
DARSTAED VINTAGE TRAINS BRINGING MODEL RAILWAYS ALIVE!

Our stated aims:

QUALITY, RELIABILITY & VALUE FOR MONEY

e-NEWSLETTER No.12 September 2012

For the past three months I've opened the news letter with the exclamation, '*where do I begin*' and guess what? I have to do it again. *Where **does** one begin?*

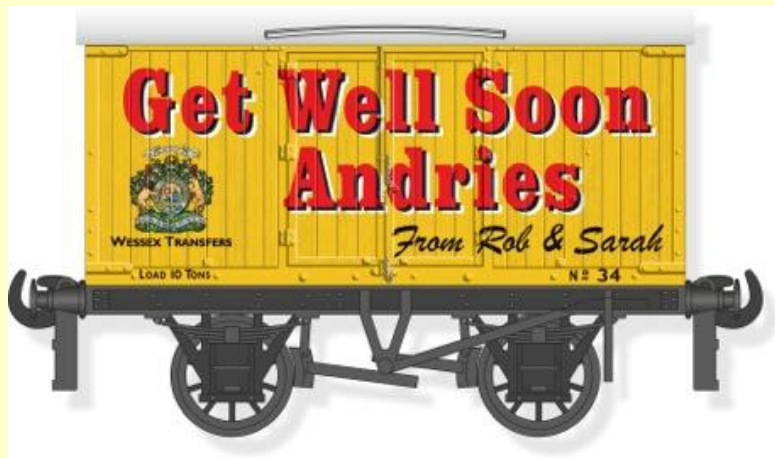
Last month I drew to your attention how Andries had been into hospital for a hip replacement. His recovery is now well under way, but he's not had a very easy time of it and so because the chap is so very 'hands-on' in the production process of all Darstaed products, production has taken a bit of a knock for which your patience is much appreciated. Sensing the sufferings he was going through, the team sent their best wishes in an e-card, based on the July 1958 Meccano Magazine:

As a child, Andries was always very keen on trains!



Here's hoping you make a full recovery soon.

Rob Horton took the idea a stage further and has produced a truly unique Advan which is sure to become a collector's item.



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



Take it easy my boy, there's so much more to mention.

THE 16 ton MINERAL WAGONS.

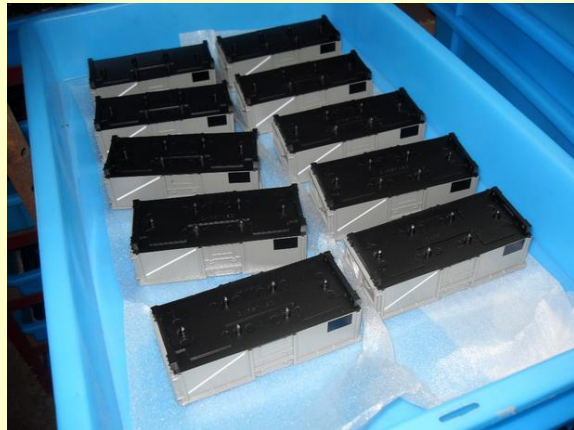


In case any readers have wondered about the white diagonal stripes on the wagons, this may well be

of interest to you.

The diagonal white stripe was certainly in use from the 30s onwards, possibly before. The stripe shows (from the side and from a distance) which end of the wagon has the end door. This then allows easy identification of those wagons that need to be turned before unloading (e.g. on a coal hoist into the hold of a ship). In some areas there were some port systems without wagon turntables (e.g. Cardiff) and there double-end door wagons were used for bunkering ships. Normally though mineral wagons had a door at one end only. Coal merchants' wagons normally had two fixed ends. These would just have the two side doors and often two bottom doors (in the floor). Incidentally, many of the BR 16T mineral wagons also had bottom doors. This was shown by a central black rectangle (on a grey wagon) and two short white stripes arranged as a V but with the two lines not actually joining at the bottom.

Here are some further photos from the factory, received in the past few days.



As you can see there are plenty on their way!



See on YouTube: <http://www.youtube.com/watch?v=AXG14ryiTYs>



MINERAL WAGONS AHOY.

16T Mineral Wagons

- ☐ Set's of 6, each one with a different number
- ☐ Detailed diecast 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 available shortly from Bruce Coleman (get it?) more details next month. email: brelcol@talktalk.net Tel/Fax 01483 892373**



NOT YET!

The Horton/Darstaed Series Advan update.

HERE THEY ARE! They say every picture says a thousand words. So it is with these latest photos from Rob & Sarah in Tasmania; Sarah clearly surrounded by boxes as the dispatch of these great advans gathered pace, **HOWEVER** please note that the first series of these eye catching vans is **NOW** available – see below!



Link to Rob & Sarah's YouTube filming: http://www.youtube.com/watch?v=p9sUt4yLci&list=UU0EuoXtQuc_T8ZJ-kwHJgfA&index=1&feature=plcp





Horton Darstaed Advans

First series: **Heinz, Ovaltine, Golden Shred, Ever Ready, Cydrax, Weetabix** NB: Exclusively available from Raylo (Colin Toten): **Coleman's Mustard, Coleman's Starch, Palethorpes**

- ☐ Made in Australia by Rob Horton of Wessex Transfers
- ☐ Chassis - traditional Vintage Trains
- ☐ Sprung buffers
- ☐ Free running wheels
- ☐ Suitable for 3-R and 2-R operation
- ☐ Available NOW!
- ☐ Introductory price **£39 each (+ P&P)**

Please note that amongst the Horton/Darstaed Series of Advans will be these three which are exclusive to Colin and cannot be purchased anywhere else. If you would like any of the designs be sure to get your order in with him at the earliest opportunity. **Both Colman's now in stock, Palethorpes next month.**



See on YouTube: <http://www.youtube.com/watch?v=Ajowxgffv2E>

Important announcement

Darstaed regret to have to announce that they can no longer continue to absorb the rising costs of raw materials and printing and that from 1st September the price of the NC Suburban Coach sets will have to rise from £325 to £345 + p+p per set of five. Likewise, the retail price of the Jinty and Pannier Tank engines (NB: does NOT apply to the NCB liveried Pannier) will also have to be increased from £295 - £325 from 1st September.



NO!

The 6 Wheel coach update.

Nearly ready! Be patient.



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, 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)**

SPECIAL OFFER!!!

For each Jinty or Pannier purchased (**at any time**) one free full brake with the acquisition of a set of 4 6 Wheel Coaches. Valid only for the following liveries: **GWR, LMS, MR, CR, SDJR, Metropolitan, London Transport, SNCF**

HERE COMES *'THE STREAK'*!

Is there a more glorious and stirring sight than one of the A4 Pacific's in full flight? I think not.



Here comes... *'THE STREAK'*

Many enthusiasts who proudly own one of the ACE coarse scale O Gauge Pacific's of recent years may well be surprised to discover that it was Andries Grabowsky of Darstaed who actually designed and made them. For many who have watched the prices of earlier A4's spiral out of reach, here comes another chance to own one of your own at an affordable price - £685, the very price these incredible locomotives sold for when new some 10 years ago! But the astounding news just keeps getting better because when finished, this latest model will not only come with improved detailing, but it will be running via a totally new heavy duty gearbox especially designed for the new A1; both locos having pick-up spoons beneath the loco rather than under the tender.

Andries' own thoughts on the release of this locomotive:

"I am appalled by the fact that as far as I am concerned customers have in the past been unscrupulously advised to buy one or more of these engines in the belief that their values would inevitably rise because there would be no more produced. And so it has been; prices have risen and become so high that many new entrants to the hobby are not able to purchase one of the icons of British steam. This was not what Ron Budd and I had in mind when we decided to replicate the Hornby 4-4-4 in 1995 in order to revive the moribund hobby by making trains affordable to all. I believe that as manufacturers we have to serve the hobby as best as we can".



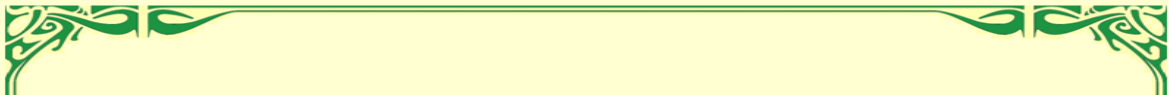
All A4s will be available in a gloss finish **or** if preferred in the new "Castle satin" finish. DCC, AC running etc will also be available.



SEE ON YOUTUBE: http://www.youtube.com/watch?v=0qNCiU_ivB0&feature=relmfu



OK, it's time for TORNADO!



Just a few months ago to create an advertisement for the forthcoming model of TORNADO I had to make use of an A1 Trust library photograph. Now just weeks later we have already seen the first pre production model albeit unfinished, and here today we have the first CAD images of the model to come.



CAD Image

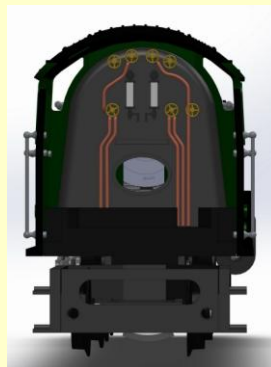
Please note this is a Computer Aided Design image, nevertheless it is a remarkably realistic representation of the model which you will note is to be produced in the tinplate style gloss finish as

have all the other mainline engines Darstaed/Vintage Trains have designed and produced. Alternatively the new "Castle satin" finish will also be available.



CAD Image

Because of the uncertainty created in the market by the announcement of a similar model to be produced without the permission of the A1 Trust, the challenge of bringing this model to completion has been very real for Darstaed/Vintage Trains; who wants to commit to either offering until such time as they can see one for real? Darstaed is very aware of the situation but such is their confidence in the quality of the finished model their distributors will have an actual model in their possession for your perusal in the very near future.



CAD Image

The cab detailing is going to be every bit as good as locomotives which have gone before.



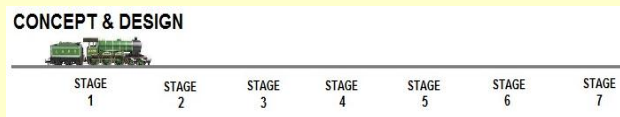
Interior detail of one of the earlier A4's.



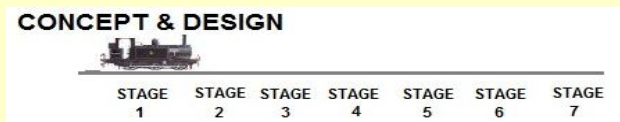
Production stage updates.

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.

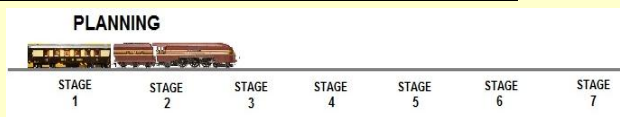
4-6-0 B12 LOCOMOTIVE



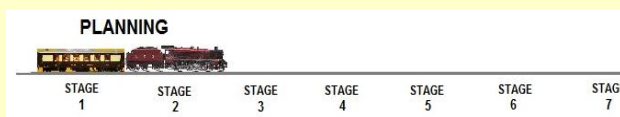
0-6-0 TERRIER TANK ENGINE



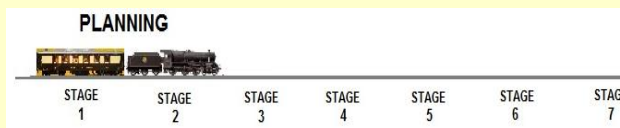
LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE



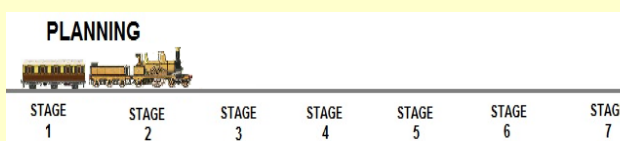
LMS JUBILEE



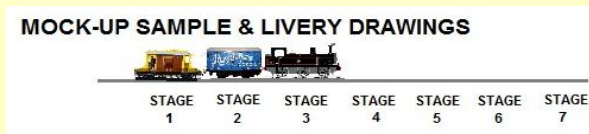
LMS BLACK 5



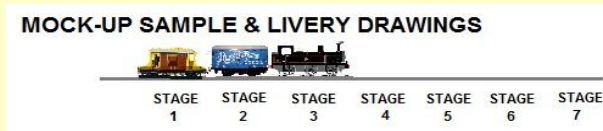
SINGLE WHEELERS



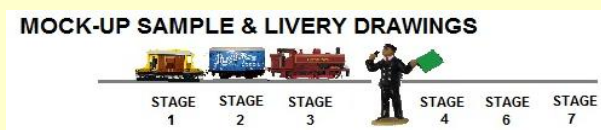
NCB JINTY TANK ENGINE



FRENCH 0-6-0 JINTY TANK ENGINES



NCB PANNIER TANK ENGINE



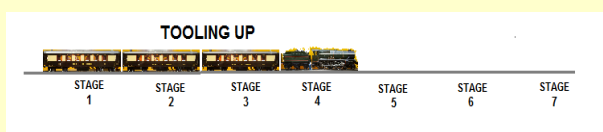
A1 PEPPERCORN & TORNADO LOCOMOTIVES



A4 PACIFIC LOCOMOTIVES



MAIN-LINE CORRIDOR COACHES



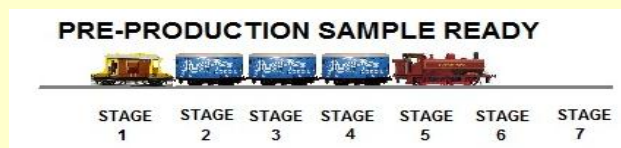
CASTLE CLASS LOCOMOTIVES



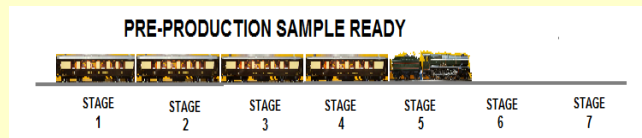
0-6-0 JINTY TANK ENGINE 2 RAIL VERSION



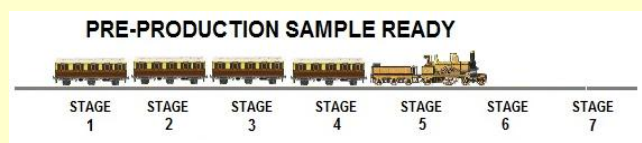
0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION



ADDITIONAL NON-CORRIDOR COACHES



6 WHEELER COACHES



0-6-0 PANNIER TANK ENGINES



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

MINERAL WAGONS



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

HORTON/DARSTAED ADVANS



0-6-0 (BLACK) JINTY TANK ENGINES



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

0-6-0 (COLOURED) JINTY TANK ENGINES

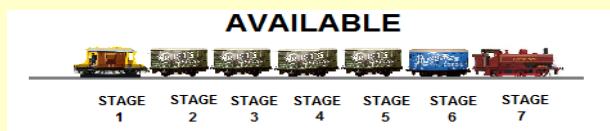


2-6-2T ENGINES



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

1ST SERIES ADVANS

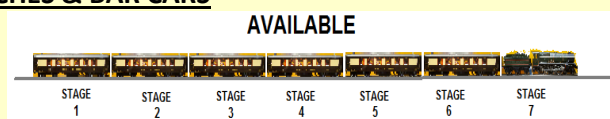


J19 0-6-0 TENDER ENGINE



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

PULLMAN COACHES & BAR CARS



SEE ON YOUTUBE: <http://www.youtube.com/watch?v=it8UXJocaBU>

CANOPY STATIONS



AVAILABLE; BUT VERY FEW REMAINING. Contact either:

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.



MEET THE DARSTAED/VINTAGE TEAM.

This month is it's the turn of Bruce Coleman to introduce himself, so over to you Bruce....



I was born and raised in Melton Mowbray, Leicestershire, the home of pork pies, fox hunting and Stilton cheese. The only one I liked was the first and we still have a proper Melton Mowbray pie every week.

Melton had 2 stations, Town (LMS) and North (GNR), the latter closing on 9.9.1962 and I have vivid memories of both, but for entirely different reasons. In the late 1940s I had a short spell trainspotting at the Town and vividly remember the very long Sheffield-St Pancras trains which had to draw forward at least once as the platform was quite short. In my mind they were always headed by a Jubilee. What far-off names they had, they fascinated me.

Whilst I was at Birmingham University studying physics (1955-1958) I managed to get a summer vacation job at the North station loading Petfoods products into standard vans. 12 hour shifts, 56lbs of Kittikat at a time, all part loads. Sometimes only 6 boxes in a 10 ton van. The only trains were the occasional Leicester to Mablethorpe/Sutton-on-Sea/Skegness holiday outings but I was not into trains by then. I have no idea how our vans were taken away.

So, I got married and went off to The Hague to work for Shell, a truly wonderful company and where I stayed until retirement in 1991. Most of my working life was overseas (Venezuela, Qatar, Oman etc) exploring and developing oil fields. Several ancient trains were still in existence during my first tour in Venezuela (1963-1966) but to my eternal regret I took no notice. However, my Hornby Dublo Duchess of Atholl and LMS 062 tank sets did accompany me throughout my time abroad and are still there on my current OO layout, both having had double surgery to convert them back again to 3R.

From 1991 to 1996 I was Development Director of all UK Oil and Gas production with the Government, which involved commuting from Guildford to the DTI offices next to Westminster Abbey via Waterloo in the old slam door stock. Today's commuters in air-conditioned comfort don't know what they missed!

My O gauge collecting started totally by chance at an auction in Sint Niklaas near Antwerp in 1989 with a pair of JEP coaches. Ten years later I had collected practically everything JEP produced (mostly now sold). In 1992 I wandered into Christies' Trains Galore auction and bought a BL compound on impulse. What a mistake that was! And finally to Darstaed when Andries started on his own. Having lived for around 7 years in the Hague, off and on, and working for an Anglo-Dutch company all my life how could I not get involved.

Ed. Bruce; we sell locally produced pork pies. I'll put one to one side for you to try!





Q *Very impressed with the look of the 16T mineral wagons. Will you producing these in the pre-1963 livery? Martin*

A Dear Martin, Thank you. Each production batch we do will be a new range of numbers and epoque.

Q *Thank you for the Darstaed Newsletter. I am curious to ask why, among the photos of the mineral wagons, there is a picture of several with THREE LINK COUPLINGS. Are these being markets separately by A N Other or will these be available (with 2-rail wheels)? Your newsletter is very interesting, keep it up! Simon*



A

I believe this was the photo which Simon saw and as you can see some of the couplings do look as if they may be three link chains, however this is just a trick of the light and what you see are in fact the traditional drop link couplings that are normally used by Darstaed.

Dear Simon, Thank you, the three link couplings is a trompe d'oeuil, they are all drop links. If you wish to replace them with fine scale link couplings that is very easily achieved. Cheers, Andries

Q

David, Is it possible to get a rolling road for me? Don

A

Please note, I am not trading the Rolling Road on behalf of Allister Hughes its developer, but he can be contacted direct: aallstar2k@aol.com



Since the last edition of the newsletter, I've had one particular observation brought to my attention and this concerns the article we ran on the Horton/Darstaed Advans in which photos of the finished models and the packaging that was then underway were clearly illustrated. On p8 the following editorial appeared: – ***take a look at this which shows Rob and his partner Sarah clearly enjoying the actual production of these very vans:***

On the following page this link appeared:

http://www.youtube.com/watch?v=p9sU-t4yLcl&list=UU0EuoXtQuc_T8ZJ-kwHJgfA&index=1&feature=plcp

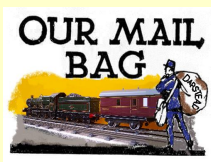
The query that has been brought to my attention was '*where is the picture of Rob & Sarah*'? Clearly there was no picture of the couple; they appear in the YouTube clip they filmed which is accessed via the link I posted. What the above does highlight, is the way some readers may be unfamiliar with the

concept of links and quite possible the Internet itself, which is in no way a criticism. From the outset I was somewhat concerned that enthusiasts supplied with printed copies of these e-newsletters – most likely because they had no Internet access, would ultimately not be able to get the best out of the publications. I've thought long and hard about this and have had to conclude there is no way around this, as there are so many great reasons to point enthusiasts in other directions via the Internet.

The other thing that I am sensitive to is the way some enthusiasts may well *have* Internet access, but be very unsure of how to get the best out of it, as confirmed by one 72yr old collector I have recently had very pleasant email conversation with. Again there is no easy way around this other than encouraging any reader to get in touch if they have any problems in this area. I do not profess to be an expert for one minute but I'm sure we ought to be able to assist where necessary. Bearing all this in mind, can I close by making the point that if you find me referring to a 'Link' such as this:

http://www.youtube.com/watch?v=p9sU-t4yLcl&list=UU0EuoXtQuc_T8ZJ-kwHJgfA&index=1&feature=plcp

then it's obviously there for a reason even if it looks like a string of gobbledegook. Assuming you are reading the e-newsletter on your PC or MAC, then if you right click on the link, you will be taken straight to the Internet where you should be able to view whatever it is I am referring to. This will invariably be a film clip or someone else's web site which I cannot otherwise do justice to. I trust this helps.



Other correspondence received.....

"Fantastic newsletter David. Will send a picture of the Pannier on layout as soon as scenery whipped into shape. I love the loco - it is gorgeous. I need some of those mineral wagons. Best"
Michael

Sent to Bruce Coleman after a recent purchase: "Good evening Bruce just to say that the Loco has arrived and it is stunning and runs like a dream! Thank you very much for your superb service!!! I will be in touch to get some wagons to put behind her next!!!...."
Mervyn

Comment from the USA posted on YouTube in response to the Horton/Darstaed Advans:
<http://www.youtube.com/watch?v=Ajowxgffv2E>

"Nice cars, I think I may have to shell out a couple bucks and buy some Darstaed trains". Trevor

"They look superb you would never think they were flat sided!!!" [saltleywsc](#)

"Wow, they look great, just like in the old days. We had advertising reefers and boxcars in the US prior to the 60's. When stopped at a crossing, it was great fun to watch them fly past. Now all I see is graffiti". [chiconian49](#)

Sent to Colin Totten of Raylo after a recent purchase of a 2-6-2T in LSWR livery : *"Colin, Loco arrived this afternoon-I'm thrilled with it! Many thank", John Mason*

OTHER RELATED PRODUCT NEWS UPDATE

ROLLING ROAD/CHUFFER BOX MK II.



Free Standing model railway Steam Train Chuffing Sound Simulator for use with Model Railways + up to 10 additional pre programmed sound effects i.e. Loco Whistle's, Station Announcements, Guards Whistle, Fireman Shoveling Coal, Footplate Chat etc etc. Universal internal mains power supply 110 - 240v ac 50 - 60hz making the unit suitable for use worldwide.

Chuffing Sound sync'd to loco wheel rotation via front panel control pot.

Chuffing Beat Rate selector switch 2 / 3 / 4 beats.

Internal amplifier and speaker with individual front panel Volume, Treble & Bass Controls.

Sound Effect Selector Switch + Push Button activation i.e. Whistle's etc.

Rear Connector for input voltage feed from Track / Train Controller 0 - 24v dc.

Rear Selector Switch and connector for Internal / External Speaker i.e. external speaker located under base board / within a station, building's etc etc. Can also be used as a high level feed to a external amplifier / sound system for higher sound levels, eg outdoor use etc.

All units made to order in house as per individual requirements i.e specific sound effect's.

Delivery, 4 - 6 weeks.

Unit will be on display on my stand along with a selection of my Rolling Road's at the Barry Potter Toy Fair, Sandown Race Course, Surrey, 15 September 2012.

Allister.Hughes

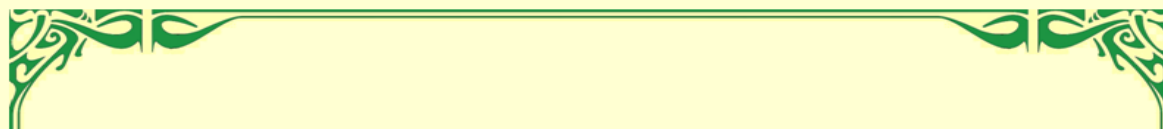
For more information visit Allister's website: <http://www.therollingroad.net/>

Allister's email: therollingroad@googlemail.com

View on Youtube: <http://www.youtube.com/watch?v=6mryEimU4YM>

<http://www.youtube.com/watch?v=McBei2aQpwQ&feature=youtu.be>

<http://www.youtube.com/watch?v=3ShmISfV9D8&feature=youtu.be>

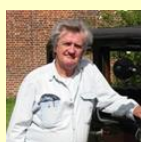


UK LONDON & SOUTH:

Authorised 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:

Authorised 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**. The three Raylo exclusive advertising vans are due to arrive in August also the first 6 other vans, the balance of liveries in August/September, information from Rob Horton only: enquiries@wessextransfers.com

UK NORTH & SCOTLAND: Authorised distributor CHRIS REEVE Tel: 01557 860080 email: chrisreeve@sky.com *"I regularly visits 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



AUSTRALIA: Authorised 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, and DC and AC transformers and controllers, remote control systems, smoke fluid, buildings and scenery accessories.

TASMANIA, AUSTRALIA: Authorised distributor of the HORTON/DARSTAED ADVAN SERIES & WAGONS: ROB HORTON of WESSEX TRANSFERS. www.wessextransfers.com email: enquiries@wessextransfers.com Phone: +61 (0)3 6229 8852 Mobile: 0459 423 126

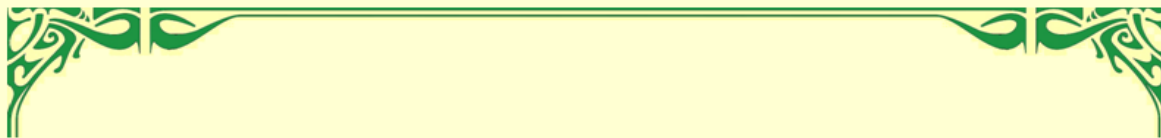
CONTINENTAL EUROPE: Authorised distributor HERR FRANK ELZE

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

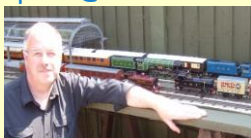
Please note. Darstaed currently has seven listed authorised dealerships/agents, worldwide. Anyone else trading new Darstaed branded products is doing so without company authorisation and as such the company can make no assurance concerning the quality of service or the stock levels maintained by whoever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



The 2-6-2T engine.



The 0-6-0 Pannier Tank engine

COMING NEXT MONTH.

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



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