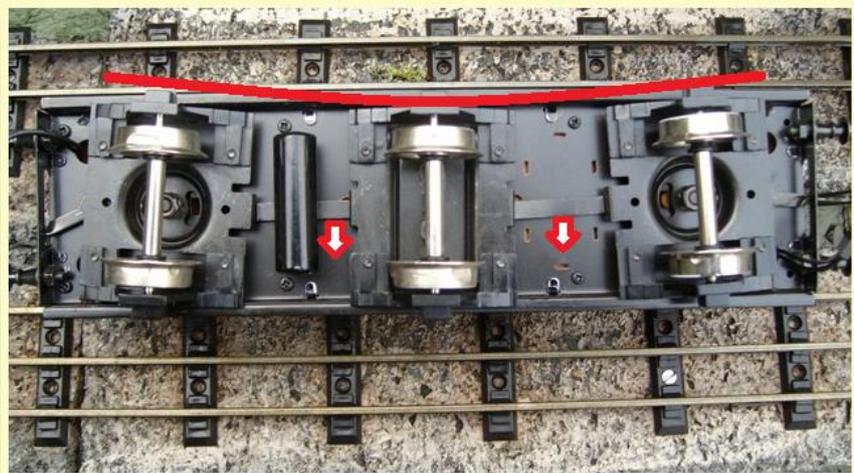
The plush 1st Class and not-not quite-so 3rd Class in red cloth - possibly leather



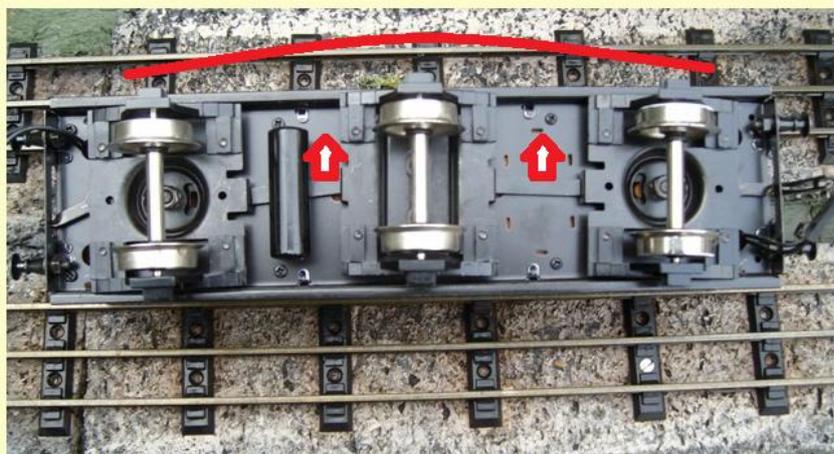
6 wheeled coach by Hornby Dublo circa 1960

Turning the coach over reveals the mechanics of the tri-axle assisted steering of these coaches, which were often run on rural lines with tight curves. Here, Darstaed

could have done something similar to the Hornby Dublo versions of the 6 wheeled coach. With these, the centre axle is held in a double bracket and can simply slide from left to right as the curve of the track demands. Andries has taken a more involved approach in which the front and rear axles actually act on the centre axle by way of a bar which moves the centre axle in direct relation to the way they are moving. Hopefully these photographs should demonstrate. Because there is significant movement amongst the axle pivots and steering



Front and rear axle steering bars acting on centre axle housing.



Opposite direction.

bars, as well as the axle boxes, it would be my recommendation for smooth running to ensure that all moving parts are suitably free and lubricated.

So now we come to the unfortunate issue of the fine crease-marks in the tin printing of the

lower third or 'tumblehome' of the coach sides. I was aware I would find this problem on these



Roof formed with cut-outs to enable interior lighting to shine through.

coaches before they arrived, but nevertheless as I opened the box for the first time, I had to look twice to see it and it was only as I stepped outside into the daylight that they became apparent. I gather that in the tin printing process a white ground is first laid down on the sheet metal and then they are colour printed to suit. I believe the sheets then receive a protective lacquer. When the individual sides are punched out of the sheet and the lower third of

the sides given the curved shape that they need, it appears that for some reason the colour printing has cracked, revealing the white ground beneath. The cracks are very fine and wavy and at times not very obvious, but nevertheless they are there and this is why Andries has taken the decision he has. At least by running this article and these photographs, prospective customers can see for themselves exactly what has caused such delay with their production, but also how worth while the wait will prove once first quality coaches become available.



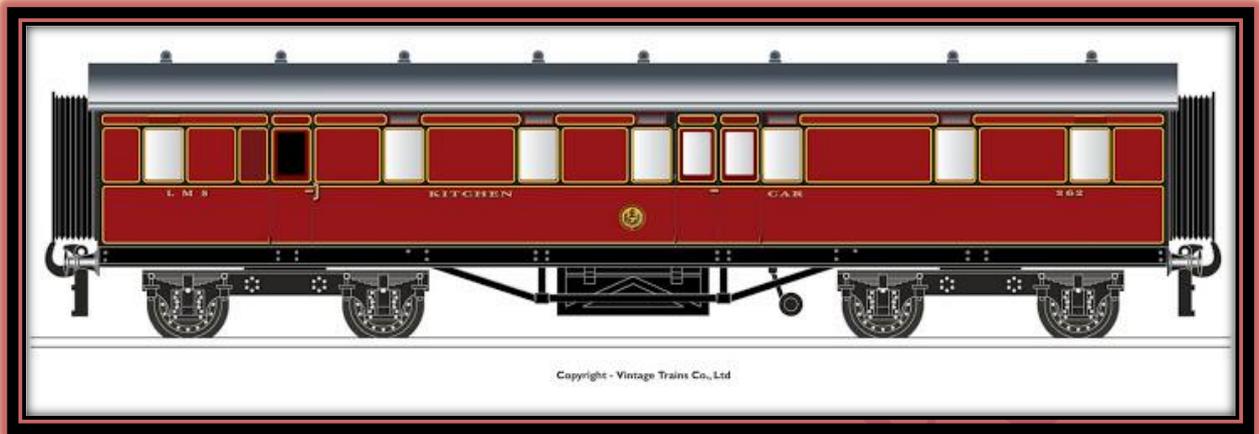
From Andries Grabowsky: *"We are now doing print run 2 to replace all the rejected 6Ws and we will fulfil all of our orders. At the same time we will be starting on the mainline coaching stock."* (see below)

It has to be said that if these 6 wheeled coaches are as good as they are, can you imagine what some of the following will be like?

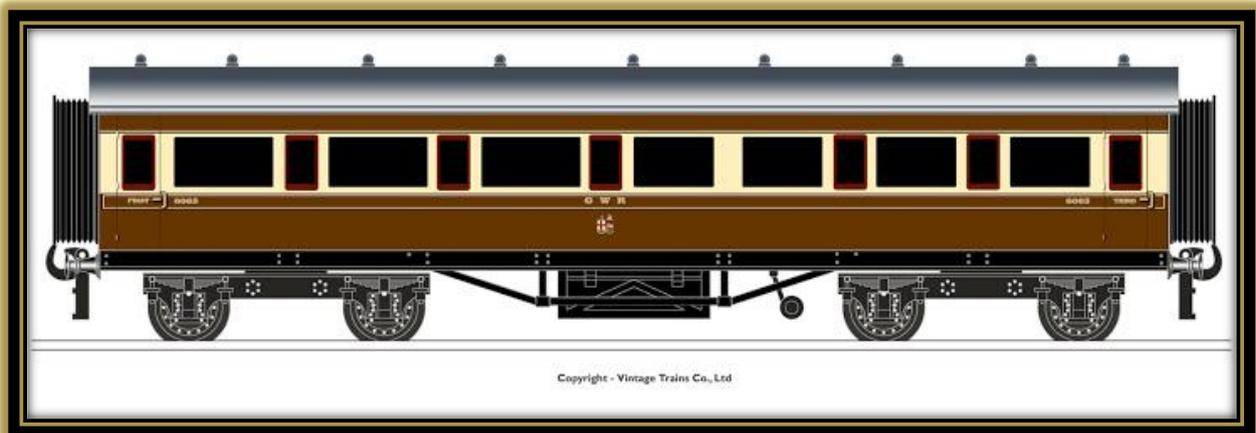
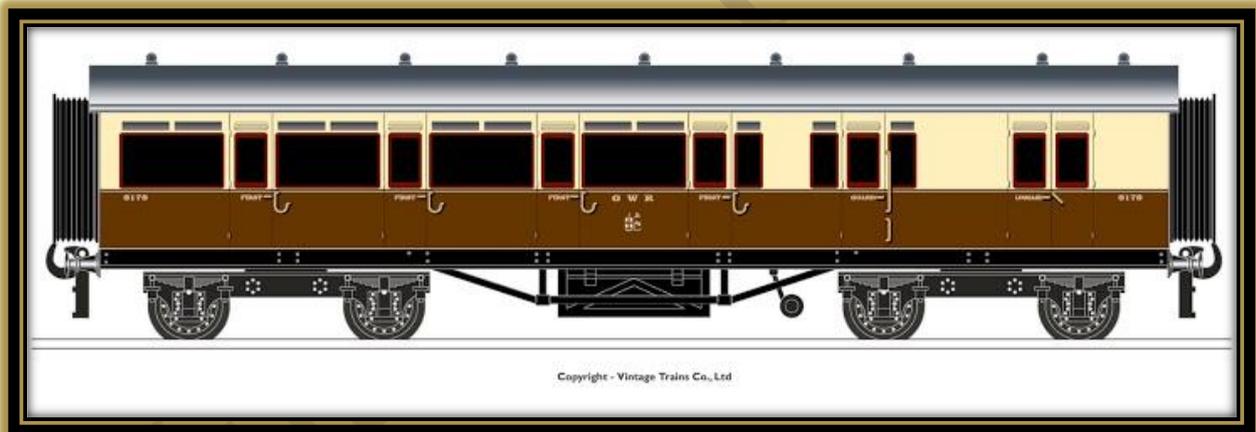
Three of the proposed six Southern Region Bulleid double bogie mainline coaches.



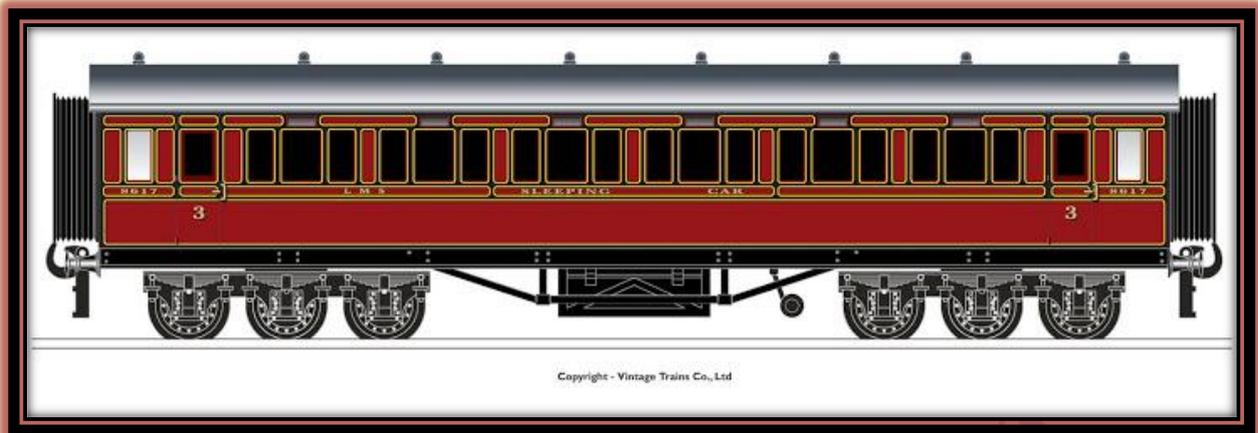
Below are just three of the nine proposed 40 cm L.M.S. Period II corridor coaches.



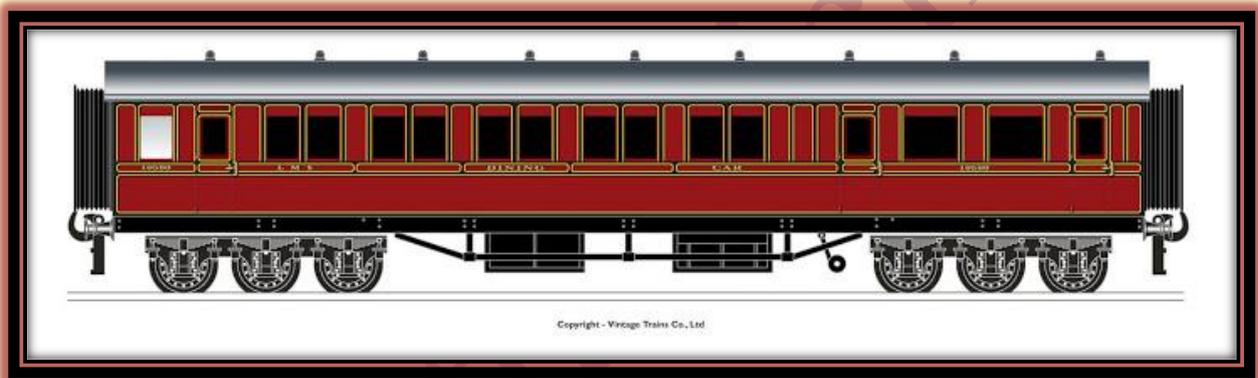
Here we have three of the proposed ten G.W.R. corridor coaches, the first being the Centenary Restaurant Car, and below that the Top Light 3rd Brake coach, and beneath that the G.W.R. Collett Composite coach.



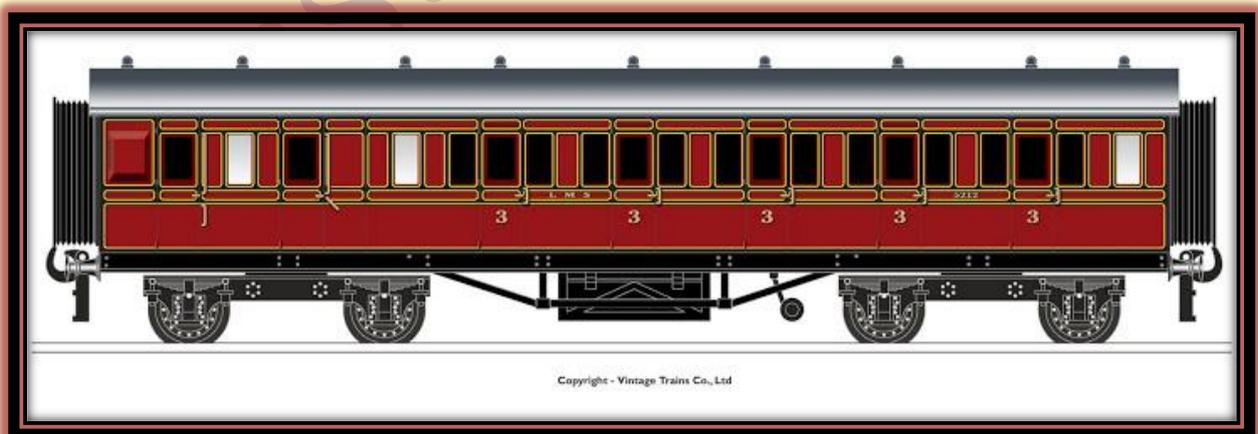
Finally, three from the L.M.S. Period I range. This first proposal is a 35cm Sleeping Car.



Below is a 40cm triple bogie Dining Car.



Below a Corridor 3rd Brake.



The current and available Darstaed product range.

6 WHEELER COACHES

£245



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

£595



NCB PANNIER TANK ENGINE **N.B. VERY FEW REMAINING**

£295



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

£325



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

£325

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



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

£325

NB: no further in grey



2-6-2T ENGINES

£325



MINERAL WAGONS

£150 set of six.

Singles £25 each unboxed.



1ST SERIES ADVANS

£45

Individually boxed



HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£45 each.

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



J19 0-6-0 TENDER ENGINE

£345

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



PULLMAN COACHES & BAR CARS

£395

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



CANOPY STATIONS

AVAILABLE

£250



BUT VERY FEW REMAINING

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

The Darstaed Distributors:

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



AUSTRALIA:

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

Authorised Darstaed distributor DAVE ALLEN



UK LONDON & SOUTH:

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

Authorised Darstaed distributor BRUCE

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



U.S.A. & CANADA:

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

Authorised Darstaed distributor JOHN



UK MIDLANDS:

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 COLIN



0-6-0 Tender engine



2-6-2 in Metropolitan livery



Directory Series

Richard Tiley writes concerning the Directory Series.



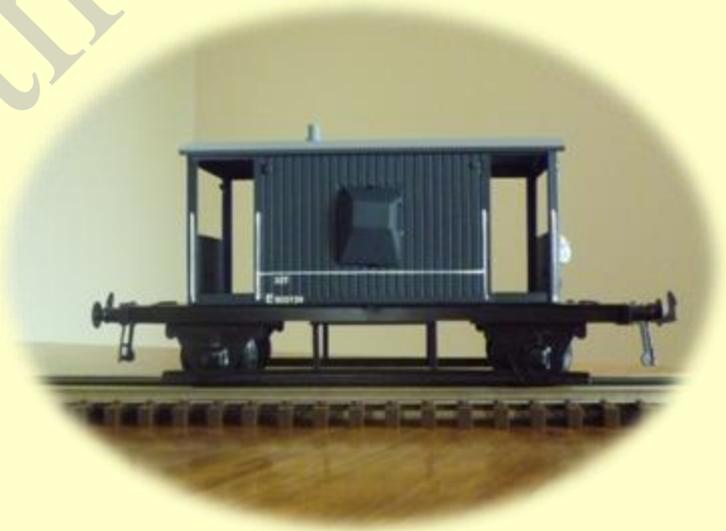
Being an avid trainspotter in my early days, I am afraid to say that I was a carriage/wagon counter. Many is the time that I saw a Stanier 8F or a Standard 9F trundling north on the Midland main line pulling a long rake of empty coal wagons.

When I first started amassing my 0 gauge collection, I looked to acquire grey mineral wagons in an attempt to portray such a train, albeit with fewer wagons and a substitute locomotive as the two locos mentioned were not available at that time. . I duly acquired a small number of wagons, but was somewhat disappointed by the Ace and CBL brake vans which were the types introduced for fitted freight train duties. It was by chance that I came across the Directory series wagons on Colin Toten's stand at a toyfair and I saw just the thing I was looking for. A brake van designed for use with unfitted freight trains. I balked at the price, but at a later toyfair, I took the plunge and am pleased to say that I am pleased with the article.

The wagon body complete with duckets is situated on a four wheel chassis which forms the base for other wagons in the range. Plastic wheels are fitted to ensure that the wagon can be used on 2 and 3 rail systems, with a non working tail light displaying a red lens firmly

slotted onto a bracket on the body of the van. I understand that the body is made of brass and is quite heavy. Paint is a light slate grey with wagon numbers neatly applied. I would have preferred a Midland van, but that may come later as a "special" order as a van in LMS livery is produced, and as I prefer BR livery, amendment should not be a problem.

All in all, the van looks "right" on a coal train. Roll on the Ace 9F!!



The Directory Series are handmade in brass and tin and are available via Colin Toten and Raylo. See more [HERE](#).

WJVintage

Serious Toys for Discerning Boys

Head Boy - Paul Lumsdon

New from **WJVintage**

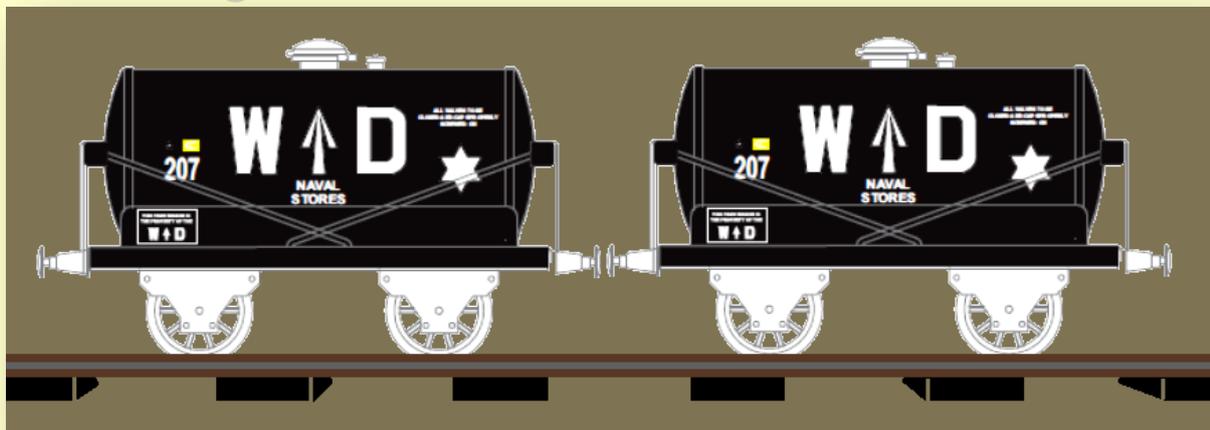
Exclusive Tank Wagons on the way!

WJVintage are delighted to announce that following the success of the WD (War Department) tank wagon launched earlier this year, they have decided to proceed with a number of brand new tank wagon designs.

They hope to give full details in the next edition of *Just The Ticket* (JTT) but in the meantime thought a flavour of what's to come would be of interest.

New WD Wagon

First up they have finally relented to the pressure from all those who asked about a re-run of the WD tank wagon. However the original was produced in very limited numbers and may well become quite collectable in years to come. To preserve the uniqueness of the original they will not be producing an identical 2nd run. Instead they have opted for a similar 4-wheel tank wagon in the livery of the War Department Naval Stores.

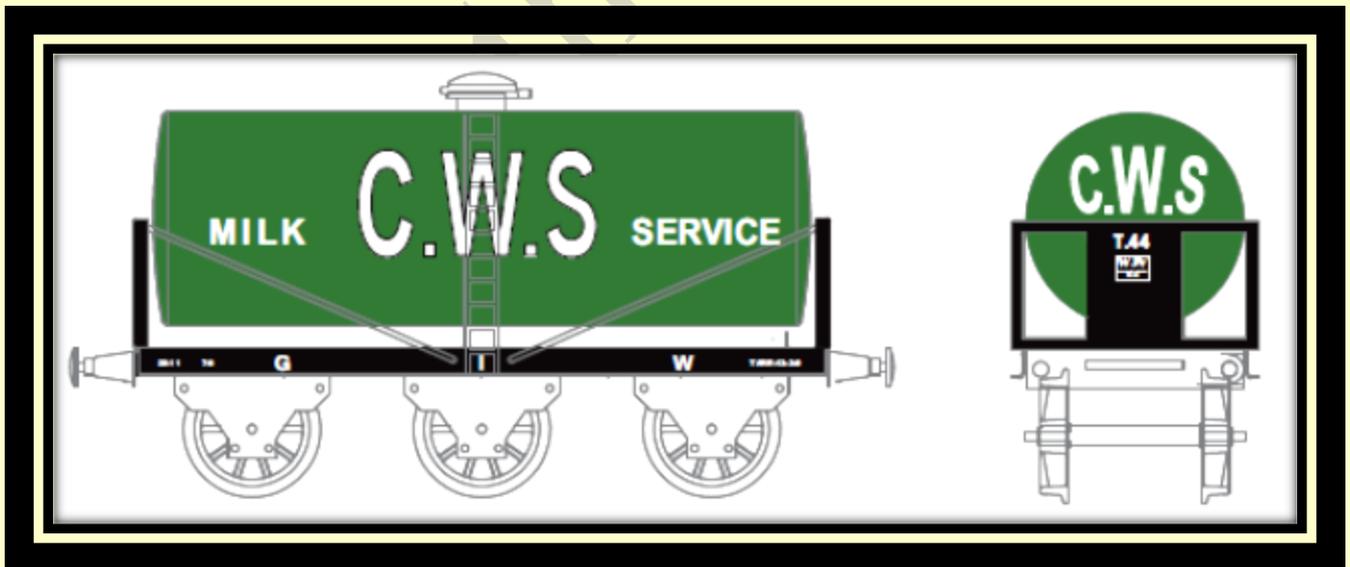




This will again be a limited edition run, this time of just 50 pieces. Prices may have to increase just a little as ETS have had a general increase recently. **WJVintage** will confirm in November and will naturally keep any increase to an absolute minimum.

New 6-Wheeled Milk Tank Wagons

ETS are quite unique in producing the 6-Wheeled Tank Wagon for the coarse scale market and dairy liveries have always been the most popular by far. The two new designs will also feature the British outline filler cap rather than the large European design previously fitted. It completely changes the look of the wagon and, hopefully you will agree, for the better





Both the CWS (Co-Operative Wholesale Society) and Nestlé wagons will be limited to 50 pieces of each and the price should be around £50.00 each. Confirmation will hopefully follow in November.

Pre-Ordering

If you would like to pre-reserve any of these tank wagons please send an email to: wjvintage@lumsdon.edipse.co.uk
No deposit is required and there is no obligation to buy until you have seen the real thing. Models always look far better in production than these artworks can put over.

WJVintage are reluctant to put an availability date to these for fear of disappointment but they really do hope to have at least some of them before Christmas. Perhaps bear this in mind when you are writing to 'Santa'! Hopefully they will confirm more in the December JTT.

Terrier Update

WJVintage/Raylo are also pleased to confirm the arrival of the latest ETS Terrier release. Terrier A1X Southern Green W8 'Freshwater' is a classic Isle of Wight modified Terrier with the extended bunker at the rear being the most obvious difference to those that only ever operated on the mainland. Hopefully you will agree the ETS version is a very nice representation.

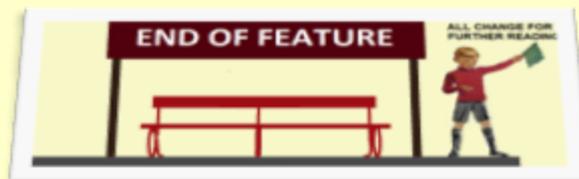


After the almost instant sell-out of the previous SR Green variant (2662), this one has been eagerly anticipated and pre-ordering has accounted for a good proportion of the production run. That said there is still some free stock so if you are interested in one of these please contact **WJVintage** or Raylo as quickly as possible to avoid disappointment. Pick up Paul Lumsdon's excellent newsletter by visiting his website NEWS page.

Web: www.wjvintage.co.uk

email: wjvintage@lumsdon.eclipse.co.uk

tel: 07711 092497



Featured YouTube™ uploads:

ACE Trains Open Day running September 2013



Just as the last edition of 'Just the Ticket' had been circulated, Allen Levy of ACE Trains London wrote to me asking if I would like to feature this, the latest film featuring ACE stock running on his layout at the September Open Day.

The film is uploaded by **ACETrains Toyman** and can be viewed [HERE](#), and you can also view the various other films uploaded by **ACETrains Toyman** [HERE](#).

Dream City UNDERGROUND line from Victoria to Sambridge



Here is the very latest film from Roy James featuring the incredible Underground section of his amazing layout; you can view the film [HERE](#).

Regular readers will know that Roy has often featured in the pages of 'Just the Ticket,' however I am delighted to inform that for the very kindly prepared a 'special' thing several months ago for a U.S. completely new work with available with the Christmas 2013



December edition, Roy has already, which tells his story. He did a similar publication, but his article for 'JtT' is a illustrations not seen before. It will be edition, due out 1st. December.



JtT's mailbox



Hi David,

I just wanted to give you some feedback about Just the Ticket, as requested, and share some thoughts about the hobby generally. I really enjoy your Newsletter just as it is now, everything about it, humour and all!! Please don't change it!!

It's a shame that Ace Trains have chosen not to participate officially, but it's great to see photos sent in by happy owners. My only slightly negative comment is that I now just scroll past the Darstaed Production

Stages section and I think the Newsletter would benefit by leaving it out. It's just a personal opinion but I also don't think Darstaed are doing themselves any favours, showing pictures of production taken inside their factory. Their very best marketing, of course, was when you showed photos of progress or imminent releases on your own layout! I think we all miss those. Although I know you have distanced yourself slightly from Darstaed, I don't see a problem at all with any of the manufacturers, including Darstaed, sending their products to you for reviews and photos. That's something I'd really like to see!

The recent release of the Darstaed Castle is perhaps a case in point. There was quite a build-up to its release, but then..... nothing. The next thing we know is that one of the dealers said that he had sold out and there would be no more, etc, etc. I know their release was very much overshadowed by the 'discounting' of all the remaining ACE Castles, but nowhere have I seen any reports from happy owners about their recent Darstaed Castles. That must be disappointing to Andries after the immense effort to get them to market.

Probably the main strength of JtT is in publishing information from the 'smaller' manufacturers, for example the information from WJ Vintage and Raylo regarding the recent N2s and Terriers, and others such as Merkur. Living, as I do, in Australia, and not being able to attend the various get-togethers in the UK as often as I'd like, I just wouldn't know about a lot of those trains if it wasn't for your Newsletter.

I also receive Paul Lumsdon's WJ Vintage Newsletter, which I also enjoy. One thing that I have enjoyed in it is that Paul has written about other aspects of the railway hobby, particularly a historical survey of his nearest Railway, now closed and in use as a footpath. I'm sure Derbyshire has many wonderful abandoned railways.....!! I really enjoyed your feature about the factory

that makes all the model rails. Also, if you attend any of the various clubs Shows, I think a report from your viewpoint highlighting any modern coarse-scale O gauge, would be very interesting.

Anyway, I'll look forward very much to the forthcoming editions of Just the Ticket, and really appreciate the effort and hours that you put into producing it.

Best Regards, Simon Fraser

Dear David, I have just finished reading the Oct. edition and personally would not change anything. I happen to like cheeky chaps with caps they remind me of my own childhood (born 1942 life was like that with short trousers and school caps). I think the newsletter has developed its own distinctive style and therefore different from others. Younger people may disagree though but perhaps even younger readers if they like the retro models will also like the slight retro feel of JtT. Please David, keep the newsletter alive if possible. I realise this requires the input of readers and I am as responsible as anyone for not contributing.

I was privileged to be invited to the recent Ace open day. One loco had footplate crew and I thought I would like some for my engines. I got the info of where to obtain them from the owner. I therefore wondered of this maybe a feature of future JtT where to get stuff from other than loco's and stock. I know this is probably catered for by the HRCa but not everyone is a member.

Best wishes, Dave Roberts

Hi Dave

The two attached "magazines" are incredible ... a joy to read. And some layouts ... are just amazing.

*I would be delighted to see the December edition together with "the photo."**

Kind regards

Iain Colquhune *Iain has kindly made a photograph available which will appear in a December 'Special' edition!

Hello David,

My feeling regarding your e-newsletter is that it is a wonderful read and I thoroughly enjoy every issue! I do admire the work you obviously put into the publication and greatly respect your excellent efforts. Please continue as you think fit. I would miss the publication if it were not available.

I want no change to the way you present the material. That is not to say there should never be changes. If particular subject matter or presentation appeals to you

personally then I think go ahead with it. Your choices/feeling are good. Keep doing it if you are able. I like the old fashioned schoolboy cartoons! They must appeal to the older reader, the ones who remember tin plate and being older perhaps can afford the products.

Cheers, Garry Bourke, Melbourne, Australia



Before parting, here's my top-tip for your bonfire night celebrations.



Thankfully, this little beauty is full of sweets and is sure to appeal to the children and young at heart alike. Were it full of explosives I dread to think what sort of a bang it would make! Made of printed tin with plastic fins, I reckon these will almost certainly become collectors' items in time. £4.99 each (in our shop at any rate).

And finally.



You will note the above correspondence from Dave Roberts. Receiving this very kind message prompted me to go back to Dave with a proposal. Whilst we have never met, I've known for some time that Dave and his wife have a somewhat unusual home situation! Dave has been more than happy to explain all, so along with this copy of 'JtT' I've decided to include Dave's story as told by himself.



Here is a little clue, but please note Dave and his wife **do not** live in a castle?!

FAMOUS TRAINS: XIV

The "Aberdonian," L.N.E.R.

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

Famous Trains and the routes over which they ran.

No. 14 The "Aberdonian," L.N.E.R.

First published in the Meccano Magazine February 1928

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. Put your feet up and have a good read with the additional PDF supplement you should find with your monthly newsletter.

And so dear reader, with 'FT' No. 14, the series runs its course.

Whilst reproducing this series, I've made two discoveries. Firstly, when Cecil Allen's work was brought together for a publication known as 'Meccano Library No. 1,' it contained 13 different 'Famous Trains' articles. At the outset I believed he had done many more, but that they were never actually bound into further editions of 'The Meccano Library.' I was also convinced he wrote about Continental, American and Canadian railways, but I now know otherwise. It would appear that for reasons I'm unaware of and without announcement he suddenly stopped writing for the Meccano Magazine after his 14th article entitled '*The Aberdonian*,' and he would not write again for the publication until October 1956 when he writes one more time and with regard to Swiss mountain railways.

There are many other articles in the pages of the early M.M.'s. concerning British, Continental, American and Canadian locomotives, which potentially I could continue reproducing if there is interest in me doing so – we'll have to see what happens, but for the time being, the primary objective of reproducing Cecil J. Allen's marvellous series is now completed.

David Upton

Keeping in touch.



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

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



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



ACE Trains Owners Club

Brilliantly Old Fashioned

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

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



O Gauge Railroading magazine On-Line Forum



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

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

NB: All information relating to individual traders and or manufacturers is featured in good faith, having been supplied by them and no responsibility can be taken for anything which might be considered inaccurate or incorrect. 'Just the Ticket' is produced by David Upton and proof-read by Richard Tiley. Each edition is copyright of David Upton.



And finally, finally.

Unbelievably, in just over four weeks time, the December issue of **'Just the Ticket'** will have to be completed and circulated! It already looks like being quite a publication, with an excellent article written by Roy James already lined up for you! Some might question why a newsletter designed to allow manufacturers an opportunity to feature their wares, should also need to have enthusiasts sharing their stories, but personally, I think the two are intrinsically linked and whilst the manufacturers get an opportunity to advertise in the pages of the newsletter, they can also see first-hand what it is that gets some enthusiasts so enthused. Furthermore, sharing personal stories is a great way of encouraging aspiring new entrants into the hobby.

In closing, can I urge all of you who might like to either feature whatever it is you produce; O Gauge train related, or those of you who seeing articles like Dave Roberts might like to make a submission of your own, - to do so at the earliest opportunity, especially if you would like to see the material in the next, Christmas edition. If writing your own story, all I require is the story told in your own words and however many photographs you might like to feature – one of yourself to personalize the story, is always well received.

Running a shop, as my family does, means that as Christmas draws ever nearer we get ever busier, so anything that helps avoid a last minute rush towards the end of the month is very much appreciated by myself and Richard Tiley who hunts down the typing and spelling errors.

David Upton

