



DARSTAED VINTAGE TRAINS

MAKING MODEL RAILWAYS COME ALIVE!

e-NEWSLETTER No. 18 March 2013

Greetings fellow Darstaed enthusiasts and once again welcome to the latest e-newsletter in which Darstaed endeavours to keep you up to date on all that is happening with the various projects currently being undertaken, and here's a clue.



Regular readers should recall that last month the point was made that from Feb 5th, China effectively closes down for three weeks as the nation celebrates its New Year – currently the year of the snake. As a result, company CEO Andries Grabowsky had to give fair warning that for much of February there would be very little opportunity to produce anything in the factory, but this does not mean he has been idle as you should clearly see in the following pages.

Before taking a look at what he and his workers have been doing since the last e-newsletter, I feel that a little more needs to be said concerning the announcement last month that some of the declared projects have been placed temporarily 'on hold'. For some it seems, this has tended to suggest these 'on hold' projects may well never now see completion, and Andries is very keen to make the point and reassure that this has never once been his intention. By placing a project temporarily 'on hold' he has simply informed you, patient customer, that he is unable to progress certain projects in parallel to other already advanced projects – in other words, there simply are not enough hours in the day!

Rather than every month continue to give an impression that all of the projects are advancing albeit seemingly without any evidence in some cases, he has much preferred to be clear with the readership and explain the situation as it is. So; please be assured that your opportunity to acquire a Single Wheeler or whatever else you were eager to add to your collection, has not been taken away from you – the situation is temporarily 'on hold' and you will be the first to know as soon as Andries is able to announce a further development with one or other of the projects affected. Further editorial offering more insight into the decisions taken follows on p.8.

So what developments do we have since last month.....



The 6 Wheel Coaching Stock Update.



The 6 Wheel Coaching Stock Update.

Darstaed is very aware that these striking coaches seem to have been spoken about forever, but at last in the following photographs, taken just a few days ago you will see that the interior seating is now being prepared for the large number of coaches which are in the process of being assembled.



6W coach interior preparation

Elsewhere in the factory, I understand that in the below photograph the individual seats for the coaches are being cut.



The 6 Wheel Coaching Stock Update.



Screen printing the coach window glazing.



Coach bogies in production.



Coach chassis in production.

The 6 Wheel Coaching Stock Update.

If you are one of the many awaiting their arrival, let us remind ourselves what it is you will be getting:

First liveries available:

LMS	London, Midland & Scottish
GWR	Great Western Railway
MR	Midland Railway
SR	Southern Region
CR	Caledonian Railway
GCR	Great Central Railway
LBSCR	London, Brighton and South Coast Railway
LNWR	London & North West Railway
LSWR	London & South West Railway
NZR	New Zealand Railways

Closely followed by:

LT	London Transport
MET	Metropolitan
SECR	South East & Chatham Railway
LNER	London & North Eastern Railway
SDJR	Somerset & Dorset Joint Railway
SNCF	Société Nationale des Chemins de fer Français
PLM	Paris-Lyon-Méditerranée

With the exception of the Metropolitan that never actually operated six wheelers, each of the liveries have been meticulously researched and produced with correct compartment/window spacing. They will all have detailed interiors, including curtains to the windows and interior lighting. Each coach will be fitted with the Darstaed designed free-running wheels. Both 3 and eventually 2 rail operations will be catered for with spoon pick-up for 3 rail and plunger pick-up for 2 rail operation. They **will** be for sale shortly in sets of four selling at £245 + p&p.





The Castle Class Update



In line with Darstaed's policy of keeping its customers fully updated on progress, here is another encouraging set of photographs, taken in the past few days as the workers return after their lengthy Chinese New Year celebrations. Here two of those, Miss Yuqi and Mr. Ke, with responsibility for quality control familiarise themselves with the components which have now been drawn from storage on account of all of the various components having now finally been produced.



Here Miss Yuqi and Mr. Ke of the inspection team checking the work being carried out on the chassis and mechanisms for the Castle Class locomotives.

The Castle Class Update



Here is Andries' engineer Vijay (left) sharing his experience with one of the supervisors.



Here we have a Castle mechanism being bench tested.
Darstaed are only interested in quality and customer satisfaction and will not cut corners.

Clearly, it will not be long now before the mechanisms have been carefully assembled into the chassis which in turn can then have their bodies attached. If you have never owned one of these superb coarse scale models, now could be your time.

The Castle Class Update



Don't forget to check out the YouTube listings on page 16 to see an example of one of these models in motion.



A little more insight.

Last month readers got to digest some rather unexpected news – a number of the projects currently ‘on-going’ were being placed ‘temporarily on hold’.

For many, this meant that one or more projects that they were particularly looking forward to were at the very best going to now take even longer to come about. Some it seems were even questioning if this announcement meant that most if not all of these projects would ever see the light of day.

I think it would be good if certain aspects of the decision to place several projects ‘temporarily on hold’ were looked at in more detail.

Above all else, Andries Grabowsky is not a man who delights in hood-winking anyone, and the thought that many enthusiasts were beginning to feel somewhat concerned over the apparent lack of progress with some of the previously announced projects, was fast becoming a source of real concern to him. On the one hand he is always keen to try and satisfy demand, but on the other, if the goods simply cannot be delivered within a promised period of time, he could see how counterproductive this state of affairs was becoming.



The main reason for showing the mock-up Single Wheeler locomotive last month, was to demonstrate that the earlier announcement to make the model commercially was never made on a whim and in fact considerable lengths had been gone to some time ago to explore the possibilities of making this model, so clearly just taking this model as an example, the readership should realise that Andries has much more going on behind the scenes than

one might imagine. At this point, it might be good to remind ourselves which other projects have been placed ‘temporarily on hold’:

LMS Princess Coronation, LMS Jubilee, LMS Black 5, Main line corridor coaches, Additional Non Corridor coaches

Of the above the LMS Jubilee is perhaps the most contentious on account of another company having similarly announced they would also bring out a 3 rail model of this locomotive and indeed presented to the world what appears to be a mock-up sales sample of it. Darstaed's first public announcement of its own plan to produce a model of this locomotive was first made in February of last year at Sandown Park; however those plans had existed well before that date. The e-newsletters and the public announcements they contained, it was hoped, would stifle the repeated accusation that one company merely copied the other, but herein lies another of the concern's that Andries Grabowsky has had to deal with, in that most earlier attempts to keep the company plans 'secret' had also led to his plans being seemingly copied by others, most notably the Pannier, the Castle, the six wheeler coaches and the Advertising vans. If he should happen to announce his plans and yet another company simply finds a way of producing the same model ahead of him, then who is copying who and is it any wonder he has to ask serious questions about the wisdom of keeping the enthusiastic customers updated about his plans, if others can so easily find a way of bringing similar plans to fruition ahead of him? In Andries's opinion, fortunately most of Darstaed's loyal customers will wait for what is in their view a superior product but as he says: *it is not good for the hobby if the art of making trains is reduced to a race for the customer's wallet.*

This is perhaps the point at which the readership might appreciate a better insight into just what Darstaed the company is, as it's only when you grasp certain things that you can begin to appreciate the wider issues which Andries Grabowsky has to contend with.

First and foremost, as is made mention of in the e-newsletters, Darstaed make trains. Andries is a manufacturer. He may well turn to other factories like Mabuchi to supply one particular part or another (for example the motors), but essentially he, previously under the Ace Trains brand and now under the Darstaed brand-name, designs and makes trains. By definition therefore, he can only make them as quickly as he is able. Throughout the past couple of years he has had much to overcome ranging from severe flooding to a hip replacement which did not go so well and even now is being come to terms with, so it should come as no surprise that output has been significantly hampered throughout much of 2012.

Running a business large or small is never easy. I have a family concern of my own and almost daily I ask myself why we bother. What I don't particularly have to concern myself with is advertising as our shop business serves a wide and close-knit community in which word of mouth is a very effective



source of free advertising, but if I needed to advertise regularly in one form or another to keep our business before the public, then I would soon struggle to both run the shop as well as find time to create and circulate suitable adverts which is one of the reasons Andries so kindly invited me to come and work alongside Darstaed to see if I could assist in helping keeping the enthusiasts out there better informed about what the company was doing – Andries designs and makes trains, he is neither an advertising executive or salesman. He will work alongside his workers at their benches and actually

make trains by hand and this takes time, more so than I think many of us realise.

When I read of how the first A4s were being made, I read of a factory in the Far East and almost instinctively visualised production lines and 'mass production'. Dare I say it, I half imagined Binns Road was being recreated in some far off Shangri-La for model train enthusiasts! As the past 2 - 3 years have gone by and I have got to communicate ever more with Andries, I gradually came to realise that my imaginings of just what was happening somewhere in the Far East were distinctly exaggerated in my mind and that the reality is much more low-key and can best be summed up as being much more bespoke in its nature, which is in no way dishonouring of Darstaed the company.

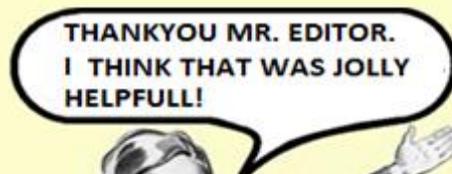


If we take the A4s as an example again, the readership has to understand that back in 2001 when the idea to produce a coarse scale O gauge model of it was being mooted, the model had to be drawn to scale to start with so that a mock up could be made leading to the tool from which ultimately the die-cast body would be produced and so forth, and don't overlook the chassis and mechanism! All of this takes not just considerable time but great expense also, and each and every time a

new project is embarked upon all of this and much more has to be gone through, which was why the Stage Graphics were devised and introduced into that first e-newsletter I was able to edit, hoping the readership would get a better feel of the seven stages of production from Concept & Design to being fully Available. NB: above photo of latest casting soon to be released.

Because Darstaed consists of Andries Grabowsky, his wife Michelle, his engineer Vijay, and other workers who help in the assembly process, this means that Andries personally has a great deal to do in order to bring a model into being and it cannot be denied that with several projects all trying to come about in parallel with one another, sometimes the progress of one project over another can get blurred or even compromised, not that this should in any way be used to excuse what can so easily become interminable roll-out times for some of the projects announced in the past.

So, hopefully from this shared insight, the readership will begin to get a better feel for the complexities of running a business such as Darstaed where quality of workmanship is regarded as all important, even if from time to time the company has the occasional glitch.



Good oh. Ed.

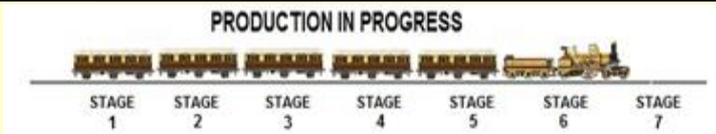


Production Stage updates.

This month you will note there are some changes to the Progress Graphics which are due to the current economic climate in the UK and Andries' unexpectedly extended stay in hospital. Priorities have been changed for a number of the projects. Some have been temporarily put on hold and others, where progress behind the scenes has been better than expected, have been moved forward in the queue. If your favourite is one of those now on hold, please be assured its removal from the printed schedule does not mean cancellation of the project.

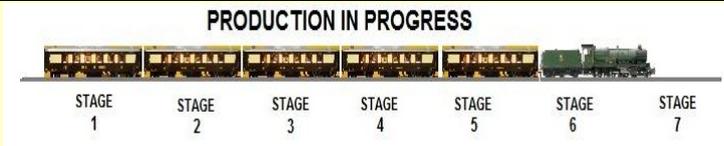
6 WHEELER COACHES

£245



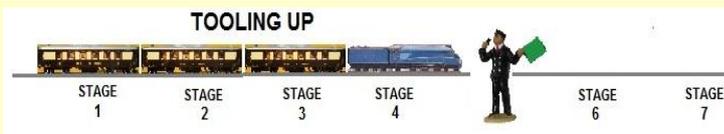
CASTLE CLASS LOCOMOTIVES

£525



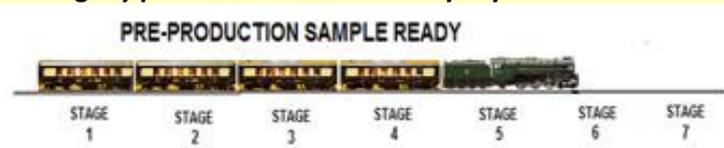
A4 PACIFIC LOCOMOTIVES

£685

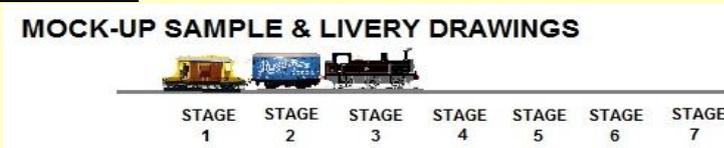


A1 & TORNADO LOCOMOTIVES A1 £685 TORNADO with A1 royalty £ 745

OR: Supplied in mahogany presentation box with royalty to the A1 Trust £850.

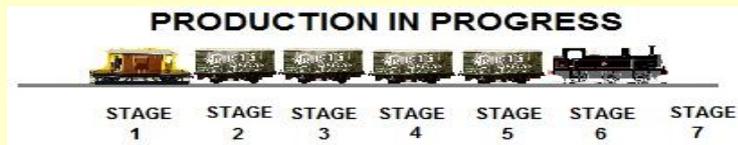


NCB JINTY TANK ENGINE



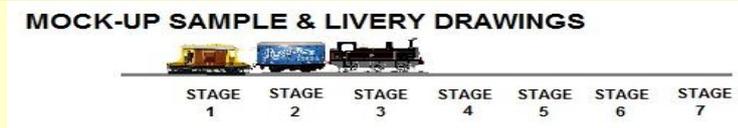
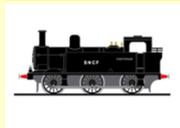
0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

£325



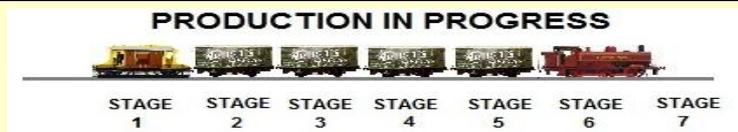
FRENCH 0-6-0 JINTY TANK ENGINES

£325



0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION

£325



NCB PANNIER TANK ENGINE

£295



0-6-0 PANNIER TANK ENGINE

£325



0-6-0 JINTY TANK ENGINE (BLACK)

£325

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



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

£325

NB: no further in grey



2-6-2T ENGINES

£325



MINERAL WAGONS

£150 set of six.

Singles £25 each unboxed.



1ST SERIES ADVANS

£45

Individually boxed



HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£39 each.

Raylo Exclusive's £40 each.



J19 0-6-0 TENDER ENGINE

£345

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



PULLMAN COACHES & BAR CARS

£395

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



CANOPY STATIONS

AVAILABLE

£250



BUT VERY FEW REMAINING

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

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

'WARSHIP' CLASS 42 LOCOMOTIVE

NEW PROJECT IN 2 AND 3 RAIL VERSIONS



CONCEPT & DESIGN



STAGE 1 STAGE 2 STAGE 3 STAGE 4 STAGE 5 STAGE 6 STAGE 7

DB CLASS V200.0 LOCOMOTIVE

NEW PROJECT 3 RAIL VERSION



CONCEPT & DESIGN



STAGE 1

STAGE 2

STAGE 3

STAGE 4

STAGE 5

STAGE 6

STAGE 7

REMEMBER.

THE FOLLOWING PROJECTS ARE 'TEMPORARILY ON HOLD' – THEY HAVE NOT BEEN ABANDONED OR TERMINATED.

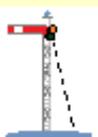
LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE



PLANNING



PROJECT TEMPORARILY ON HOLD



LMS JUBILEE



PLANNING



PROJECT TEMPORARILY ON HOLD



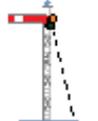
LMS BLACK 5



PLANNING



PROJECT TEMPORARILY ON HOLD



SINGLE WHEELERS



PLANNING



PROJECT TEMPORARILY ON HOLD



MAIN-LINE CORRIDOR COACHES



TOOLING UP



PROJECT TEMPORARILY ON HOLD



ADDITIONAL NON-CORRIDOR COACHES

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

PRE-PRODUCTION SAMPLE READY



PROJECT TEMPORARILY ON HOLD



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

PROJECT TEMPORARILY ON HOLD



THE PRODUCTION STAGES 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.

See Darstaed on 

TORNADO



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

The A4 Pacific:



<http://www.youtube.com/watch?v=Ybk5yuteCvk>

Castle Class:



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

0-6-0 Pannier:



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

Mineral Wagons:



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

0-6-0 Jinty



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

2-6-2T:



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

J19 0-6-0:



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

Pullman coaches:



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

Brighton Belle:



<http://www.youtube.com/watch?v=DM6IOTyvaHA>

Many more films are available here: <http://www.youtube.com/user/ARKWIRGHTIS?feature=mhee>

Featured upload:

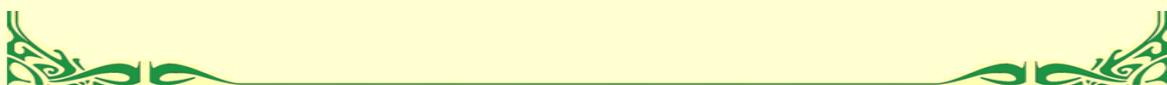
Last month I thought I would commence this feature with a truly amazing railway layout which features many Darstaed products – that of Roy James and his Dream City Railway. This month, by way of contrast I want to feature something completely different, but in its own way just as amazing. This is David Webb's ingenious solution to a lack of space in which to run his much loved model trains. The video will speak for itself, but I would add David has many other clips which you may well appreciate if you have not already seen them. Well done David!



<http://www.youtube.com/watch?v=JpMYNMxpO2I>



If you have a YouTube clip featuring your Darstaed model trains and would like to have them featured here, then please drop me a line.





Here we have an email from delighted customer John Ross to Darstaed's US distributor John Hoover:

xx STAR LETTER! xx

Hello, John,

Thank you for another perfectly packaged shipment. All arrived in excellent condition. The BR 2-6-2 and the LMS maroon Jinty are splendid. What else can I say? I have a number of Jinties and 2-6-2's, and I have not lost an iota of enthusiasm for them. They are amongst my favourite locomotives.

The mineral wagons were a bit of a shock. The photographs do not do them justice. I never would have thought that I could be so delighted with something as mundane as a coal wagon, but these are just beautiful. I love the detail, the weight, and just the way they feel. Darstaed outdid themselves on these!

I would really love to see Darstaed come out with some vans with this sort of detail - what a coup those would be!

I was disappointed that the Single Wheeler was taken out of production. I hope it will eventually be made. It is a locomotive that I have wanted for a very long time.** Note; the Single Wheeler project has not been dropped. Ed.

Thank you for your remarkable service, and advice. I very much appreciate how you take such care with each of these orders, no matter how small they are. Best regards, John Ross

Via email from Michael Holmes:

Great job as usual, Dave. I am getting excited about the Met six wheel coaches I have requested of John Hoover as I see they are in production.

Via email from Mike Whitney in the USA:

The newsletter seemed somewhat of a mixed bag. As a Darstaed customer (Pullman set) I am hopeful that the promised A4 will come to fruition, and I hope to see the Castle soon. Trying to read between lines, I wonder if any of the sidetracked projects are due to Andre's health, yet no mention of this was made in the newsletter.* Actually a mention was made on p16 of the last newsletter. Ed. ***Certainly, the economy is taking a toll everywhere. In the U.S. some folks have been hit hard while others are managing quite well.***

Much as I'd love to see the LMS Jubilee and the beautiful Single Wheelers, I'm not at all disappointed that they're on hold. After all, I can only afford about two locos in a year, and to have the A4, Castle, Tornado, Jubilee, and Single Wheelers all come out relatively close together would mean I'd have to pass on some. If they get strung out a bit, well, that's good news to me.

Does the A4 look like a certainty? Yes. Ed. ***And I also wonder if you've any idea if Hornby ever intends to do anything with Bassett-Lowke.*** No. Ed

Thanks for another informative newsletter, though this one worries me a bit about Darstaed's future... No need to Mike! Ed. ***Sincerely, Mike Whitney***

Hi Dave

Once again, a brilliant newsletter - keep them coming. Could I ask that Andries changes the 'coal' on new Locos. I have a Pannier which is spot on, EXCEPT the coal. It looks like a moulded item you would find on a kid's toy and looks very unrealistic. The Lumps are soft edged, not very black and look too big. By the side of my other Locos it really looks wrong.

I am awaiting an A4 and would be very disappointed to see the same moulding on it. Regards Pete I shall take this up with Andries and see what comes of doing so. Don't forget we are dealing with coarse scale models here and the coal loads are not so dissimilar to what Hornby achieved for the mineral wagons. Ed.

An email from Darstaed distributor Bruce Coleman which I felt was worth sharing:

Just to let everyone know that I ran my Tornado on Thursday for 4 hours, with an interval, pulling 12 ACE carmine and cream coaches. Started without any slipping, could have easily pulled more.
Bruce

Email from Bruce Palmer:

*David, I've looked at Andries ideas about the *singles * and I'm amazed! I know he has the European idea, ex Marklin, that all wheels should be driven by gears but doing it for a *single * is just silly!*

There is no need; one pair of wheels will haul a respectable load. I've just been watching Mark Carnes North Eastern J class hauling 4 coaches round tinplate curves powered by a very dodgy can motor. It looks as if the project got quite far with a decent body. Leave out the gears, reduce your costs and go for it I say! Bruce

I hear what you say Bruce, but I rather suspect that having cracked the problems Andries will much rather have two axles – four wheels driven – we'll have to wait and see. Ed

By email from Alan Cliff:

Good afternoon David

Herewith a "Letter to the Editor" for your consideration:-

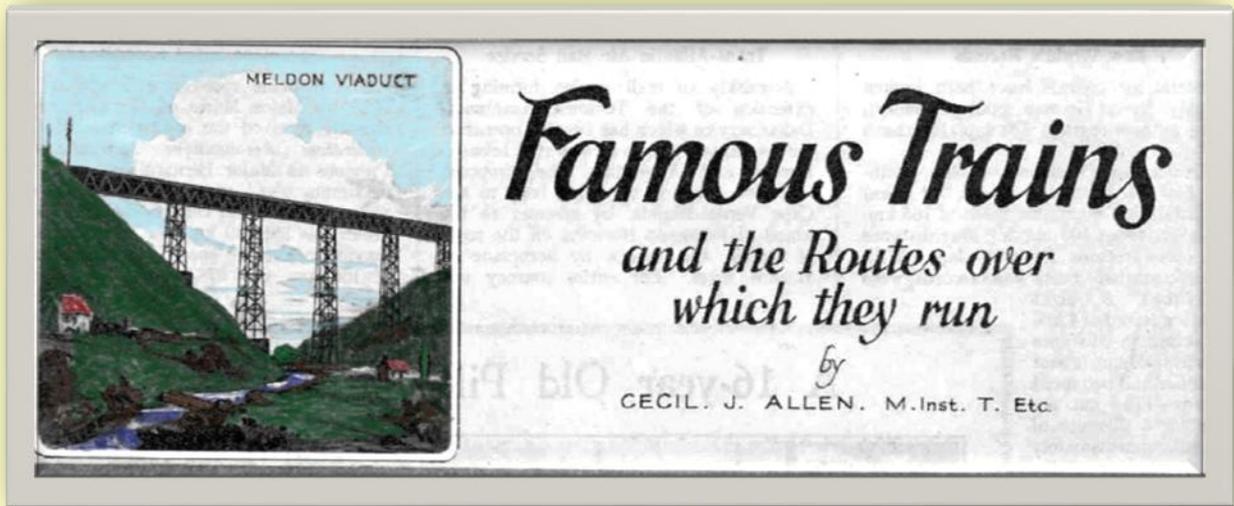
*I notice in the second group of six wheel coaches Darstaed hopes to introduce that one batch will be in LNER livery. The M&GN had virtually the same livery as the LNER except that "M&GN" in gold letters appeared in place of LNER. The numbers were different too but that hardly matters in tin-plate models. Has Darstaed considered producing 6 wheelers with M&GN lettering? **

Such coaches were the main stay of that line up until the mid 1930s. By the way I am sure that Darstaed knows the Metropolitan Railway did not run six wheel coaches at any time in its history. If teal is intended as the colour for the Met coaches why not abandon Met and change to M&GN. Just a suggestion for Darstaed's consideration.

Darstaed LMS "Jinty" and GWR pannier 0-6-0 tanks are splendid models. They are completely at home on 21" radius track thus allowing folk with restricted room the opportunity to run 0 gauge trains. I hope Darstaed will produce more 0-6-0 tanks. I think the wheelbase and wheel size would be correct for an LNER J72, an LNER J83, an SR G6, an SRT and a Midland/LMS 1F half or full cab. All of these lasted into BR days and all were built by pre-grouping companies thus allowing a variety of liveries. Best wishes, Alan Cliff

** Response from Andries: Dear Alan, thank you. If there is an M&NG group and orders are combined to one small run I could consider this suggestion.*





No. 4 - The Atlantic Coast Express – Southern Railway

First published in the Meccano Magazine April 1927

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

Make sure you have received your 'free' supplementary PDF attachment.

PLEASE NOTE. If any reader wishes to print this e-newsletter or the Famous Trains series, please let me know and I will supply them on plain pages to avoid you having to use vast quantities of printer ink!



Where will you find our Distributors?

Darstaed distributors will be found at the following dates & venues in March:

Sunday	3 rd	Potters Bar
Sunday	3 rd	Doncaster
Sunday	10 th	Stafford
Sunday	10 th	HRCA Border Counties – Haydon Bridge
Sunday	10 th	Pudsey
Monday	18 th	HRCA Edinburgh – Duddington Golf Club
Wednesday	20 th	HRCA Chesham High School
Wednesday	20 th	HRCA Chesham
Sunday	24 th	Malvern
Sunday	24 th	Reading Vintage
Sunday	24 th	Reading Vintage (no new goods)
Friday	29 th	Slough



UK LONDON & SOUTH:

Authorised Darstaed distributor BRUCE

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

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

Latest: *"On supply of a Brighton Belle Motor Coach I can now 2 Rail convert them for the customer. £65 plus courier return postage of £10."*



UK MIDLANDS:

Authorised Darstaed 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: At this time I have stock of *all* Darstaed products produced to date except the Brighton Belle sets (**SOLD OUT**). GWR Clerestory roof suburban coaches *now back in stock*. I have had a second delivery of the Raylo exclusive Colman's Mustard Advertising Vans, so they are now back in stock. NCB rolling stock from the Directory Series.

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"*.

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!

GERMANY: Authorised Darstaed distributor HERR FRANK ELZE

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



U.S.A. & CANADA:

Authorised Darstaed distributor JOHN HOOVER

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



AUSTRALIA:

Authorised Darstaed distributor DAVE ALLEN

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



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 CLASSIC O GAUGE FORUM' tinplate trains * coarse scale * 2 and 3 rail * worldwide. Formerly 'The Tinplate Forum', recently renamed to try and better identify the areas of interest being posted about by the members. 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:

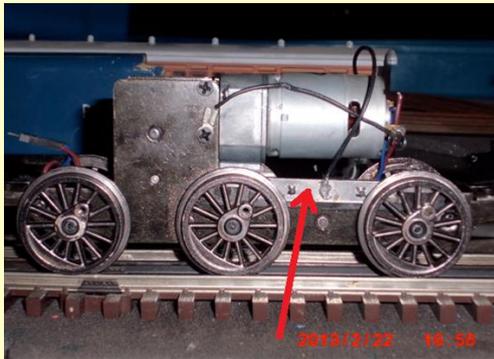
<http://www.jcstudiosinc.com/BlogCategoryMain?catId=944>





COMING NEXT MONTH

SOME PHOTGRAPHIC CLUES!



Red arrows & rusting rails! All revealed next month.



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