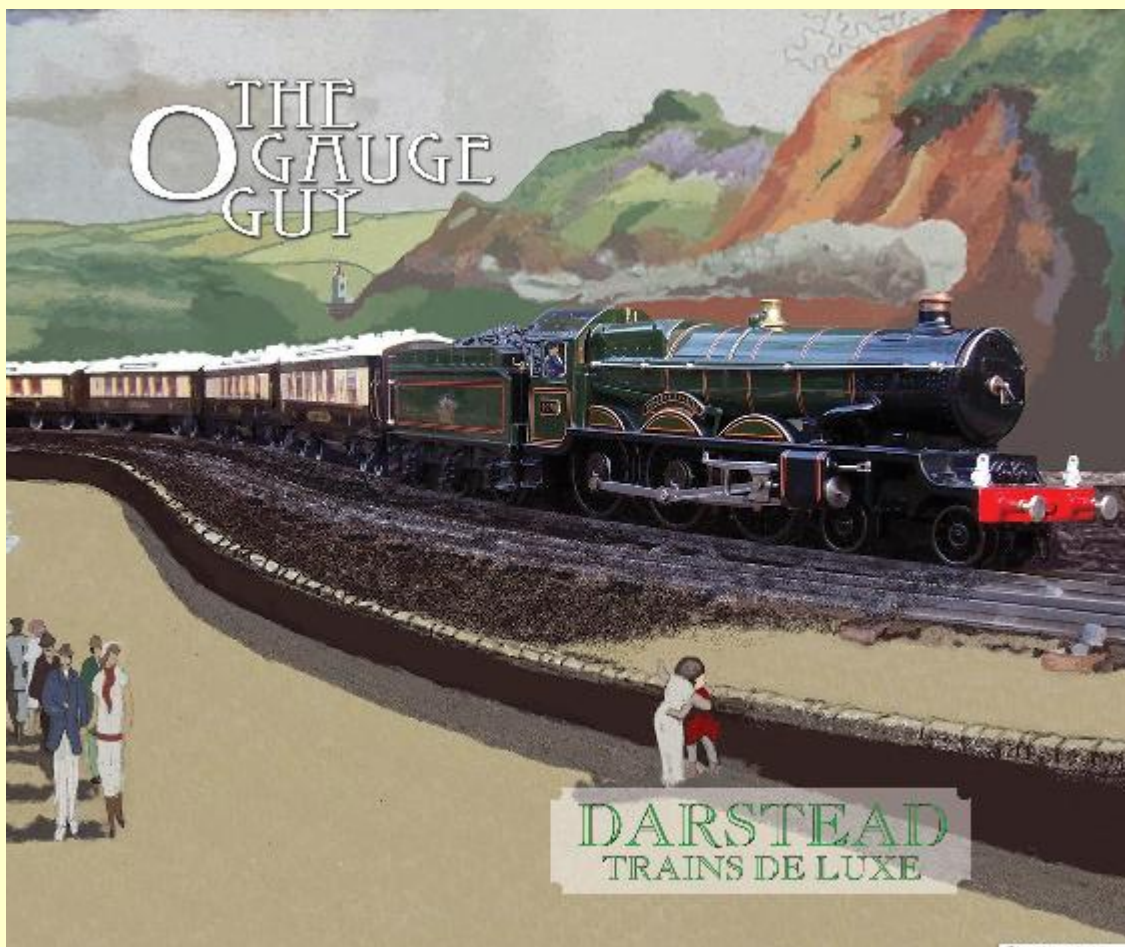

DARSTAED VINTAGE TRAINS BRINGING MODEL RAILWAYS ALIVE!

Our stated aims:

QUALITY, RELIABILITY & VALUE FOR MONEY

e-NEWSLETTER No.13 October 2012

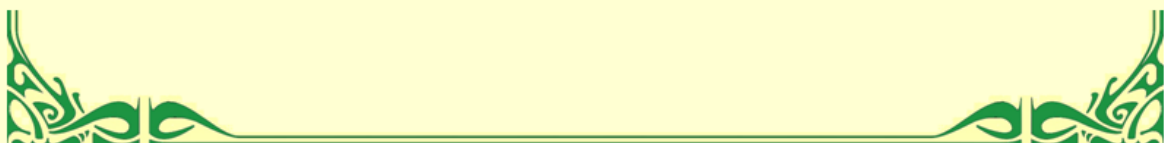
Herewith are the latest developments within the world of Darstaed/Vintage Trains.



Darstaed distributor Dave Allan 'The O Gauge Guy' in Australia has adopted this image to create a 2m sq backdrop for his sales stand which will next be appearing at the **Australian Model Railway**

Association (AMRA) Golden Jubilee Sydney Model Railway Exhibition at the Whitlam Centre, Liverpool in Sydney. It is held over the holiday weekend Sat 29th Sun 30th and Mon 1st October, doors open from 9:00am till 5:00pm. There will be at least three O gauge layouts, and Darstaed are there on the 'O Gauge Guy' stand. A couple of weeks later and Dave will be in the USA as will John Hoover at the hugely popular **Train Collectors Association (TCA) Meet, York Pennsylvania** which runs over the 18-20th October at the York Showground's, Pennsylvania. We'll no doubt get reports from both of these venues in next months edition.

The above featured locomotive is one of the 1st Series Castle Class originally sold under the ACE Trains label. The shipment of the improved Vintage Trains version has been held up in Chinese customs for some time, but they are now released and on the verge of completion. Here is a photo taken a few weeks ago at the Chinese customs depot. It features Darstaed's in-house engineer Vijay standing beside pallets stacked with the boxed locos. Later on in this newsletter, Vijay will introduce himself.

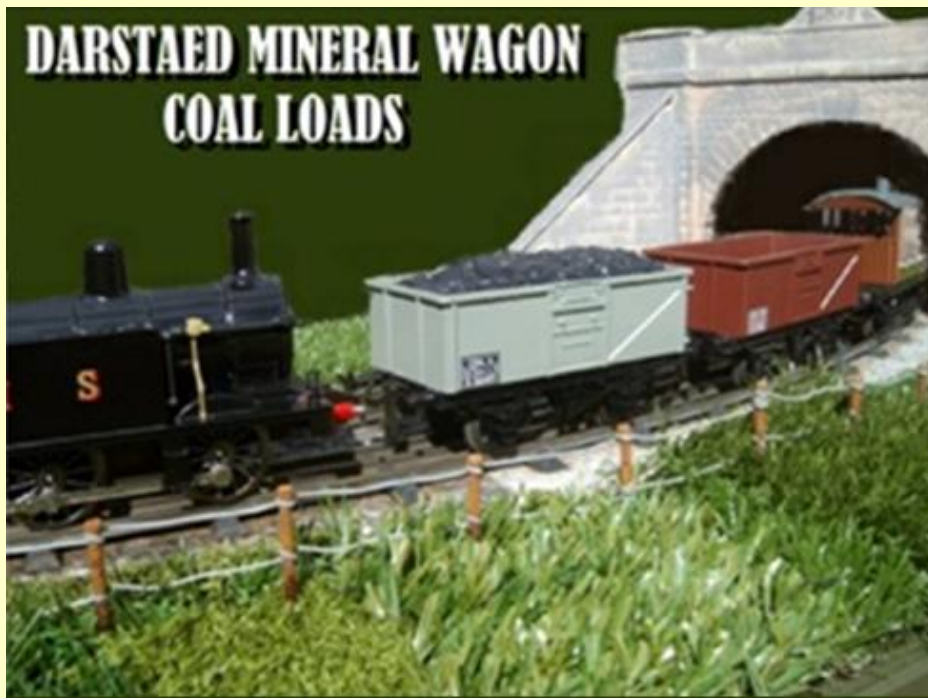


THE 16 ton MINERAL WAGONS.

16T Mineral Wagons

- ☐ Set's of 6, each one with a different number
- ☐ Detailed die-cast body and chassis
- ☐ Available in brown or grey
- ☐ 2 sets of each colour (12 different numbers each colour)
- ☐ Sprung buffers
- ☐ Wheels free running on the axles
- ☐ Suitable for 3-R and 2-R operation
- ☐ Available NOW
- ☐ Price **£150 per set (+ P&P)**
- ☐ **Drop-in coal loads £12 a pair, NOW available from Bruce Coleman email: brelcol@talktalk.net Tel/Fax 01483 892373 or Colin Toten email: colin@bhvccc.co.uk Tel: 01582 873460**

Here are the brand new drop-in coal loads, referred to above and now available from Darstaed distributors.

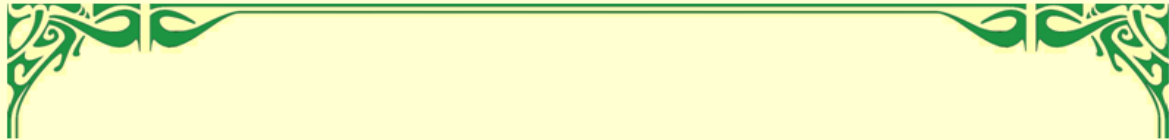


**DARSTAED MINERAL WAGON
COAL LOADS**

£12 a pair. Exclusively available from
Bruce Coleman email: brelcol@talktalk.net Tel/Fax 01483 892373
Colin Toten email: colin@bhvccc.co.uk Tel: 01582 873460
Chris Reeve email: chrisreeve@sky.com Tel: 01557 860080



The loads simply drop into a wagon and are a perfect fit. Other loads are already in the planning.



Factory photos of The National Coal Board Pannier





Transfers being carefully applied.



All ready to take a long line of Mineral Wagons and coal loads wherever you want to run them!

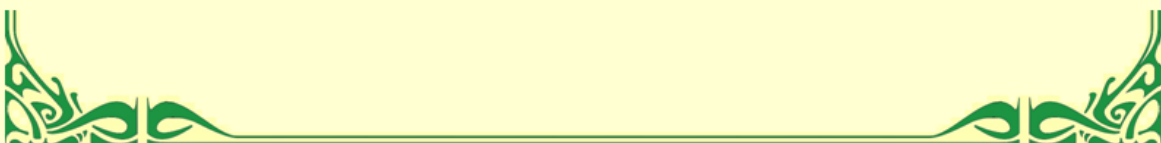
The 6 Wheel coaching stock.

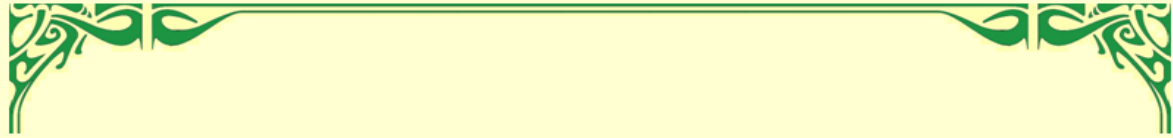
6 Wheel coaches First liveries available: **LMS, GWR, SR, CR, GCR, LBSCR, LNWR, LSWR, LT, MR, SECR, NZR** closely followed by: **LNER, MET, SDJR, SNCF, and PLM.**

- ☐ Set of 4
- ☐ Installed interior lighting
- ☐ Installed detailed interior
- ☐ Liveries carefully researched, correct compartment spacing
- ☐ Suitable for 3-R and 2-R operation (2-R pick-ups to follow)
- ☐ Wheels free running on the axles
- ☐ Pick-up from spoons (3-R) or plunger (2-R) at brake end.
- ☐ Available Oct – Dec 2012 (possibly earlier), from our distributors
- ☐ Price **£245 (+ P&P)**



Still on their way.





MEET THE DARSTAED TEAM.

VIJAYA KUMAR

I was born and raised in the Temple city of Madurai some 500kms from Chennai (“**Madras**” during the British Raj) famous for its centuries old Meenakshi Temple.

In India with its huge network of railway lines (thanks to the British) you are never far away from a Train and the first train journey I remember was when I was 7 years old travelling in the unreserved compartment behind the loco and getting smoke all over my face, Yes, steam trains were still running in India in early 80’s, in fact they ran until 1995.

The best memory of my college days are the 48 days tour we took travelling the length and breadth of India by train of which more than two weeks were spent on the train.

Railways are still the preferred mode of transport in India even in this age of budget airlines as it is more reliable and cheaper.

I graduated in Mechanical Engineering in 1999 and met Andries in March 2000 when he saw the advertisement I gave in the local newspaper about looking for a job as designer and asked me to come over for interview and I have been playing with trains ever since.

Andries was in India then making the C1’s and the EMU’s sold under the ACE Trains name. I enjoyed my Job from the first day and had a wonderful time in India for the 8 months the company was there before moving to Bangkok. It was a big family like set up in India, every one enjoyed what they did and even after work they stayed in the factory playing cricket until dark.

The first designs I did for Andries was the back lights for the C1 coaches and the articulated bogies for the LNER Sleepers.

Continued:



Test run of the articulated bogie in India in Sep 2000. The little girl on the picture is Andries daughter Christina



Andries Grabowsky with his restored British Made 1947 Morris Oxford in front of the factory in India.

We moved to Bangkok on the new years eve of 2001 and the first locomotive I designed with Andries was the A4 Pacific which was a huge job as until then we have not made any 6 wheel coupled mechanism let alone all the driving rod assemblies. It took us a lot of time to find new suppliers and set up a factory. This is when Andries decided to make the Canopy Station as it did not involve too many parts or assembly.

Since then I have designed and drawn all the Locomotives, rolling stock and parts Andries made under the ACE Trains label until 2008 when Andries Grabowsky and Allen Levy decided to go separate ways.



In the Cab of MALLARD

I continue to 'play' trains, now under Darstaed brand name and the first project I did for Darstaed was the "Brighton Belle" and the Pullman Coaches.



Test run of the Brighton Belle Mock up in the Bangkok Factory. Note the windows and the paintings on the outer wall, Andries designed them to look like a Pullman Coach.

Due to the political instability Andries decided to branch out to China where his relatives own a factory. Our adventure in China started with the NC coaches and has continued to the 262, Jinty and the Pannier locomotives towards the A1, A3, A4 and many other icons.

It has been a wonderful ride since I joined Andries in 2000, making something unique which makes people happy.

Enjoy your Trains. **Vijay Kumar**




**Ladies & gentlemen, please stand
back from the platform's edge....
HERE COMES *'THE STREAK'*!**



**DARSTAED PROUDLY ANNOUNCE
THE RETURN OF THE A4's.....
Here comes The *STREAK*!**

DARSTAED
QUALITY, RELIABILITY
&
VALUE FOR MONEY

Solid diecast body produced from new tooling.
Traditional gloss livery with brand new heavy duty gearbox
as designed for the forthcoming A1 TORNADO.
Price held at an incredible £685.
For more, access e-newsletters via www.darstaed.com

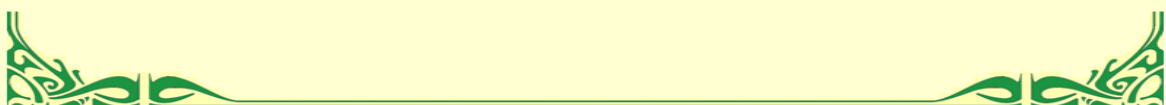
DARSTAED
BRINGING
MODEL RAILWAYS
ALIVE!

SOLID DIE-CAST BODY PRODUCED FROM NEW TOOLING. TRADITIONAL GLOSS LIVERY, SATIN FINISH AS THE PER PREVIOUS CASTLE CLASS LOCO'S WITH NICKEL HANDRAILING AND NOW 'HIGH-RAIL' WHICH IS A SATIN FINISH LIVERY WITH BLACKENED HANDRAILING AS PER THE PANNIER ENGINE'S. BRAND NEW HEAVY DUTY GEARBOX AS DESIGNED FOR THE FORTHCOMING A1 TORNADO. PRICE HELD AT AN INCREDIBLE £685. PLEASE REFER TO YOUR LOCAL DARSTAED DISTRIBUTOR FOR DETAILS OF THE RUNNING NUMBERS AND NAMES THAT WILL BE MADE AVAILABLE.



Original photo: Eric Treacy

The first production run will consist of LNER Garter Blue as above with and without side valances and also in wartime black. A 2 rail version is currently under consideration.



But if you thought that was all the news Darstaed had.....

The return of The Castle's!

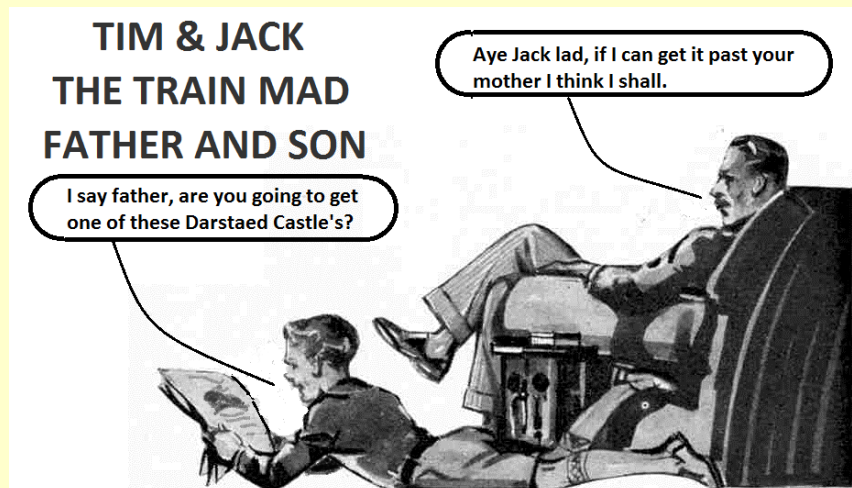


Always a great favourite with model train enthusiasts, the iconic Castle Class locomotive is captured perfectly in the Vintage Trains 3 rail O gauge model. This is a heavy model having a die-cast body over a die-cast chassis providing great traction to the drive wheels. The loco was designed by the GWR's Charles Collett and is presented here with the Collett designed tender. The model is finished in either Darstaed's traditional gloss livery or if preferred the satin finish that Darstaed reproduces so well. The model is DC only and is price held at £525 plus p+p (single chimney version). Contact your local distributor to secure one of your own or find out more.

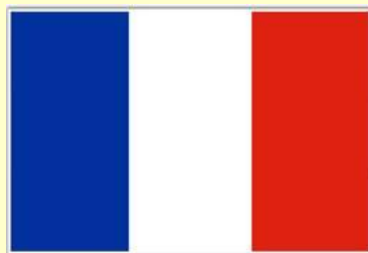
Andries Grabowsky: *In the manual that accompanies every loco, Darstaed have advertised WT Castles, Castles with Oil Tenders, Castles with double chimney, in experimental BR Green and even a new Hawksworth tender. Since the first issue of this locomotive another company has flooded*

the market with some of these special offerings at a bargain price which means that most of Darstaed's customers will not be interested in purchasing a second one. Therefore for the moment Darstaed will keep the specials on offer but can only produce them when there are sufficient orders received.

If you would like to read more about the history of these wonderful locos, click this link: http://en.wikipedia.org/wiki/GWR_4073_Class The locomotive in the illustration is Penndennis Castle. The castles above it are views of Nunnery Castle in Somerset.

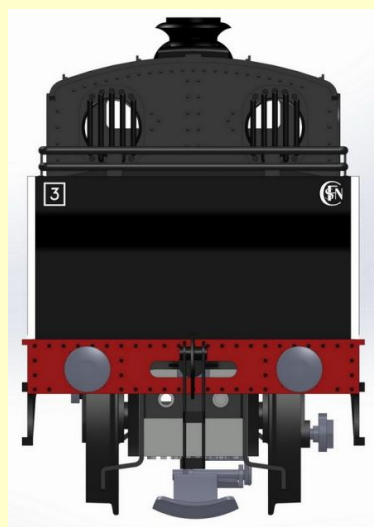


Based on a real father & son, but who?



Le French Jinty

The **SNCF** (Société Nationale des Chemins de fer Français) "French National Railway Corporation" is France's national state-owned railway company. Eight Jinties went to France in 1940; five came back in 1948.



Distributor Bruce Coleman supplies the following information from the Journal of the SNCF Society, June 2003;

The War Department acquired 8 LMS 0-6-0T Jinties which it numbered 8-15 before sending them over to France in late 1939/early 1940. Three were lost in the retreat at Dunkerque in 1940 and the remaining 5 sequestered by the SNCF, who renumbered them 030 TW 026/7 and 042-4, all apparently used on the East network. They were returned to the UK between October and December 1948 to the London Midland Region.

The shed which applied the SNCF numbers did not have a W stencil but used a VV instead. White stripes were applied to the vertical edges of the tender to render them more visible during blackout conditions.





This is a CAD representation of what the project has been slowly working towards.



CALM DOWN YOUNG FELLOW HERE COME'S YOUR ANSWER.....

TORNADO.

Another pictorial feast.



Here are some of the first body castings.



Necessary holes being drilled.





Each one carefully prepared by hand as it nears the paint shop.



Undoubtedly more pictorial progress will be reported next month in the November edition.



The Horton/Darstaed Series Advans.



WHILE STOCKS LAST

It is just a month since the last newsletter was circulated and when that edition went out the first of this very promising series of wagons had just arrived in the UK. As per expectations they were filmed and posted on YouTube – the link to which will be found in the previous newsletter, but is now sadly defunct.

The man behind the project, Rob Horton was congratulated and he wrote back to me saying how pleased he was with them and how he very much looked forward to producing the other series with Darstaed. No hint of what was to come was made mention of at that time – just a month ago. To then discover that the entire project was suddenly being shelved was not only a shock but a bitter blow to me as I have always regarded this series of vans as a real landmark series, having not only watched the project develop over the past 18mths with great enthusiasm but in point of fact also spent an afternoon with a fellow enthusiast/collector photographing Minic transfers so that Rob might have additional graphics at his disposal for the forthcoming series. To then discover that the whole project was suddenly being taken on by a competing company was bound to leave a bitter taste for those with interest and involvement and it is a credit to Darstaed's owner Andries that having been so completely involved, not least financially, that he should be so restrained on the subject and simply say, *"Darstaed are makers and others are not, we will create something else and others cannot"*.

That said Rod and his partner Sarah are wished all the best for the future.

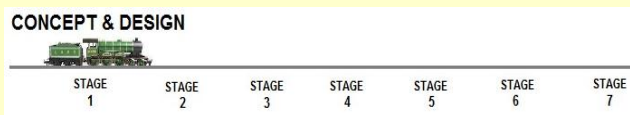


WHILE STOCKS LAST

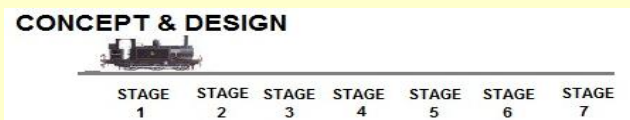
Production stage updates.

For anyone reading this newsletter for the first time, perhaps a brief explanation might assist. In order to enable the enthusiast to follow the production stages of each project, we have devised a visual graphic which should hopefully make things much clearer. Each project is running along the track from left to right, starting at STAGE 1: CONCEPT & DESIGN and progressing to STAGE 7: AVAILABLE (to the customer). A fuller explanation of the SEVEN STAGES can be found below the following graphics. **Please note all prices indicated are current as of this newsletter and exclusive of p+p. To avoid disappointment, check with your local distributor for confirmation.**

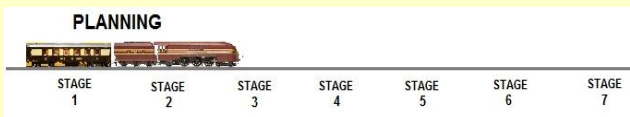
4-6-0 B12 LOCOMOTIVE



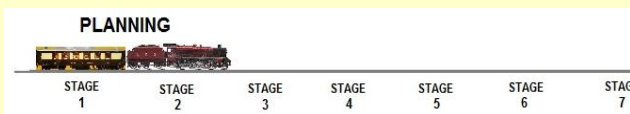
0-6-0 TERRIER TANK ENGINE



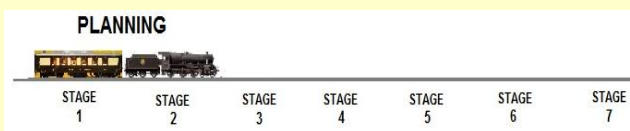
LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE



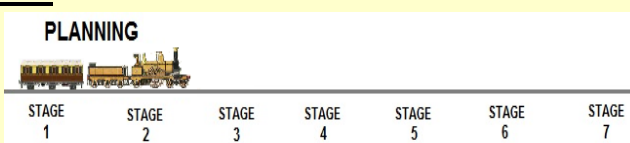
LMS JUBILEE



LMS BLACK 5



SINGLE WHEELERS



NCB JINTY TANK ENGINE

MOCK-UP SAMPLE & LIVERY DRAWINGS



FRENCH 0-6-0 JINTY TANK ENGINES

£325

MOCK-UP SAMPLE & LIVERY DRAWINGS



A1 PEPPERCORN & TORNADO LOCOMOTIVES

£850

Supplied in mahogany presentation box with a royalty to the A1 Trust.

MOCK-UP SAMPLE & LIVERY DRAWINGS



MAIN-LINE CORRIDOR COACHES

TOOLING UP



A4 PACIFIC LOCOMOTIVES

£685



TOOLING UP



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=YbkSyuteCvk>

0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

£325

PRE-PRODUCTION SAMPLE READY



0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION

£325

PRE-PRODUCTION SAMPLE READY



ADDITIONAL NON-CORRIDOR COACHES

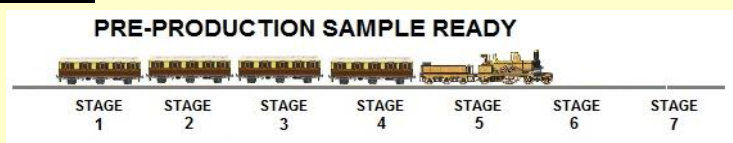
£345 set of 5.

Singles £80 or with 3rd rail pick-up £90.

PRE-PRODUCTION SAMPLE READY



6 WHEELER COACHES



NCB PANNIER TANK ENGINE (DELIVERY DUE OCTOBER 2012)



CASTLE CLASS LOCOMOTIVES

£525



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=gywgbT3gG44>

0-6-0 PANNIER TANK ENGINES

£325



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=F74YEVQ5T0A>



MINERAL WAGONS

£150 set of six.

Singles £25 each unboxed.



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=AXG14ryiTYs>



HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£39 each.

Raylo Exclusive's £40 each.



0-6-0 JINTY TANK ENGINE (BLACK)

£325



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=laKoKSmCtEQ>



0-6-0 JINTY TANK ENGINES (COLOURED LIVERIES)

£325

NB: no further in grey



2-6-2T ENGINES

£325

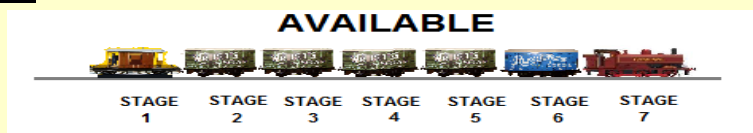


SEE ON YOUTUBE: <http://www.youtube.com/watch?v=CF2cjPY3Ok8>

1ST SERIES ADVANS

£45

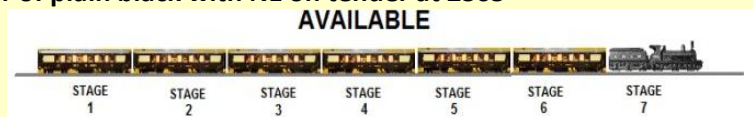
Individually boxed



J19 0-6-0 TENDER ENGINE

£345

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



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=ejXHNWioShk>

PULLMAN COACHES & BAR CARS

£395

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



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=iT8UXJocaBU>

CANOPY STATIONS AVAILABLE BUT VERY FEW REMAINING. £250



www.trainshoover.com email: trainshoover@gmail.com

Raylo email: colin@bhvccc.co.uk

The O Gauge Guy email: bluedja@gmail.com

BRIGHTON BELLE



SORRY, SOLD OUT HOWEVER IN TIME THE SET WILL BE REPRODUCED AGAIN WITH THE BR BLUE/GREY LIVERY AND A 2-RAIL VERSION

IF YOU HAVE ANY OF THE ABOVE PRODUCTS FEATURED IN A YOUTUBE CLIP YOU WANT TO SHARE, PLEASE GET IN TOUCH.

THE PRODUCTION STAGE'S EXPLAINED.

STAGE 1: CONCEPT & DESIGN. In this initial phase, the concept and viability is widely considered within the Darstaed Team looking at all aspect of how the model might be produced. Which versions and liveries might be made available, whilst inviting customers to indicate their thoughts on the proposal.

STAGE 2: PLANNING. The production of drawings and costings in respect of tooling and parts required.

STAGE 3: MOCK-UP SAMPLE & APPROVED LIVERY DRAWINGS.

IF AT THIS STAGE THERE IS INSUFFICIENT INTEREST WE WILL CONSIDER POSTPONING OR SHELIVING THE PROJECT. HOWEVER; IF THE PROJECT IS DEEMED TO HAVE SUFFICIENT SUPPORT AND VIABILITY, IT WILL BE GREEN FLAGGED THUS:



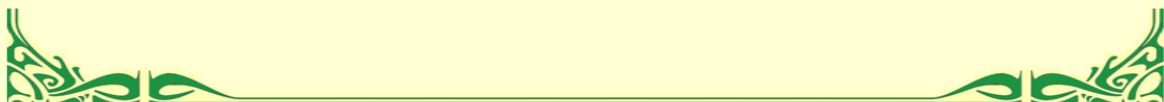
AT THIS POINT IN TIME, YOU THE CUSTOMER MAY FIND THE MODEL UNDER CONSTRUCTION WILL BECOME AVAILABLE AT A SPECIAL PRE-PRODUCTION PRICE.

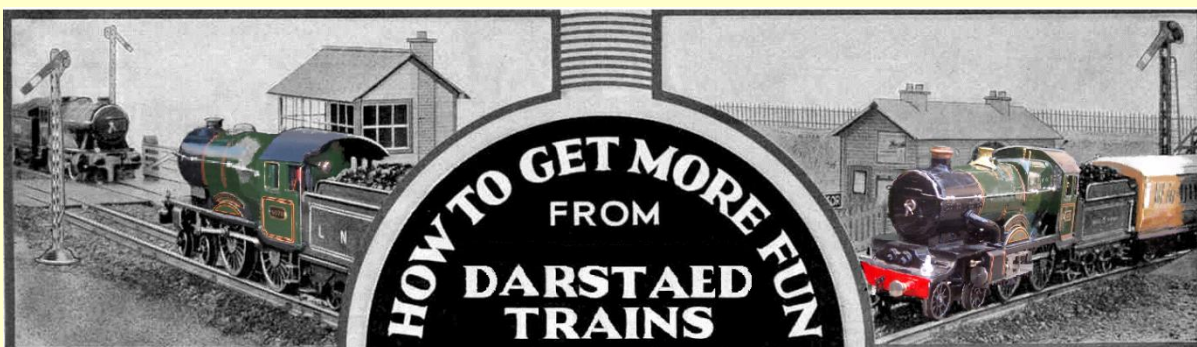
STAGE 4: TOOLING UP.

STAGE 5: PRE-PRODUCTION SAMPLE READY AND BEING TESTED. If all goes well distributors should shortly thereafter have a pre production model to show prospective customers.

STAGE 6: PRODUCTION IN PROGRESS.

STAGE 7: AVAILABLE - RELEASE OF FINISHED MODEL & DELIVERY DATE CONFIRMED.





I'm sure Hornby enthusiasts will recognise this header from somewhere? Usually found in the pages of 1930's Meccano Magazines, I could not resist the temptation to make some subtle alterations. At a glance it looks just like one of the Castles coming down the line, but look more closely; could this be something else I wonder?

The term 'fun' tends to smack of more puerile pursuits of young boys, at which the original articles were in the main aimed and yet as any 'tinplate train' owner still knows all these years later, there truly is fun still to be had in running these models, and so I felt it right and proper to reuse this header in this way.

What really prompted this article was correspondence from another outdoor layout operator who was experiencing running problems with his Darstaed 2-6-2T locomotive and clearly this is just not 'fun'.

It appeared that when held upside down with the power applied, or held just above the track, it performed perfectly, but as soon as it was actually placed on the track its performance became very hesitant and the owner was understandably suspecting something was wrong with the mechanism. We discussed such issues as keeping the wheels clean and lubrication of the gearing, but all seemed well in this department. Despite this, my correspondent decided to look afresh at the situation, and I'm sure he won't mind if I share this which came back to me:

David

Today I tried the locos again, and at first they were as before, not running at all well. Then I got the white spirit substitute out and cleaned the wheels and pick ups. There was no obvious build up of gunk, but after cleaning I set the locos on the track again and they ran very well. So you were right, and I have learnt something. Like I say, there was nothing very much to see on the wheels, but there must have been some kind of build-up. Whether the type of track I have contributes to the build-up I don't know. My track is nickel silver MTH Realtrax. It proves what I already know, that it's good to talk.

I appreciate this is a subject you could write a book about, and everyone has their own approach to track and loco maintenance, so please accept that I don't profess to have all the answers. I certainly find that my Nickel silver track will tarnish very rapidly (overnight in damp conditions) and unless this tarnish is removed, poor running can be expected. I have tried various methods of removing it but can find nothing more effective as elbow grease and a track rubber.

In this photo you will see a sample length of Atlas track (top) and my own Maldon Rail track. You should see how tarnish has affected the rails after just a couple of day's outdoors, but the lower line has been cleaned by a track rubber and as you will see is as good as new.



Q *Hi, I live in the US and am interested in the Pannier. There are a number of comments on forums about AC operation; some say it has an AC/DC switch and others not. I would like confirmation on this issue as I want to operate it along with my Lionel 3-rail AC locos. Also are there issues about what kind of track it will run on; I have MTh thanks for your reply,
Lee Bertolone*

Sir, I am thinking of going into collecting 0 gauge coarse scale and would like to know the minimum radius for Darstaed locomotive's and are they all 3 rail. Thank you. A.White.

A

Darstaed's US distributor John Hoover writes: *The only issue with Darstaed is the minimum radius requirement, 2 foot which is known as O48 here. Darstaed runs on ALL proprietary track systems we have, from Lionel tinplate to MTH Realtrax.*

Lionel established O27 and O31 as standard track diameters in the beginning. Hornby had 1 ft and 2 ft. Darstaed will not run on O31, the curve is too tight unless the center driver is blind. I actually had a Jinty made with a blind center driver for a customer, but that is not the norm.

Concerning AC/DC switchable. US customers in particular please note the Darstaed locomotives are not as yet switchable. Both John Hoover in the US and Dave Allan in Australia have been looking at this subject and other electronics related matters for some time. They have a number of hurdles to overcome still, not least the lack of available space within the bodies of the 0-6-0 Jinties and Panniers. They can be made available in either AC or DC to suit, but at the moment not with a switchable facility. As the vast majority of locos are run AC in the USA, to overcome the way they would therefore only run forwards, they are being fitted with a three way electronic reverse board which allows a forward/neutral/reverse function to suit US standards. It is made by the U.S. company Dallee but is not fully switchable between AC or DC operation. Possibly in the next edition of the newsletter, a more detailed article will attempt to cover the subject of modern train electrics.



Thanks David for that nice illustrated Newsletter with rich information; I always read with great pleasure. My best wishes to Andries to "exercise" his new Hip...I had one changed a few years ago it was an easy repair, completely "part of me" now. Obytrain

David. Thank you for the news letter. Very interesting. Still saving up for a Darstaed loco. A.White.



AUSTRALIA:

Authorized distributor DAVE ALLEN 'THE O GAUGE GUY'

www.theogaugeguy.com email: dave@theogaugeguy.com Mobile Tel: 0421778151.

CURRENT STOCK SITUATION: Most NC sets, all Pullman sets, many 2-6-2's, Panniers and Australian styled Jinties as NSW 18 class, 2-6-2 in NSW livery, all Darstaed and Horton Ad Vans, Mineral wagons, J class Tender locos, Brake Vans and Milk Tankers. I also stock a wide range of O gauge 3 rail track, from Lionel, K-Line, as well as DC and AC transformers and controllers, remote control systems, smoke fluid, buildings and scenery accessories.



UK LONDON & SOUTH:

Authorized 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".



UK MIDLANDS:

Authorized distributor COLIN TOTEN www.raylo.co.uk

email: colin@bhvccc.co.uk Tel: 01582 873460 *"I am happy to bring your purchase to any toy fair or exhibition I attend for you to collect in person or alternatively by post or courier as required".*

CURRENT STOCK SITUATION: All the Jinty's except No. 4 (16601) and No. 25 (National Coal Board running numbers). All of the Pannier's except No. 8 (5755) and No. 11 (NCB 7754). At this moment in time I have stock of **all** Darstaed products produced to date including the Brighton Belle sets (**SOLD OUT**). GWR Clerestory roof suburban coaches **now back in stock**. Concerning the three Raylo

exclusive advertising vans. I am waiting for the remainder of my order, I only have Colman's Starch in stock having sold out of Colman's Mustard, Rob Horton has assured me that the remainder of my order will be arriving in 2 to 3 weeks time.

UK NORTH & SCOTLAND: Authorised 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".*

CURRENT STOCK SITUATION: Most LMS Jinties in stock, including maroon nos. 4 & 7 but very few BR. All 2-6-2s still available (except LNWR & LBSCR) but one or two only in most liveries. I have most NC coaches including a special offer on the last remaining slight seconds of LSWR - *almost* perfect!



U.S.A. & CANADA: Authorised distributor JOHN HOOVER of TRAINS-HOOVER 1064, CRYSTAL BOWL CIRCLE, CASSELBERRY, FL 32707 www.trainshoover.com email: trainshoover@gmail.com

CONTINENTAL EUROPE: Authorised 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

Please note. Darstaed currently has seven listed authorised dealerships/agents, worldwide. Anyone else trading new Darstaed branded products is doing so without company authorisation and as such the company can make no assurance concerning the quality of service or the stock levels maintained by whoever that trader might be. Look for the certificates.





KEEPING IN TOUCH.

Copies of these e-newsletters are freely available from me at the following address:
upton@darstaed.com



If you can stay awake you can lose yourself for an hour or so watching numerous clips of running on my garden layout, on my YouTube channel entitled very simply: A Model Railway in the Garden. Just click on this link: <http://www.youtube.com/user/ARKWIRGHTIS?feature=mhee>

Have you got a Darstaed product filmed or photographed that you would like to share with the readership? If so, why not get in touch.

THE TIN PLATE FORUM (ALL MAKES) If you are looking for an independent forum covering *all* brands of coarse scale tin plate O Gauge then why not take a look at this forum site which now has numerous discussions under its belt, technical tips and ready advice from like minded enthusiasts: <http://www.spoornul.nl/tpforum/>

If like me you like pictures then you may well find my 'blog' site of interest. Here I post on any developments relating to my garden layout and all that runs on it: <http://www.jcstudiosinc.com/BlogCategoryMain?catId=944>

DARSTAEDS STATED AIMS:

QUALITY, RELIABILITY & VALUE FOR MONEY

Within Darstaed the aims to which the company strives to aspire have been distilled to just three essentials: QUALITY, RELIABILITY and VALUE FOR MONEY. Whilst these are very easy aims to boast about, here at Darstaed they genuinely are put above all else. Enthusiasts are reminded that CEO Andries Grabowsky takes a personal oversight of every product made and daily stakes his own reputation on the quality of the products turned out. Darstaed want nothing more than for you to enjoy your purchase for years to come which is why every effort is made through the dealerships and Andries in person to ensure total satisfaction is achieved in the unlikely event of a fault developing with any of the products. That said it has to be appreciated that these are 'coarse scale' models, made quite deliberately in the style and spirit of what has gone before by such great makers as Hornby, Bassett Lowke and the like. We believe this is very much reflected in the price and which is why we furthermore believe the products of Darstaed Vintage Trains represent genuine value for money.

QUALITY, RELIABILITY & VALUE FOR MONEY

COMING NEXT MONTH.

More of the Tornado story. The 6 wheel coaching stock. More on developments with the A4's & Castle Class. Other product updates, meet another member of the team and still much more. Phew!



**DARSTAED VINTAGE TRAINS
BRINGING MODEL RAILWAYS ALIVE!**

www.darstaed.com

QUALITY, RELIABILITY & VALUE FOR MONEY