



'JUST THE TICKET.'

A new and independent 'shop window' for those
supplying the coarse scale

0 gauge model train enthusiast.

Issue No. 9

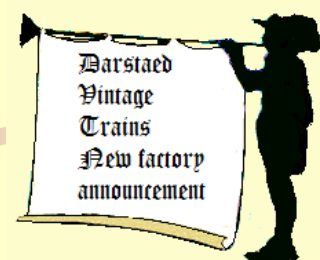
January 2014

Spot-light on...



**For the first time in a long time, some marvellous news
from Darstaed Vintage Trains Ltd.**

Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.



Andries Grabowsky at work in his new factory office.

Over the past few weeks there has been little in the way of new 'news' from Darstaed, but with this edition of 'Just the Ticket' I am asked if I will convey the following message from company owner Mr. Andries Grabowsky and also publish these photographs which were actually forwarded to me 2 – 3 weeks ago, but held back until such

time as all was in place to make a formal announcement. That time has now arrived and from Andries tone it appears that a very testing time for him is finally drawing to a close and a bright new future appears to be shaping up which can only be good news for anyone inclined towards the products of Darstaed Vintage Trains Ltd.



Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.

Gentlemen,

"A very Happy New Year to you all.

Happy and prosperous 2014 shall be because as announced in the previous JtT we have again established a manufacturing base of our own with our own trained staff under the umbrella of a large Chinese concern. We are located only twenty minutes away from our previous factory where all our stock and tooling is located which is very convenient.

We have also branched out into N Scale and made the first shipments to Russia and Poland, something not possible without considerable backing in manufacturing capacity as the order for Russia is large, each set including two locomotives, coaches, wagons, our own N Scale rails & transformer.

This does not take our attention away from our core business, the manufacturing of coarse scale O Gauge tinplate and our program for 2014 (rolling over into 2015) looks as follows:

- 1. Six Wheelers back orders and some new ones.*
- 2. An accessory named "Varden" followed by two more line side accessories.*
- 3. Mainline Corridor stock and MET Pullmans*
- 4. The A4 followed by Tornado.*
- 5. The HRCA and HRCAA Advan.*
- 6. The likely introduction of our own track that will look like the Marklin Modell Schiene, the mother of Hornby Solid Steel and grandmother of Foster/Maldon rail. (Next step is working signals)*
- 7. For the USA the Dorfan range.*
- 8. A tinplate tender loco named "Dolly" in the tradition of our E1, E2, E3 and 262.*
- 9. The Warship and V200.0*

10. And finally the Night Ferry for which we have obtained the licence of CIWL.

Furthermore a few small engines which are still under wraps.

The Darstaed website will be completely updated during Chinese New Year when there is no production.

Our new set up is perfect for our purpose, on site we have metal stamping including a computerised stamping machine, powder coating, wet spraying and metal plating whilst our diecast and toolmakers are 15 minutes away.

For those who do not know us since Ron Budd and myself revived O Gauge tinplate in Britain in 1995 the aim of our company has been to produce the best quality trains that we are able to but at the same time offering the best value to keep the hobby affordable for all. Our adage is "value for money" which means our prices are kept as low as possible in order to allow everyone in these hard economic times to enjoy our hobby to the fullest.

As all old stock has to go I like to bring to the attention of the readers that we have on special offer a very few Pullman sets and a few liveries of Non-Corridor stock left. There will be further stock sales among which items made a long time ago so new entrants to the hobby do not need to take a mortgage. (see p10)

We are sure that with our new venture we will maintain our course and also be able to reduce delivery times after we have settled down. We thank our faithful customers and our dedicated distributors for their patience and continuing support."



GWR 6 wheeled coach

Cheers,

Andries Grabowsky

www.darstaed.com

Website to be completely updated in near future.

Below are more photographs from within the new factory, taken just a few days ago.

Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.



Andries and staff with new factory building.



Andries with his engineer Vijay.

Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.



Boxes of parts on a super-clean floor, for the purpose of training new staff members.

www.darstaed.com

Website to be completely updated in near future.

Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.



The assembly floor being prepared.

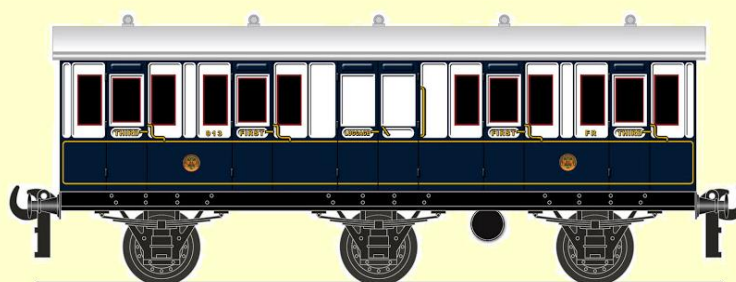
Note the all important test track!

Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.



Sub assembly has started.

More updates in due course.



Furness Railway 1st & 3rd Composite 6 wheeled coach

Breaking news from Andries Grabowsky & Darstaed Vintage Trains Ltd.



With Uncle Xu, the Press Shop manager.

As soon as further information becomes available, you can be sure that 'Just the Ticket' will cover the developments. In the meantime I feel sure every reader will want to wish Andries and the staff every success in this new venture.

DARSTAED

Trains de Luxe

The Best Tinplate Since 1966

STOCK REDUCTION

SALE

A one-off opportunity to acquire sets of mint and boxed Pullman and Non Corridor coaches.
Offer subject to availability

PULLMAN RAKES OF 5 CARS, £275 (RRP £395)



*GOLDEN ARROW
TEES-TYNE
CUNARD
SOUTH WALES
THANET
YORKSHIRE*

PULLMAN BAR CARS, £55 (RRP £89)



The Hadrian Bar Car



Daffodil Bar Car



The New Century Bar Car

NON-CORRIDORS, SETS OF 5 £225 (RRP £325)



LNER



LBSCR



CR



GWR



BR



SR

INDIVIDUAL COMPOSITE SR AND BR COACHES (First/Third) £45 (RRP £75)

Reserve now, delivery from January 2014

See your Darstaed distributor for further information

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07870553119

USA
trainshoover.com
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www.darstaed.com

The Darstaed Distributors:



AUSTRALIA:

'THE O GAUGE GUY' www.theogaugeguy.com email: dave@theogaugeguy.com Mobile 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

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 Modellbahnwerkstatt email: Modellbahnwerkstatt@arcor.de

Tel & Fax: +49-208-30-18-814 Mobile: +49-178-656-2556 Website: www.MBW-Spur-0.de

NEW DISTRIBUTOR NETHERLANDS:

ROB GISKES www.blik-en-speelgoed.nl

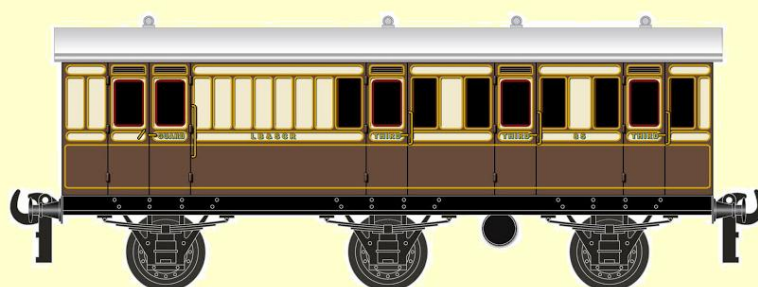


Authorised Darstaed distributor

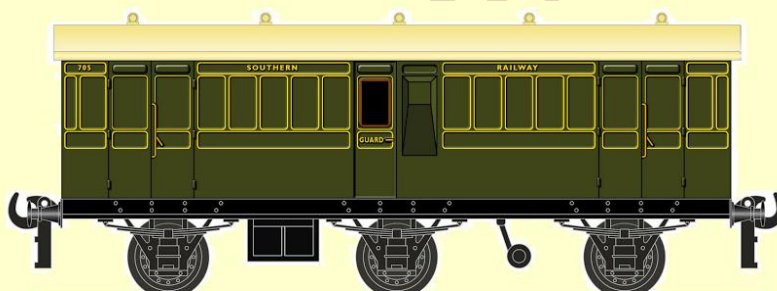
email: info@blik-en-speelgoed.nl



0-6-0 Tender engine (left)
2-6-2 in Metropolitan livery



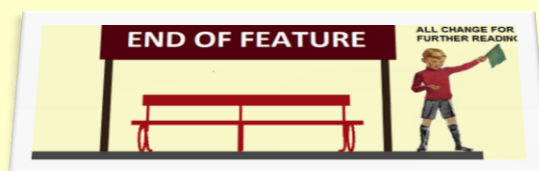
London Brighton & South Coast Railway 3rd Brake



Southern Railway Full Brake



Great Central Railway 1st Class



Now some tinplate news from Holland.

By New Darstaed Distributor, Rob Giskes

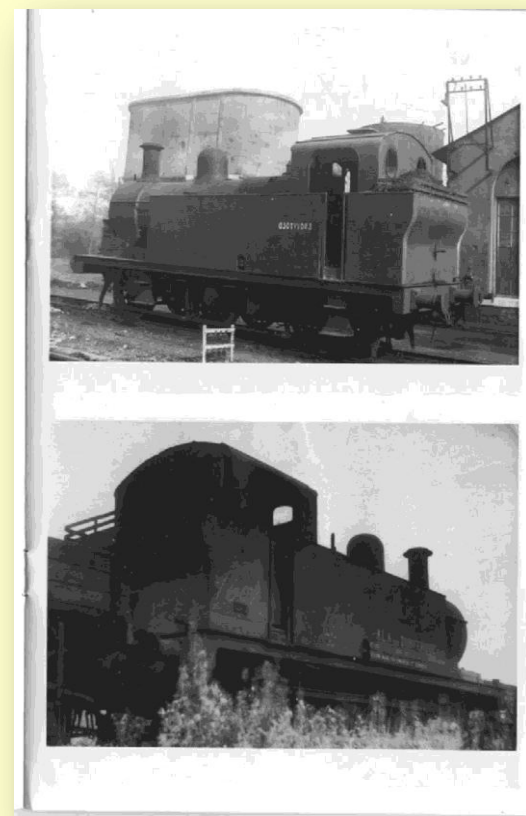
of blik-en-speelgoed

"I would first like to wish you all the best for 2014!"

Just before Christmas I had a phone call with the CEO of MERKUR. MERKUR announced in their catalogue new locomotives, and now MERKUR is proud to announce that the first Baureihe 01; a German steam locomotive, rolled out of the MERKUR factory. It will be in full production in the first week of January 2014. I hope I will receive it quickly so that I am able to show some pictures on my webshop site.

The previously announced German E locomotives will follow and I hope my dream will come true and we are also able to show the prototype of the J 94 in January.

Lehnhardt, the producer of the tinplate 0 gauge trams have informed me that some models will not be produced anymore, once they are sold out, the double stock trams, the horse powered tram for the transportation of merchandise and the post tram. Most of their self-build construction kits of houses and trams sheds are also not available anymore. I have asked them about their future plans but unfortunately as yet I have not received any answers.



Better news there is however, for those who like the rare versions of locomotives.

It is some while ago now that there was some published information about the LMS Fowler Class 3F locomotives which were left behind after Operation Dynamo (Dunkirk, May 1940). Five of the locomotives were incorporated by the French Railways, the SNCF. From 1940 till 1948 they served the North Region of France.

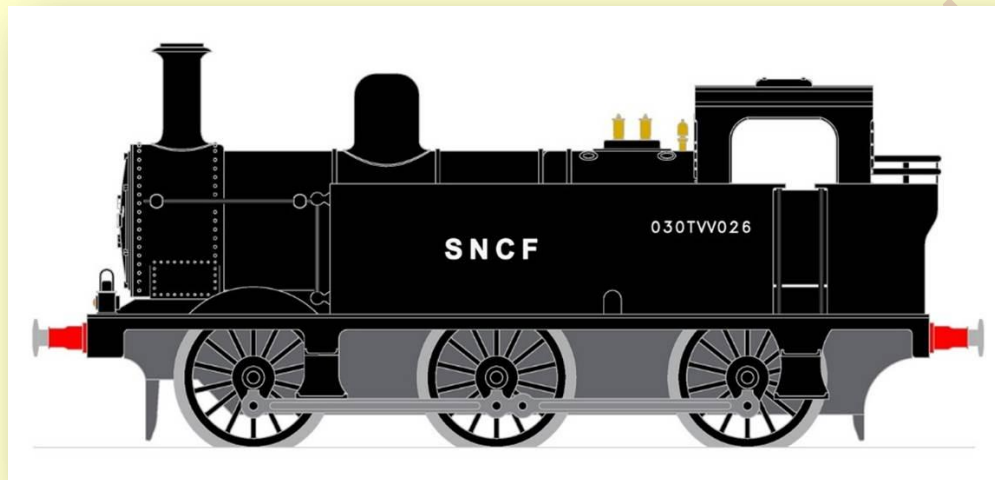
Darstaed inform that subject to interest, they will offer a limited number of models in the French livery, as you can see in the drawing underneath this article.

If anyone has more information or photos of these trains, I will be very pleased to hear from you."

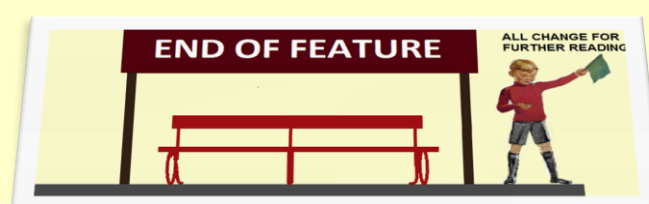
If you are interested you are able to register at:

<http://www.blik-en-speelgoed.nl/c-2339649/jinty-sncf/>

or at: www.blikenspeelgoed.wix.com/sncf-jinty



My particular area of interest in military history is very much more towards the 1st World War, during which various British made locomotives made their way over to France to aid the allied war effort, operated by the Railway Operating Division or ROD. It appears a similar arrangement was entered into during WW2, whereby a small number of Class 3F's are understood to have crossed the Channel. Both Rob and I have spent some trying to research these locomotives in more detail but they are proving very elusive – I can only find a record for one former LMS engine. If you can assist, Rob would be particularly grateful if you got in touch with him.





Hello readers.

There is not a lot to add to last month's article other than to say that the ETS Marsh Umber Terriers are due to arrive about the 14th. January and the latest delivery received just before Christmas contained 9 new Advertising van liveries from Rob Horton of Wessex Transfers, including the first regional liveries for LMS and NE. along with some replacements for sold out liveries. All liveries are £45 each and are pictured.

Best Regards, Colin Toten email: colin@bhvccc.co.uk

Below are some photographs of the vans Colin refers to, pictured at the Slough Toy Fair.

Readers should note that all of these vans are perfectly flat-sided tin printed, no matter how detailed they might look. Very clever.



www.raylo.co.uk



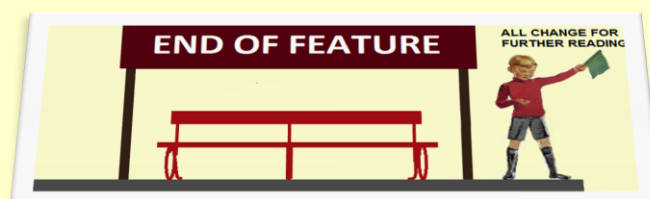
www.raylo.co.uk



www.raylo.co.uk



All vans featured: £45 each
from Colin Toten colin@bhvccc.co.uk



Wynford Classics

Hand Made Collectable Toys



Seasons Greetings from Mike and the team at Wynford Classics



We at Wynford Classics have had an interesting year attending a good number of Train and Toy Sales and Collectors Fairs, mostly in Wales. We have had sales stands at Minehead Station and Williton Engine Shed on Gala days.

We regularly attend the Bristol and North Somerset Hornby Railway Collectors Association meetings in Weston-Super-Mare and hosted their Summer bar-b-e-que and 'running day' here at Court Farm (see photo below right).

We have also extended our stock base by including sales of second hand 'O' Gauge equipment, mostly Hornby. But our interests lie in all 'O' Gauge tin plate trains, everything from the humblest Chad Valley to the rarest Marklin are in our sights. So send us your wish list and I will look out for them.

We have a limited number of Pullman and non-corridor sets at sale price to reduce warehouse stock:

Pullman sets £275 (saving £120)

Non-corridor sets £225 (saving £100)

S.R and B.R Composites £45 (single coach)

Please phone or email with your requirements.

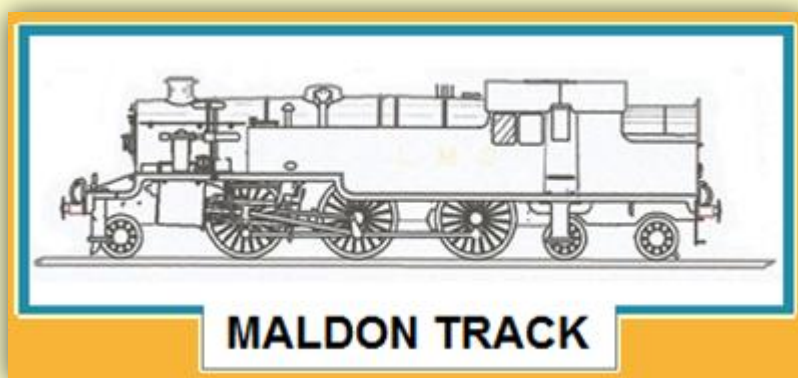
We hope all our friends and customers have a very Happy 2014!!

"For unto us a child is born, unto us a Son is given" Isaiah 9 v 6

www.wynfordclassics.com - Tel: 01984 632466

email:- mike.wynfordclassics@googlemail.com





Visit the Maldon Track Website [HERE](#)

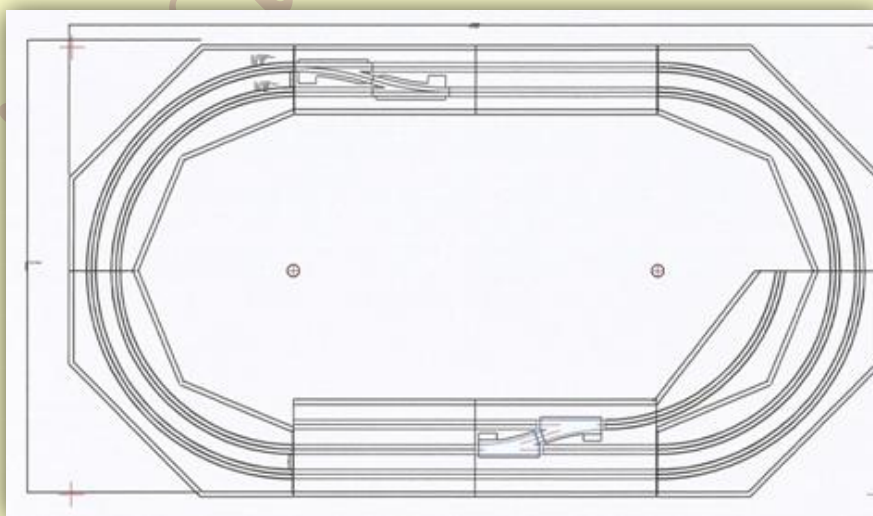
Ron's Newsletter:

'Ron on Rails' No. 8



"Firstly, I would like to wish David all the best with his new enterprise, but unfortunately, I now have an image of him with a black and white cat getting into a big red post van whistling a very catchy tune!"

For some time now I have been looking at how to produce a display layout which I could take to shows and fairs. It has to be robust enough to withstand being dumped in the back of a car after a busy day, easy enough to erect on a cold dark morning, and nearly fool proof enough for someone else to run it. There are many designs out there (my thanks to David Davenport in particular), and all very good, but here is what I've settled on.



It is 10 feet long and 6 feet wide and breaks down into 8 sections; the longest sections are the curves which are just over 1 yd long but extra sections can be inserted at a later date.



All sections should be interchangeable; however, this didn't work out as planned because I 'messed up' the assembly of one of the curved sections.

I am hoping to avoid the use of fish plates, so there will be a wiring loom on the under-side of each section. I initially made a pattern for a curved section and the straight section out of hardboard to aid construction so that each section is identical.

The construction of the layout is 9mm ply board held within a softwood frame, this has turned out better and simpler than expected.



I used simple latches to hold the sections together. I had hoped to hide the latches either on the side or underneath the board section, but this turned out to be bothersome and so some of the latches are on the face of the board.

My Tool Box:

I thought I would show one or two of the tools that I use to build layouts, the first is a simple mitre block which supports and holds the rails in place so that the track can be easily cut.



The photo tells its own story, the blocks between the rails hold the track in place and need to be made with some care as they have to be parallel and a snug fit between the centre rail and outer rail.

The blocks can be made from scraps of ply board or wood so long as they are all the same height. I have used 3 mm thick rigid plastic board. The Gap between the rails is approx 15 mm.



The only important concern with the outer edge blocks is to make sure the contact face is flat; this will ensure it has a good grip on the rail.

Personally, I assembled the blocks around a piece of track and started with the inner blocks first. Then once the mitre block is assembled, cut the leading edge of the board

and blocks so that it is square to the track, this will help with lining up when cutting.

I have fixed a strip of wood onto the back of the mitre block to aid holding the board in place. Obviously this is for cutting straight track; I try very hard to avoid cutting curves as they need a different approach.



Track centring Kit

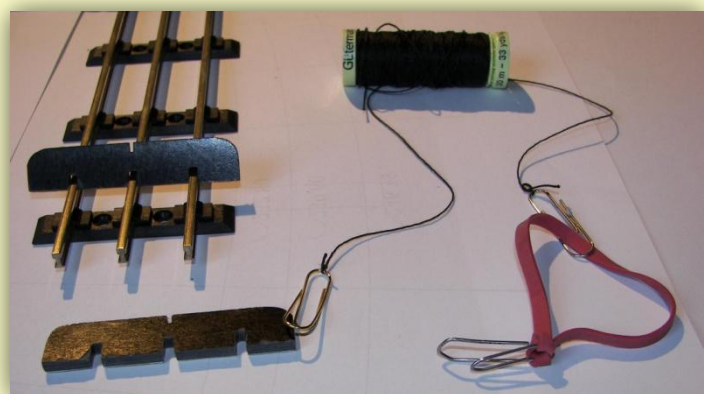
For centralizing long lengths of straight track:

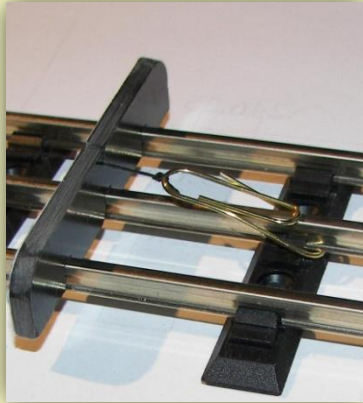
2 "line centres" - these are fixtures (lower left corner of photo) that fit on to the track, it has a groove on the top edge to hold the cotton in line with the middle of the centre rail.

3 Paper clips

Length of Cotton

Rubber band





Attach one of the paper clips to the cotton line.

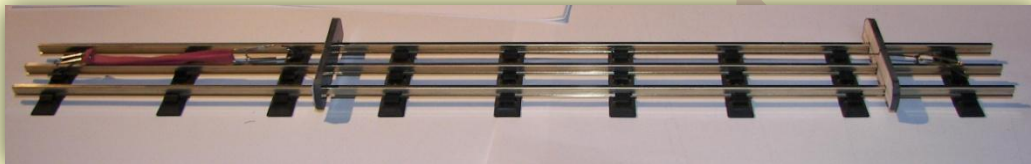
Hook this paper clip on to the centre rail at the farthest or most inaccessible end of the track.

Insert the 'line centres' under the cotton and into place on the rail making sure that the line falls into the centre slot.

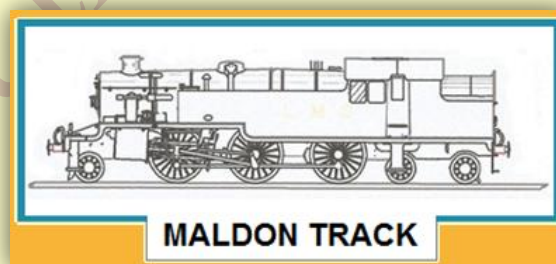
Attach one of the paper clips to the rubber band.

Hook the paper clip onto the centre rail at the other end of the track. Hook the last paper clip onto the rubber band. Now tie the other end of the cotton line onto this paper clip so that the rubber band is under tension.

Insert the 'line centres' under the cotton and into place on the rail making sure that the line falls into the centre slot.



Position one end of the track into the correct location and fasten onto the base board. Set the other end of track into approximate position. Then working from the fixed end of railway track, centralise the middle rail to the cotton line. I can make the above tools, if required, so please don't hesitate to give me a call." Ron Fraser



www.maldontrack.com





JtT's mailbox



Hello David

The story of "The Little Red Engine" is delightful. I too received a Hornby little red engine 2270 in 1940. My father was a major in the RAMC. He was at Catterick camp but had been sent home to Morecambe on compassionate leave as I was desperately ill.

Father was a very clever doctor and somehow he pulled me through assisted by a "Little Red Engine." I too can remember being taken to an air raid shelter night after night as German planes passed over on their way to bomb Barrow. Father was invalided out of the army after Dunkirk and came back into general practice. The siren would go and almost inevitably the phone would ring. "Baby on his/her way," father would say. Babies were usually born at home in those far off days. "Wait for the 'All Clear'," mother would answer. "Babies don't wait for Mr Hitler, dear," was father's reply.

Off he would go into the black night, no street lights in those war-time days. You could hear him cranking the motor of his ancient Austin 10. The self starter was rather unreliable. No, the Little Red Engine did not come with me to the air raid shelter. He slept cosily in his box.

Regards Alan Cliff

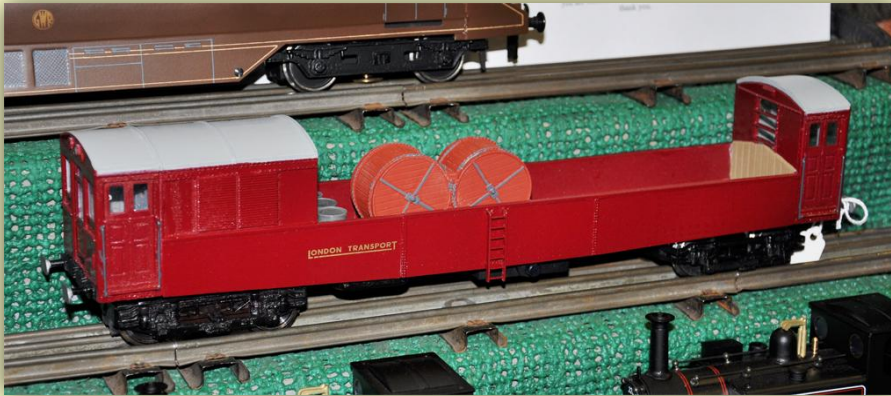


Hello David,

Thank you for once again producing a very informative newsletter - a bumper issue that was a pleasure to read! You mentioned the WJV Vintage/Raylo GWR Railcar and London Transport Renshaw Wheel Carrier; I was at the Sandown Park Collectors Toy Fair last November, where both new models were on show. I took the accompanying pictures of them. They are impressive models indeed, although - to my taste anyway - just a bit too model-like; I like my 0-gauge to be more of an impressionistic (toy-like if you will) nature than to be an exact miniature replica of the real thing, even if made of tinsplate. So what I took home from the fair was a rake of Hornby No 2

Special Pullmans.... But having said all that, WJV Vintage and Raylo are to be congratulated with producing iconic items as well as specialist vehicles that have not before been seen in coarse scale 0-gauge.

Kind regards, Hans van Dissel Holland



From Canada.



When I purchased the O Gauge 2-6-2 Churchward GWR Locomotive (as depicted in the below photograph) it was contained in an ETS Box with all the packing materials. However, a close model engineer friend and myself were not convinced it was an ETS product. In fact ETS reviewed photographs of the Locomotive and stated it was not produced by them.

The GWR Prairie has working valve gear, the rocker arm is driven by an eccentric on the front axle, by steel wires, held in place by gravity. The rockers drive the valve stems with the correct motion. It is unusual to fit working gear on a GWR model, as most is entirely hidden away between the frames. The rest of the model is scale and solid metal, with a field coil motor, with a switch reverser fitted to the coal bunker. It will run on both DC and AC voltages, on semi scale type three rail track like Basset Lowke. And the Fine Scale folks might comment that the rivets seem to be out of scale, (the technical notes supplied by Model Engineer friend). Can any of your readers help to identify if the locomotive was commercially made or from a kit or literally made from scratch. Please contact me at fitzmfjp@sasktel.net

*Thank you
Michael F Plunkett
Western Canada*



(The December edition) All I can say is wow!

Dave Roberts

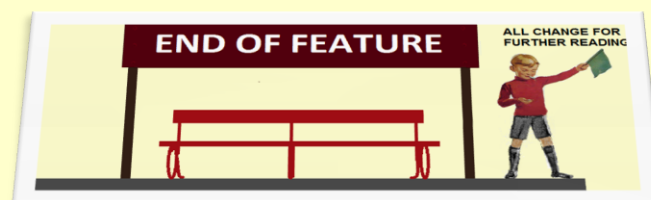
Dear David

I was delighted to read in the December issue of JtT that Raylo and WJ Vintage have commissioned from ETS a Great Western Railcar and will be marketing both the passenger and the parcels versions.

I first saw the two parcels car way back in 1947 when trainspotting at Haven Green near Ealing Broadway station. Our family was on holiday from our native Morecambe visiting the Ealing grandparents. My brother and I were suitably impressed never having seen anything like it on the LMS the railway that served us at home. Railcars, numbers 17 and 34 constantly passed along the slow lines delivering and collecting parcels and packets at the local stations between Paddington and Slough. However it was not until early 1957, when my widowed mother, my brother and I, moved from the north to Northwood in Middlesex that I encountered a GWR passenger railcar. At that time I was a student at Oxford and I discovered the quickest way from Northwood to Oxford was a bus to nearby Denham, followed by a train to Princes Risborough. A change at Princes Risborough allowed me to connect with the branch train to Oxford via Thame. Over the next two years I made the journey several times and waiting in the bay at Risboro' was, from time to time, a "Flying Banana" waiting to take me to Oxford. The same experience took place on journeys from Oxford to Denham. Incidentally my ticket from Denham to Oxford had printed on it GW and GCR Joint Railway. It seems as if not many folk over the decades had travelled that route.

I have ordered the Parcels car from Raylo and look forward to its arrival at Lock's Siding. Alan Cliff

Good morning Dave! What a way to start a dull Monday! Another superb newsletter! May you and the family have a blessed Christmas, and here's to the success of the new Post office/shop. Mervyn Trigg



Featured YouTube™ uploads:

Someone brought this upload to my attention, but I have to confess I've misplaced the details of who that was, however it's worth a watch, so here it is.

Simply entitled: 'O Gauge Layout' and 'Hornby Tinplate'. I'm sure some readers will recognize the venue.

<http://www.youtube.com/watch?v=DQwJsBhgIP8>



What struck me was this young chap's engrossed expression which only serves to remind that this hobby is far from dead.

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

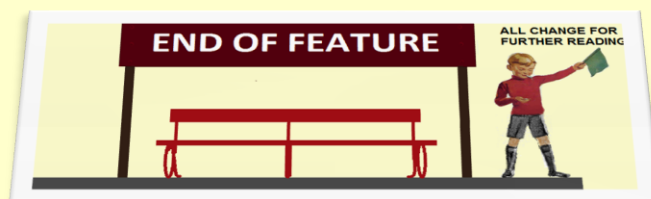


Hi Dave, Happy New Year.

I have enclosed my video on the Ace Bulldogs. I have read that some consider this Locomotive lacks pulling power.

If you wish to enclose in your newsletter please do. Regards, Roy.

<http://youtu.be/HjOlpls2PIA>



Submit a photo.

Gosh, it's years since I used this. What is Macro?



This month Alan Cliffe got in touch again and drew attention to the 2013 Rhyl Model Railway Exhibition at which he helped out. The following photos have been forwarded by Mark Armstrong who furthermore informs:

Hello David

Please find attached images from our recent Rhyl Model Railway Club exhibition.

The chap you can see is Jeff Howard with Alan Cliff lurking in the background.

Hope these are of some use.

Best wishes, Mark

For copies of the photos, please contact Mark direct: markarmstrong@mac.com

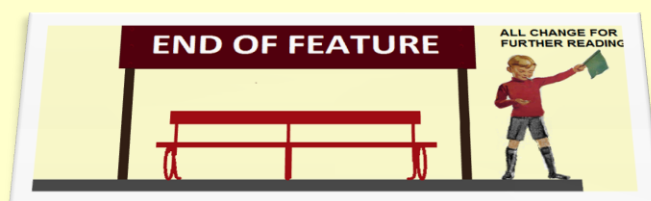






Well done Jeff & Alan – a fine show!

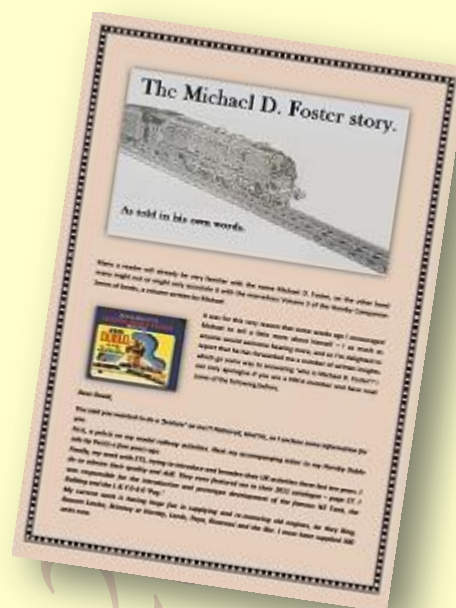
If you have any photos of your own layout, layout's you've visited or items of stock you would like to feature then please feel free. Mail you images to: d.upton355@btinternet.com



Hot on the heels of the Roy James Story, here comes another 'Just the Ticket' exclusive:

The Michael D. Foster Story. Michael has already been in touch with the newsletter over one submission or another and so I thought it would be really good if he was inclined to tell a little more about himself, and here that story is.

If you would like to share your own coarse scale O gauge train journey through life, then do please feel free to get in touch. All we ask is that you can illustrate your story with some nice photographs. Don't worry if you don't see yourself as a writer, it's not a problem; just tell your story and the 'Just the Ticket' team will do the rest!



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>



You're havin' a larf?



'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.



<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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