

# **DARSTAED VINTAGE TRAINS**

## **MAKING MODEL RAILWAYS COME ALIVE!**

**Behold!**

The Darstaed A4 Pacific is on its way again.



Have you ever considered how a model such as this enters the world for the first time? Read on.

**Welcome to N<sup>o</sup> 17, the  
February 2013 edition of  
the Darstaed e-Newsletter**

I say Father! With these Darstaed  
trains it's hard to tell what's real!

Aye, Jack lad, you're not wrong there.

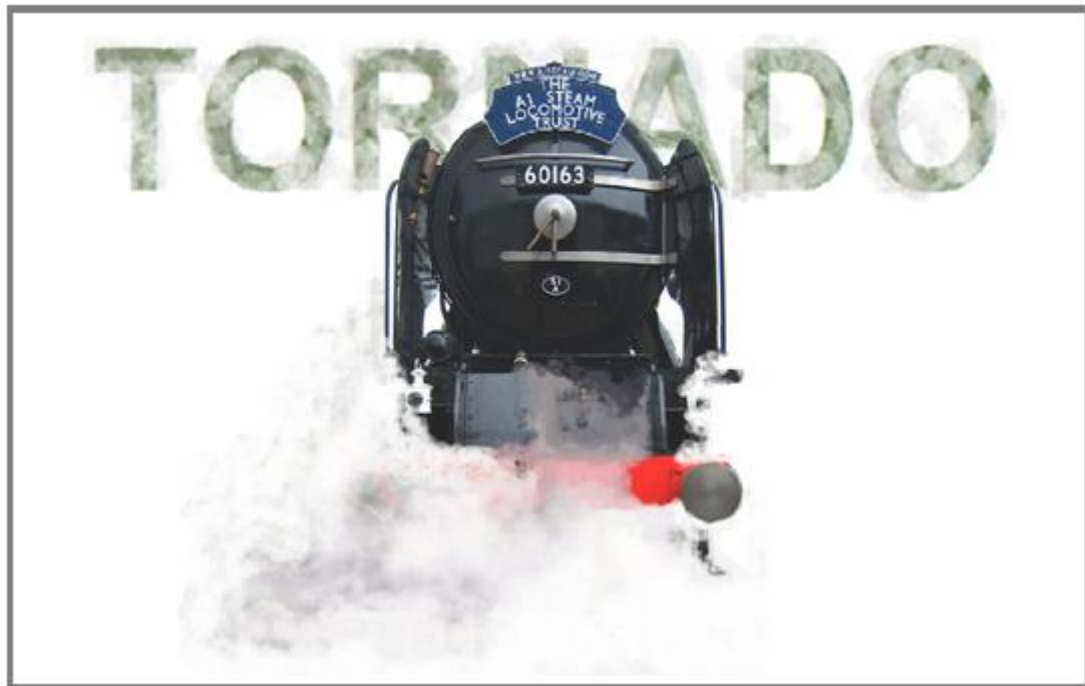


### Comments from the Cab.



Hey Tom - isn't that Tim and Jack, the  
train mad father and son?

Aye, tis.



**TORNADO**



**EAGERLY AWAITED**



Over the past few weeks there has been much internal discussion about the plans that Darstaed have. Many of these plans were formulated some time ago but much has changed within the global economy since then. To say that the plans now look optimistic would be putting it mildly.

We should by now all recognise, that as long established UK high street brands are almost weekly reported to be going under, times are difficult for some folk and few have sufficient funds any long to overly indulge themselves in any pasttime let alone a hobby as potentially expensive as 3 rail O gauge.

It was for this very reason that Andries Grabowsky felt so motivated to try and reintroduce the A4 Class at a much more affordable price than the eye-watering prices now being asked for those previously made and sold under the ACE Trains name. Even so, how many out there have funds to spare for an A4, plus a Castle, plus a Jubilee and so on. Common sense has to prevail, and with all this and more in mind, as you read on, this month you will note some quite stark changes have taken place amongst the list of ongoing projects. Andries has decided to effectively put on hold any attempts to bring a large number of the previously announced projects into being, and instead will now be concentrating on just a few specific models which are well advanced.



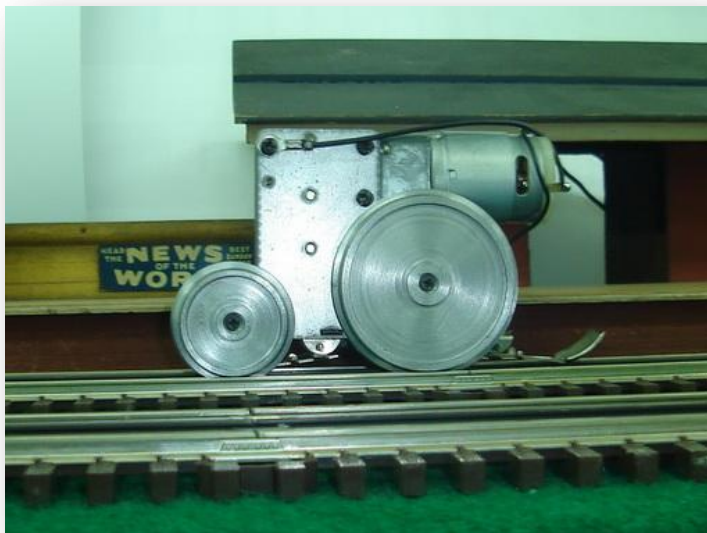
One of those being put temporarily on hold will sadly be the Single Wheeler; a model that I personally was very much looking forward to seeing. Because virtually no developments have ever been reported concerning this model, it would be understandable if some enthusiasts might conclude that the project was never likely to come to pass. As a result, I thought it would be

good for the readership to see how in the past, this particular project did in fact advance further than might be thought. Here are a series of photos, just recieved, which show the model as it was during the early planning stage. Even getting a model to this very early stage takes much more time and effort than might be imagined, and you can see just how striking the model will be as and when it is finally produced, which hopefully it will be one day.





One of the big challenges with this model was in getting drive to both sets of different sized drive wheels which obviously run at different speeds relative to one another.



Very impressive; I'm sure you will agree, but also with the rider of: *what is the point of showing us what we can't have?* This is a very valid point. The main reason for showing these pictures is to try and dispell any suggestion that the company, in particular Andries, is full of promise but no delivery. Here you should graphically see that some considerable lengths have been gone to, towards creating a model of this highly significant locomotive – the 1886

Caledonian Railways Single No 123. No one is actually saying this model will *never* appear, but it has become clear to Andries that it serves no purpose giving the readership monthly updates on a project that simply cannot proceed further at this time. As this now applies to a number of other projects, you will now see this situation reflected in the progress stage graphics further on in this edition. Despite this development, the company remains confident that what it has promised for 2013; namely TORNADO, the A4's, the Castles and the 6 wheeled coaching stock, will all become available soon.

So; now moving on to constructive developments, take a look at these photos recieved just a few days ago.



Here you see the unmistakable shape of the A4 body casting as it emerges from the brand new press tool.



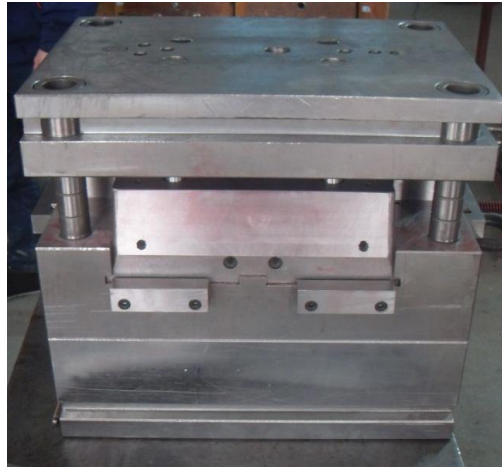


We are informed there are subtle but significant improvements in the castings being produced by this new tool – can you spot them?





And here is the tool from which the casting is produced.



**Remember -**





# DARSTAED VINTAGE TRAINS BRINGING MODEL RAILWAYS ALIVE!



## *De German V200.1 Locomotive*



This is the V200.1 locomotive which Andries Grabowsky has had produced on behalf of Germanys Darstaed distributor, Herr Frank Elze of MBW.





It is with great pleasure that Darstaed has entered the finescale arena again with a 2-R model of the V200.1 that is sold under the name Modellbahnwerkstatt or MBW. A coarse scale 3-R model of the V200.0 in metal will appear in a few months time. The V200 was manufactured from 1953 onwards by the German firm Krauss-Maffei and saw service, in Germany, Switzerland, France, Italy, Spain, Greece, Albania, Saudi Arabia and Algeria.

Krauss-Maffei granted the licence to British manufacturers who built from 1958 to 1961 38 diesel engines that strongly resembled the V200 and became known as the "Warship" Class 42 and 43. After having produced our coarse scale model for the European market we will produce the warship for the British market.

Andries Grabowsky Jan 2013

**CONTINENTAL EUROPE:** Authorised Darstaed distributor HERR FRANK ELZE

MBW Spur 0 Modellbahnwerstatt **email:** [Modellbahnwerkstatt@arcor.de](mailto:Modellbahnwerkstatt@arcor.de)

Tel & Fax: +49-208-30-18-814 Mobile: +49-178-656-2556 Website: [www.MBW-Spur-0.de](http://www.MBW-Spur-0.de)





## The 16 ton Mineral Wagons.

- Sets 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-Rail and 2-Rail 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](mailto:brelcol@talktalk.net)

**Tel: 01483 892373**

**Colin Toten**

**email:** [colin@bhvccc.co.uk](mailto:colin@bhvccc.co.uk)

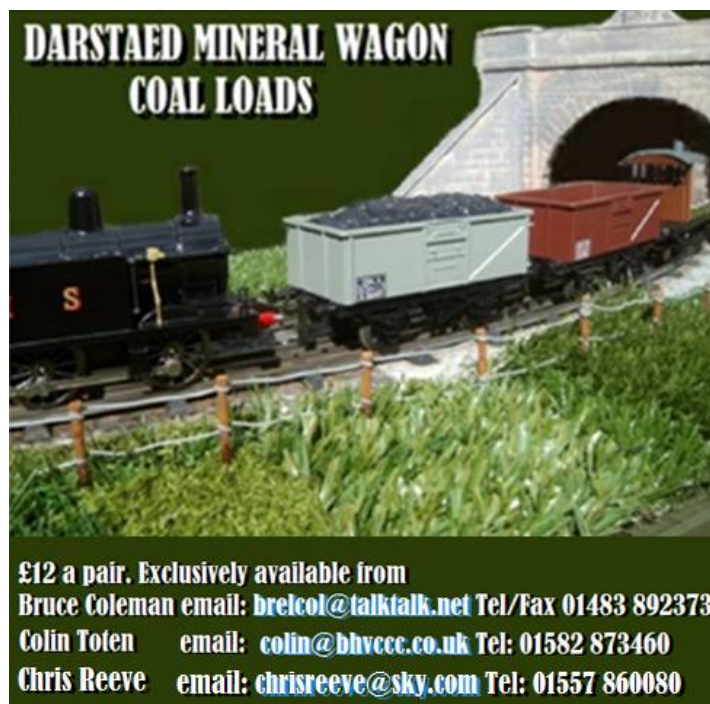
**Tel: 01582 873460**

**Chris Reeve**

**email:** [chrisreeve@sky.com](mailto:chrisreeve@sky.com)

**Tel: 01557 860080**

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



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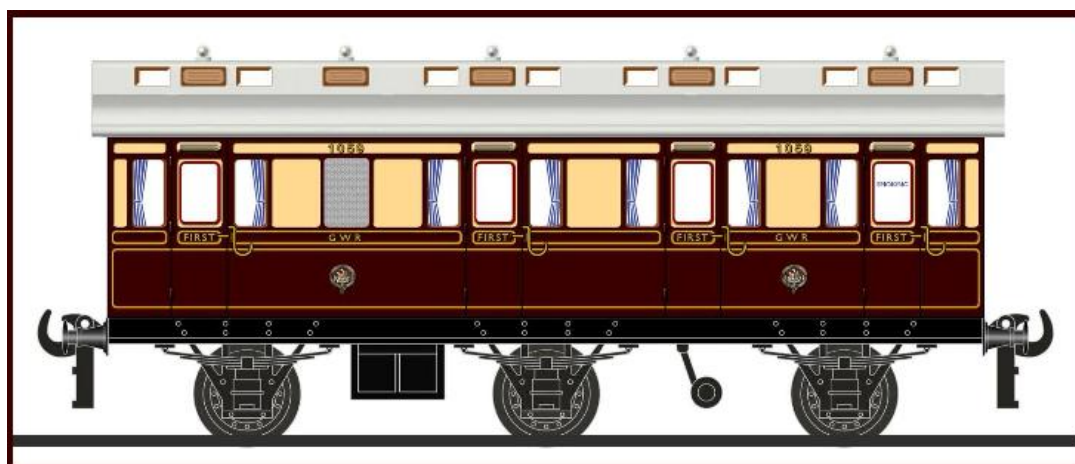
## The 6 Wheel Coaching Stock.

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 window curtain and interior detailing
- Liveries carefully researched, correct compartment spacing
- Suitable for 3-Rail and 2-Rail operation (2-Rail pick-ups to follow)
- Wheels free running on the axles
- Pick-up from spoons (3-Rail) or plunger (2-Rail) at the brake end.
- Delivery now expected March 2013**
- Price **SET OF FOUR - £245 (+ P&P)**



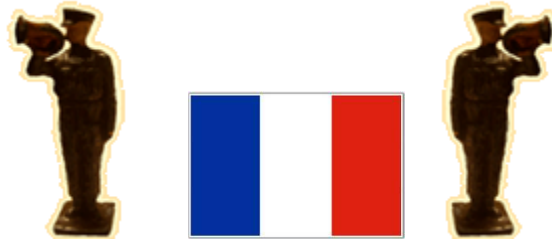
Still on their way. The latest I can bring you from Andries is that the Chinese New Year celebrations will prevent the coaches being completed in time for February but they are confirmed as being on course for completion very shortly now.



The addition of curtains does not suggest interior detail is being lost – this detail will still be reproduced making these coaches ever more desirable.



# Le French Jinty



**T**he 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.



There *is* so much to look forward to  
in 2013.

# The A4 'Pacific's'

Solid die-cast body produced from new tooling. Traditional gloss livery, satin finish - as per the previous Castle Class locos with nickel hand-railing and now 'High Rail' which is a satin finish livery with blackened hand-railing as per the Pannier engines. 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.



L.N.E.R A4 'Pacific' in gloss Garter Blue (gloss) with side valances.



A4 'Pacific' in gloss British Railways Brunswick Green (gloss) without side valances.

Gentlemen,

**By popular request we will also put on the order sheet for regular production, the Sir Nigel without valances in the Garter Blue with shaded lettering and double Chimney. Although it never ran like that it now does in preservation.**

Cheers,  
Andries

# The Castle Class Locomotive



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.



Castle Class locomotive in British Railways Brunswick Green (gloss).

# 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.

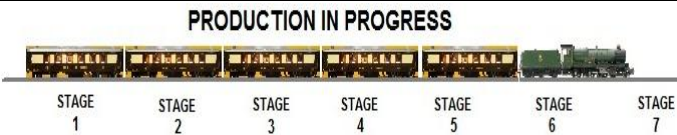
## 6 WHEELER COACHES

£245



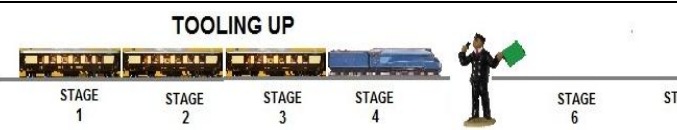
## CASTLE CLASS LOCOMOTIVES

£525



## A4 PACIFIC LOCOMOTIVES

£685



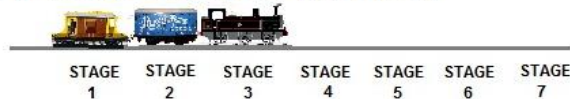
## A1 & TORNADO LOCOMOTIVES   A1 £685   TORNADO with A1 royalty £ 745

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



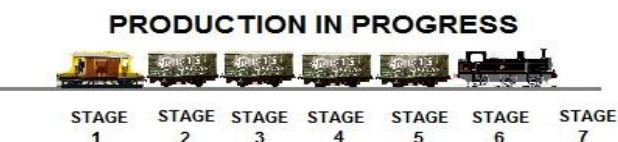
## NCB JINTY TANK ENGINE

### MOCK-UP SAMPLE & LIVERY DRAWINGS



## 0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

£325





**FRENCH 0-6-0 JINTY TANK ENGINES**

**£325**



**MOCK-UP SAMPLE & LIVERY DRAWINGS**



**0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION**

**£325**

**PRODUCTION IN PROGRESS**



**NCB PANNIER TANK ENGINE**

**£295**



**AVAILABLE**



**0-6-0 PANNIER TANK ENGINE**

**£325**

**AVAILABLE**



**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.



**AVAILABLE**



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

**£325**

**NB: no further in grey**

**AVAILABLE**



**2-6-2T ENGINES**

**£325**



**AVAILABLE**



**MINERAL WAGONS**

**£150 set of six.**

**Singles £25 each unboxed.**



**AVAILABLE**



**1<sup>ST</sup> SERIES ADVANS**

**£45**

**Individually boxed**

**AVAILABLE**



**HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)**

**£39 each.**

**Raylo Exclusive's £40 each.**

**AVAILABLE**



**J19 0-6-0 TENDER ENGINE**

**£345**

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

**AVAILABLE**



**PULLMAN COACHES & BAR CARS**

**£395**

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

**AVAILABLE**



**CANOPY STATIONS**

**AVAILABLE**

**£250**



**BUT VERY FEW REMAINING**

Contact: [www.trainshoover.com](http://www.trainshoover.com) email: [trainshoover@gmail.com](mailto:trainshoover@gmail.com)

or: 'The O Gauge Guy': email: [b.luedja@gmail.com](mailto:b.luedja@gmail.com)

**'WARSHIP' CLASS 42 LOCOMOTIVE NEW PROJECT IN 2 AND 3 RAIL VERSIONS**



**CONCEPT & DESIGN**



**DB CLASS V200.0 LOCOMOTIVE**

**NEW PROJECT 3 RAIL VERSION**



**CONCEPT & DESIGN**



**LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE**



**PLANNING**



**PROJECT TEMPORARILY ON HOLD**



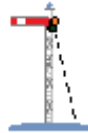
### LMS JUBILEE



PLANNING



**PROJECT TEMPORARILY ON HOLD**



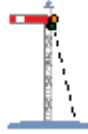
### LMS BLACK 5



PLANNING



**PROJECT TEMPORARILY ON HOLD**



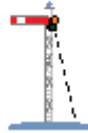
### SINGLE WHEELERS



PLANNING



**PROJECT TEMPORARILY ON HOLD**



### MAIN-LINE CORRIDOR COACHES



TOOLING UP



**PROJECT TEMPORARILY ON HOLD**



### ADDITIONAL NON-CORRIDOR COACHES

Singles £80 or with 3<sup>rd</sup> 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 YouTube™ upload:

This clip is of the mother and father of O gauge coarse scale layouts! I first saw this a year or so ago and still haven't got over the shock. I'm sure this will engross you too.



**Roy James and Dream City Railway:**

<http://www.youtube.com/watch?v=xp3RbKVN1GA&feature=youtu.be>

Next month I propose to feature an upload which brilliantly demonstrates how a layout can be made in the most confined of spaces. If you have film of your Darstaed rolling stock on YouTube and would like to have it featured here please get in touch. [upton@darstaed.com](mailto:upton@darstaed.com)



**Q**

Good evening, I have purchased a couple of your Loco's a 262 tank loco and the pannier tank and I would like to run them on some smaller radius curved track, would it be possible to have them fitted with a set of flange-less driving wheels to enable them to operate on sharper radius track? Thanks for your help in this matter  
Mervyn Trigg

**A**

Dear Mervyn, Thank you for your mail. This is a good question and if you permit us we would like to put it in the monthly newsletter together with the answer.

To answer your question, yes, I take special orders for mechanisms with flangeless centre wheels. Hopefully the wheels are black and not coloured.

It will take time to do them because it has to await the next production batch.

The upcoming production of the next batch of Castles, A4s and A1s/Tornado will have a shaven off flange on request, just let the distributor know from who you purchase.

Best Regards, Andries Darstaed

**Q**

Happy New Year, Gentlemen. My normal delight at receiving the Darstaed newsletter was enhanced by seeing a reference to a Warship project. Will this be made in 3 rail? Will it be made in BR green? If so, I WANT ONE, PLEASE!!!! Thanks and best, Michael

**A**

Gentlemen, The warship will be done in 4 colours, Green, black, maroon and BR blue (with yellow). It will be done in both 2-R and 3-R.

Cheers,  
Andries



Thank you for the Darstaed newsletter.

I note that it would appear that the GER/LNER B12 4-6-0 tender loco project has been abandoned? What a pity.

Simon Hall

**\*\* STAR LETTER! \*\***

Dave  
cc Andries

Very many thanks for another excellent production. Not only is the newsletter itself really interesting but the Famous Trains article is the stuff of legends!

I recall quite clearly, aged 5, travelling up to London on The Cornish Riviera in 1948 with my parents just before Christmas after my father had returned from a couple of years in Kuala Lumpur.

Is there any indication of how these slip-coaches were reattached to the trains for the return journey? Obviously the train had to make the appropriate stops and I must say that I don't recall that aspect at all. I wasn't aware of the slip-coach facility which was a brilliant innovation. Interestingly the coupling appears very like the MTH pro-coupler which I

now have and which is operated electronically on the locomotives. Whether it can be done while the train is moving I will have to check out. What a feature that would be!

I shall re-read both items later but I did want to record my initial congratulations straight off. Well Done! Alan B

*Ed. Thank you Alan. Alan refers to the 'Famous Trains' article supplied with last month's e-newsletter:*



**No. 2 THE GREAT WESTERN "CORNISH RIVIERA" EXPRESS**

First published in the Meccano Magazine February 1927

*If you have not read it, you can either receive your own copy on request to: [upton@darstaed.com](mailto:upton@darstaed.com) or by visiting the Darstaed website: [www.darstaed.com](http://www.darstaed.com) and going to The Famous Trains section.*


Hi David,

I receive today your new letter and I appreciate a lot, when the 261 locomotive are available in French delivery? I am very interested by the model "ETAT" or "SNCF", very nice product. I go to NEC in February.

Regards, Bruno Horville

## **Darstaed's stated aims:**

**QUALITY, RELIABILITY & VALUE FOR MONEY**



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## VINTAGE TRAINS GUARANTEE

*This Vintage Trains or Darstaed Trains-de-luxe product is guaranteed for one year from the date of purchase against defects in materials and/or workmanship and will be repaired or replaced, at Vintage Trains option, without charge for parts or labour if accompanied by the product invoice, the lower part below. This Guarantee does not cover products that have been abused or damaged.*

*Transport/postage costs are not covered by this Guarantee. In the first instance, please return the product, with original invoice, to the dealer who sold the product to you. This Guarantee is only applicable to the original purchaser and is not transferable.*

*Please retain this half of your Guarantee for your records.*

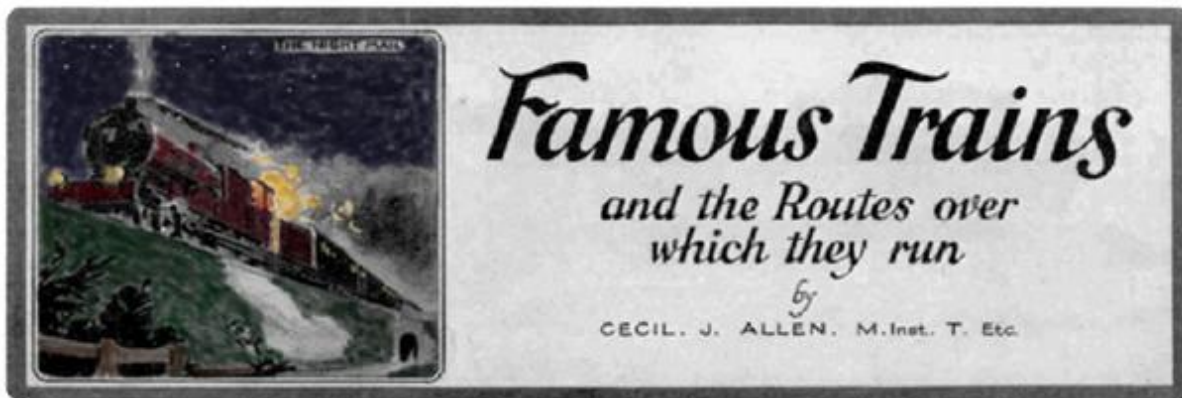
[www.darstaed.com](http://www.darstaed.com)

## Where will you find the Distributors?

Colin Toten supplies the following dates & venues:

- February      9<sup>th</sup>. HRCA AGM Leicester
- 10<sup>th</sup>. National Exhibition Centre, Birmingham
- 16<sup>th</sup>. Sandown Park
- 24<sup>th</sup>. Huntingdon





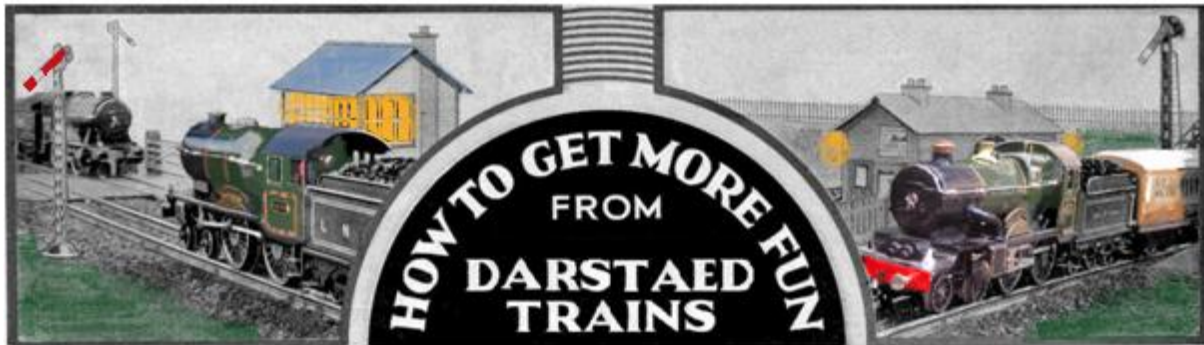
### No. 3 - The "West Coast Postal", L.M.S.R

First published in the Meccano Magazine March 1927

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

**PLEASE NOTE. If any reader wishes to print this series out, if you let me know I can let you have them on plain pages to avoid you having to use vast quantities of printer ink!**

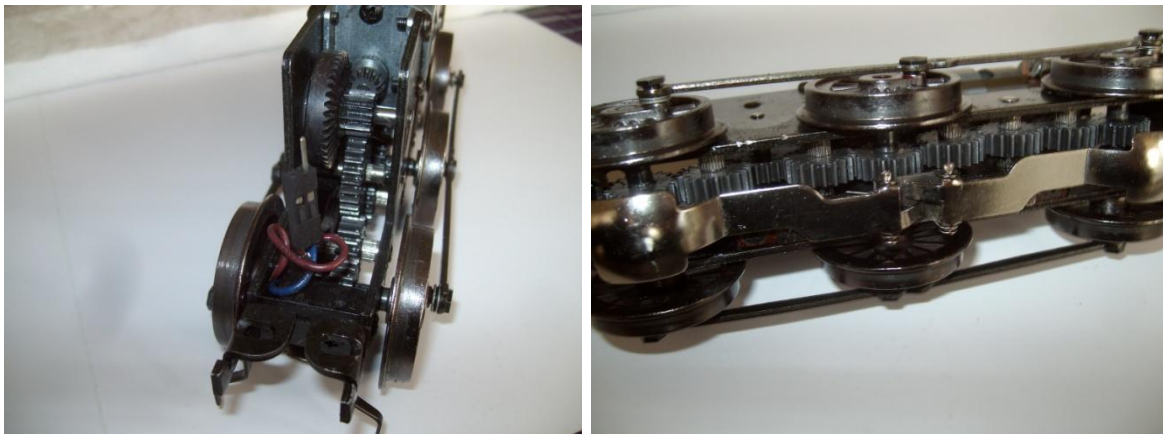
In 1927 railway engineer and writer Cecil J. Allen commenced a wonderfully informative series of articles for Meccano Magazine under the heading 'Famous Trains'. I could not possibly improve upon his writing. Ideally I should like to treat the readership to reproducing these fascinating articles as it 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.



## Don't forget to lubricate them!

If, like me you run a garden layout, then winter is always a quiet time on the layout but it does not mean there is nothing to do. I see it as an opportunity to service the locos and stock as necessary in much the same way as we have to service our vehicles from time to time. Their mechanisms need a change of oil occasionally and similarly, the mechanism of your loco will need caring for to ensure long and reliable running. With my vehicles, I've always been known to over grease or oil, but I'd much rather it be that way than not sufficient with the resulting damage you can get.

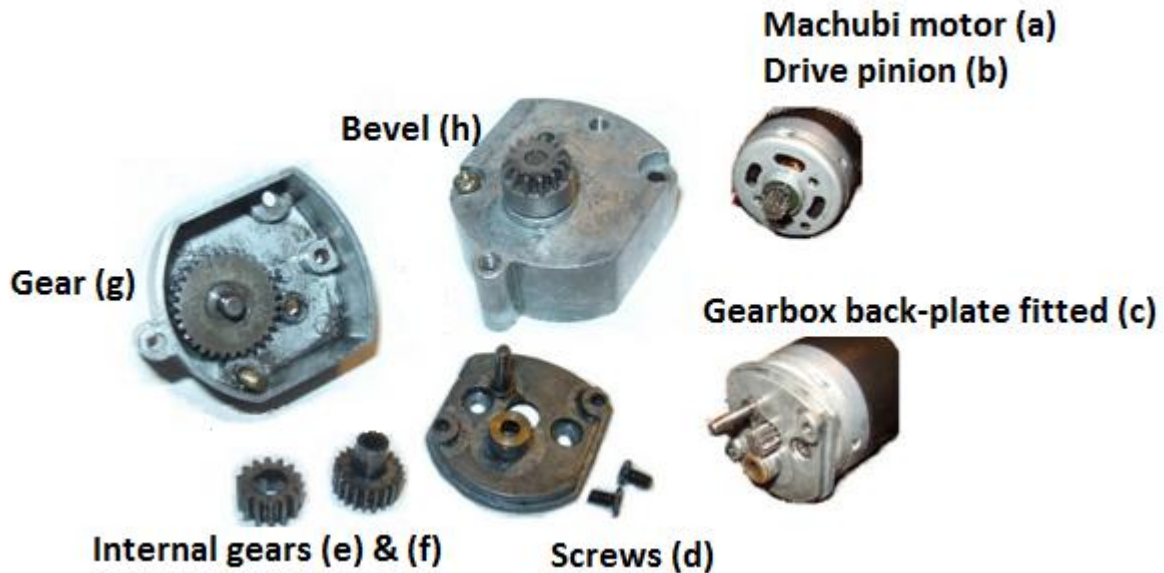
Let's take the 0-6-0 Jinty as an example. It might be small compared to the size and presence of TORNADO, but in point of fact it houses a very similar mechanism hence its remarkable capabilities for such a small engine.



You might not be able to see them all in either of these photographs, but there are no less than 17 separate gears driving the model from the output shaft of the motor (hidden from view in the gearbox), down to the individual gears on each drive axle. In addition, the gears have between them eleven separate axles or twenty two points at which you need to ensure these are lubricated, so all in all there's plenty of potential for a mishap if the mechanism should be allowed to run too dry, too long. Obviously, the mechanism is well lubricated when it leaves the factory and under normal operating conditions it is unlikely to require more than a few drops of oil amongst the gears and the axle bearings; just keep in mind that if the model has been stood for some considerable time, any oil

applied the last time you ran it may well have dried up and become ineffective. For those wishing to boldly go where no one normally needs to go, this is what you will find inside the gearbox.

## Component parts of the Darstaed Gearbox



The components pictured above are a montage of different photos so individually they are not all to the same scale. The Japanese Machubi motor (a) has a small drive pinion (b) fixed to its spindle. To the body of the motor is affixed the gearbox back-plate (c) – held in place by a pair of counter-sunk screws (d). The back plate carries a fixed spindle and bearing boss. The fixed spindle is axle to a pair of internal gears (e) 14 teeth & (f) 21 teeth which are designed to mate one with another enabling them to turn as one but being of different diameters, doing so in different ratios. The gearbox casing has a larger diameter internal gear (g) which also carries on its axle bevel gear (h). The inner face of the internal gear (g) has a stub axle which rides in the back-plate bearing boss, once the gearbox casing is put into position. Gear (f) is driven by drive pinion (b) and the smaller gear (e) drives the larger diameter gear (g) & bevel (h). The gearbox is lubricated in the factory and should require no further attention for some considerable time.



HEY THERE ANDRIES,  
WHERE CAN WE BUY THESE  
MARVELLOUS MODELS?



### UK MIDLANDS:

Authorised Darstaed distributor COLIN TOTEN

[www.raylo.co.uk](http://www.raylo.co.uk) email: [colin@bhvccc.co.uk](mailto: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 Colmans 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](mailto: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!

**CONTINENTAL EUROPE:** Authorised Darstaed distributor HERR FRANK ELZE

MBW Spur 0 Modellbahnwerkstatt email: [Modellbahnwerkstatt@arcor.de](mailto:Modellbahnwerkstatt@arcor.de)

Tel & Fax: +49-208-30-18-814 Mobile: +49-178-656-2556 Website: [www.MBW-Spur-0.de](http://www.MBW-Spur-0.de)





## U.S.A. & CANADA:

Authorized Darstaed distributor JOHN HOOVER  
of TRAINS-HOOVER 1064, CRYSTAL BOWL CIRCLE, CASSELBERRY, FL 32707 [www.trainshoover.com](http://www.trainshoover.com)  
email: [trainshoover@gmail.com](mailto:trainshoover@gmail.com)



## AUSTRALIA:

Authorized Darstaed distributor DAVE ALLEN  
'THE O GAUGE GUY' [www.theogaugeguy.com](http://www.theogaugeguy.com) email: [dave@theogaugeguy.com](mailto: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 Darstaed distributor BRUCE COLEMAN [www.wonershtrains.com](http://www.wonershtrains.com) email: [brelcol@talktalk.net](mailto: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."*

**P**lease note. Darstaed currently has six listed authorised dealerships, 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](mailto: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>

## Darstaed’s Stated Aims:

### QUALITY, RELIABILITY & VALUE FOR MONEY

**W**ithin 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.**

**The Chinese New Year celebrations\* have a marked impact on the nation's output, but I'm sure we will have something with which to produce another edition !**



**2013. THE NEW DAWN**

**[WWW.DARSTAED.COM](http://WWW.DARSTAED.COM)**

**\*From 10<sup>th</sup> February, 2 week of feasting and celebrations**