



# DARSTAED VINTAGE TRAINS

## MAKING MODEL RAILWAYS COME ALIVE!

e-NEWSLETTER No.10. July 2012

Hello fellow Darstaed model train enthusiasts and welcome to the July 2012 edition of the company e-newsletter. Where does one begin?!

In this edition we will bring you up to date on developments concerning TORNADO and we will also find out where production is at with the 6 Wheel Coaching stock, the Mineral Wagon and this is just for starters!

For those of you who subscribe to the Train Collectors Society magazine\*, you will have already seen the Darstaed Summer two page advert, but as it is highly unlikely all of you will be subscribers so we reproduce it here. \* <http://www.traincollectors.org.uk/>

LOOK! HERE COMES TORNADO



O-6-0 PANNIER TANK IN NCB GREEN



**DARSTAED/VINTAGE**  
MAKING MODEL RAILWAYS COME ALIVE!



16T MINERAL WAGON

*"My word son, these Darstaed trains are marvellous!"*



**DARSTAED**  
MAKING MODEL RAILWAYS COME ALIVE!

**57XX PANNIER TANK ENGINE**

Solid cast body providing tremendous traction for all three axles which are driven by a Mabuchi motor and gearbox consisting of nine forged pinions all with hardened teeth and pre-lubricated at the factory. Isolating ON/OFF/REVERSE switch, lit front lamps and satin finish makes this another highly successful model from Darstaed. All liveries: £295 inclusive of VAT. Also being produced will be the NCB green engine for which grey or brown mineral wagons will be produced in due course.

**OUR DISTRIBUTORS**

**LONDON & SOUTH**  
www.enr-trains.com  
BRUCE COLEMAN  
01483 892373

**NORTH & SCOTLAND**  
chrisreeve@sky.com  
CHRIS REEVE  
01557 860080

**MIDLANDS**  
www.ray10.co.uk  
COLIN TOTEN  
01582 873460

**AUSTRALIA**  
www.theogaugeguy.com  
DAVE ALLEN

**U.S.A**  
johnhoover@gmail.com  
JOHN HOOVER  
trainshoover@gmail.com

*"My word son, these Darstaed trains are marvellous!"*



**DARSTAED**  
MAKING MODEL RAILWAYS COME ALIVE!

**3F JINTY TANK**

Solid cast heavy body. Remarkable traction and performance. Making use of the renown Mabuchi motor with bevel drive of the custom made gear box which in turn drives all three axles. Sprung buffers, satin finish and working headlamps all combine to make this model a must for any O Gauge railway layout. Black unlined: £265  
Black lined: £280  
Coloured: £295  
All prices inclusive of VAT

**\* STOP PRESS! \***  
FREE e-newsletter now available from your local distributor or aytoo@darstaed.com

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

# The 6 Wheel coach update.

Below are two CAD images of these soon to be available coaches. What can I say that these incredibly realistic images don't?



The coaches are being worked on at this time and just as soon as we can announce their availability, you will read about it in the newsletter. Hang in there!





Ok young fellow, let's take a look at what we know. The story begins in October 2009 with Andries Grabowsky and Darstaed being granted the exclusive right to make a 3 rail coarse scale model of this land-mark locomotive by the A1 Trust.



The agreement was struck at Kiddermisnter and was recorded with this photograph which many of you will have seen already. From left to right: Authorised distributor, Colin Toten. Friend of Bruce Coleman Mike Allen. Mark Allett of the A1 Trust. Andries Grabowsky CEO Darstaed. Authorised distributor Bruce Coleman. Authorised distributor Chris Reeve. Mike Green (at that time Somerset Based stock holder), and Willem Boot, close friend of Andries.

But that was nearly three years ago, so what has been happening since then?

I think that first of all, the reader has to grasp the sheer complexity of making a model such as this from scratch; something that was touched on in the June edition of the newsletter. Whilst Andries had produced an A3 some years earlier, he was now required to retool and start the process all over again and this is something that simply cannot be done over night. The situation was made even

more sensitive when a competing company announced that it too would produce its own version despite not having production rights from the A1 Trust to do so. With such uncertainty being created in the market place, it is hardly surprising that caution needed to be exercised as getting a project such as this wrong can have profound financial implications for anyone involved. The inevitable delays however have only served to frustrate you the patient enthusiasts, although for those already familiar with the A3 and A4's as made by Andries, the frustrations have been tempered by the knowledge that ultimately the finished product will surely be worth waiting for.

Today, Darstaed are delighted to be able to reveal the developments so far, and from these images you should see that progress is much more advanced than might have been believed. Feast your eyes.



This is the first pre production body casting, now painted in British Rail Brunswick Green as per the livery the locomotive currently appears in. The finish is a full gloss as often seen on the earlier A3 & A4's which you will be familiar with. On this model the drive wheels are NOT in correct livery.



As you will see the mechanism and drive wheels are all in place, but even now research is being conducted in respect of gearing ratios to improve further the performance of the model which will be powered as ever by the highly regarded and custom made Japanese Machubi motor.

For anyone unfamiliar with the products of Darstaed, this is a seriously heavy model having a completely diecast body over a substantial diecast chassis and trailing pony wheels under the cab. The great weight of the model helps create enormous traction on the drive wheels all of which are gear driven. The tender has a similar solid cast chassis over which is a metal body with artificial coal load.

Here are a couple of photos of the earlier A3 tender which should give you a general impression of what is to come.

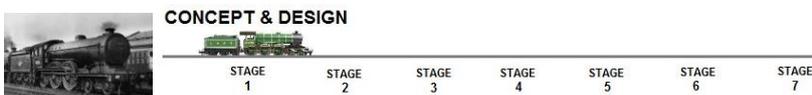


In future newsletters it is proposed to give you a step by step account of the production of this model and I have no doubts it will prove fascinating – watch this space as they say!

## Production stage updates.

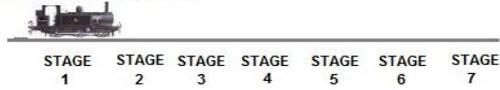
For anyone reading this newsletter for the first time, perhaps a brief explanation might assist. In order to enable the enthusiast to follow the production stages of each project, we have devised a visual graphic which should hopefully make things much clearer. Each project is running along the track 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



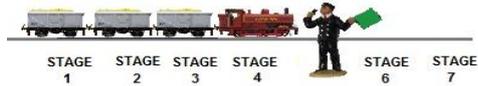
## 0-6-0 TERRIER TANK ENGINE

### CONCEPT & DESIGN



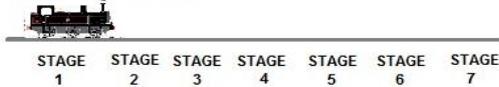
## MINERAL WAGONS

### TOOLING UP



## FRENCH 0-6-0 JINTY TANK ENGINES

### CONCEPT & DESIGN



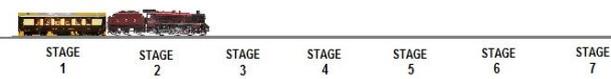
## LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE

### PLANNING



## LMS JUBILEE

### PLANNING



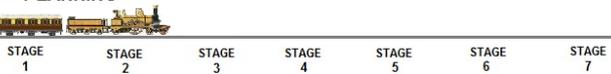
## LMS BLACK 5

### PLANNING



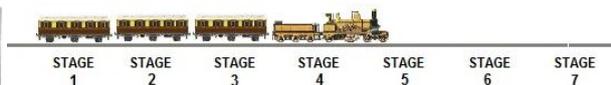
## SINGLE WHEELERS

### PLANNING



## 6 WHEELER COACHES

### TOOLING UP



## MAIN-LINE CORRIDOR COACHES



## ADDITIONAL NON-CORRIDOR COACHES



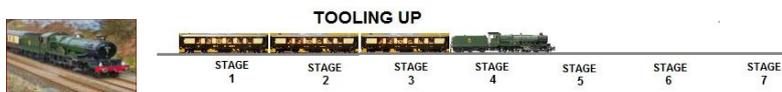
## A1 PEPPERCORN & TORNADO LOCOMOTIVES



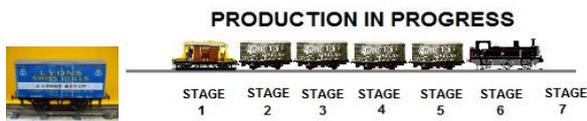
## A4 PACIFIC LOCOMOTIVES



## CASTLE CLASS LOCOMOTIVES



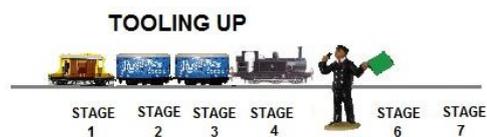
## HORTON/DARSTAED ADVANS



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

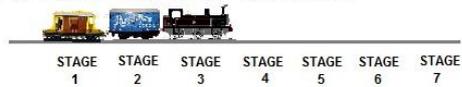


## 0-6-0 JINTY TANK ENGINE 2 RAIL VERSION



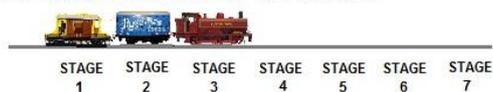
## NCB JINTY TANK ENGINE

### MOCK-UP SAMPLE & LIVERY DRAWINGS



## NCB PANNIER TANK ENGINE

### MOCK-UP SAMPLE & LIVERY DRAWINGS



## 0-6-0 PANNIER TANK ENGINES

### AVAILABLE



## 0-6-0 (BLACK) JINTY TANK ENGINES

### AVAILABLE



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

SEE ON YOUTUBE: <http://www.youtube.com/watch?v=DxzByPL0TO8>

### AVAILABLE



## 2-6-2T ENGINES

### AVAILABLE



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

### AVAILABLE



## J19 0-6-0 TENDER ENGINE

### AVAILABLE



## PULLMAN BAR CARS

AVAILABLE



## CANOPY STATIONS



AVAILABLE, BUT NOW ONLY LAST FEW REMAINING

## BRIGHTON BELLE



**SORRY, SOLD OUT BUT WILL BE REPRODUCED TOGETHER WITH THE BR BLUE/GREY LIVERY AND THE 2-R VERSION \* Two sets only available, contact Colin Toten on [colin@bhvccc.co.uk](mailto:colin@bhvccc.co.uk) Tel: 01582 873460**

-----O-----

**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 SHELVEING 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 it's the turn of Darstaed's U.S. distributor, John Hoover to introduce himself. His distinctive website signature will be well recognized to many readers.

*Trains Hoover*



John with son Carlton and daughter Carah Rose.

Over to you John.....

***"I have been involved with trains since I received my first Lionel set for Christmas 1964. I still have and run my #213 M&StL Alcos today! After going through all gauges of trains through the years, I started to develop an interest in British and European O gauge. It was tiring seeing the same trains at our round robin group here in Orlando Florida. Henceforth, I discovered Hornby O gauge and began to collect and operate them. I have a 10x16 home layout in the construction stages. I first met Andries on ebay, of all places! After several years of correspondence back and forth, it was decided that in 2011 we would introduce Vintage Trains and Darstaed to the American market. Our first major show was at the TCA York , PA meet in the fall of 2011. I would say it was a success as there was a tremendous interest in Darstaed Products. In the Aug/Sept issue of O gauge Railroading will be the first ad for Darstaed in an American magazine. In the near future we are going to be manufacturing and assembly of selected Darstaed products here in the US.***

*Dave Allan and I have been working together for a while on the electronics development side of the company. Right now I can see the following versions being marketed.....*

*1) DC, same as UK*

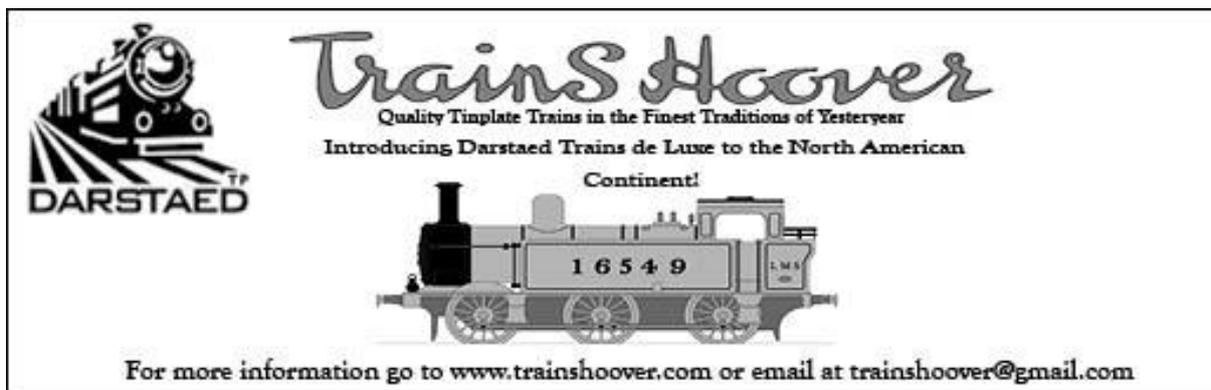
*2) AC, with Dallee Reverse Board (An American Made Product) Operation in CONVENTIONAL MODE*

*3) AC with TMCC electronics by ERR (Electric Rail Road, a subsidiary of Lionel LLC) Operation in COMMAND MODE*

*4) DC 2 rail, DCC installed per DA. I have a feeling that this might turn out to be a "surprise" market as I know the 2 railers are out there, they need to be coaxed out of the woodwork.*

John

Briefly, but further to the above, John asks me to make clear that: ***the US locos will not be AC/Dc switchable. They will be either AC or DC depending on customer's preference.***



John's website: [www.trainshoover.com](http://www.trainshoover.com) or he can be contacted via: [trainshoover@gmail.com](mailto:trainshoover@gmail.com) and he will be attending the forthcoming event.

**October 18 – 20, The York Meet of the Train Collector's Association (Eastern Division) in York PA. We will be at Orange Hall.**

For more information about the meet and York PA, visit the TCA site at <http://www.easterntca.org>



As John points out he and Dave Allen in Australia have been liaising for some time over how to develop the electronics which are out there in what is proving to be a rapidly growing sector of the

market. Here is what Dave Allen has to say about what is in reality a major development for Dartsaed/Vintage Trains as the company enters into close liaison with ERR/Lionel.

***“Andries asked me to keep you informed with info regarding the possibility of offering command control. This will be of interest in some markets.***

***For some time now I have been testing DCC control in our Darstaed locos, and it is successful. John Hoover has expressed a desire to offer US style control and operation for his market, and I too see this will be useful in my Australian market. Many folk here in O gauge buy and run US trains by MTH, Lionel, Bachmann etc. These traditionally run on 3 rail AC.***

***Modern locos, however, under their bodies use DC can motors, the same as we already use. So for conventional running, the US locos use an "e-board". It's a bit of circuitry that converts AC track power to DC for the motor, and also provides 3 states of running. Forward, Neutral, Reverse. The AC transformer/controller cycles the board through these states each time the controller is returned to the 0 volts position. There are companies that make these as an aftermarket part, and John Hoover is negotiating with one to supply these boards to be fitted in Darstaed locos. This is a no brainer for the US/Canada markets. I would also offer this option in my market.***

***The other popular method of control in North America, is similar in principal to DCC, but is different in the technology. The first product introduced there many years ago, is called TMCC.***

***(Train Master Control), it was invented by Lionel, who made it an open source software design, and as such, is also used by Atlas, Weaver, 3RD Rail/Sunset and others. MTH developed their own protocol, called DCS, and because Lionel's OS is open source, TMCC can be operated also through the MTH remote control hardware.***

***TMCC hardware also is made as an aftermarket product. There is a company called ERR, (Electric Rail Road), which is owned by Lionel that does this, and I have been appointed as a dealer and installer for ERR products here in Australia. Therefore, we will be able to offer ERR's TMCC and Railsounds products in Darstaed locomotives. There are several products in the range, and a number of them will have applications for us. Broadly speaking, they have command boards that will control both AC and DC motors, with a current capacity of 8 amps. To put this in context, a Darstaed loco with one motor draws less than 1 amp, so there is ample power available to operate and control 2 motors any number of engine lights, sound and smoke.***

***They also have a mini-commander board, small enough to fit in a Jinty or Pannier. For sounds, ERR have Railsounds Commander which uses Lionel's RS4 technology. This can be used as a stand alone unit or in conjunction with Command Control boards.***

***ERR have on their website, comprehensive installation manuals for all their products, tech bulletins, selection guides and tips to make installation a straight forward process. Their products come in kit form and include all wiring, switches, speakers, electro couplers, mounting hardware etc.”***

***You can find their website at [www.electricrr.com](http://www.electricrr.com)***

# THE 16 ton MINERAL WAGONS.



Calm down old chap, all in good time. At the moment the Mineral wagons are coming!



The discerning will undoubtedly note that these two images are again what are known as CAD images – Computer Aided Design, so no one is trying to pretend these are the first off the production line. They are however excellent representations of what is shortly to come. These rather humble wagons represented the backbone of the national rail network during the 1950's when hundreds of

thousands of them moved every loose commodity you can think of, most notably coal to the power stations to keep the country going.

Let's take a look at how a CAD image is turned into an actual model.

Once the drawing stage has been completed a mould has to be produced from which the cast bodies can be made. This sounds fairly easy, but of course with all of this kind of production it's not, and it's not cheap especially if you are aspiring for a very high quality finished product as Darstaed does on every occasion.

Here are three photos received just a few days ago which show the component parts of the mould.



Andries informs me:

***"You should have received three pictures about the tooling up of the Mineral wagons.***

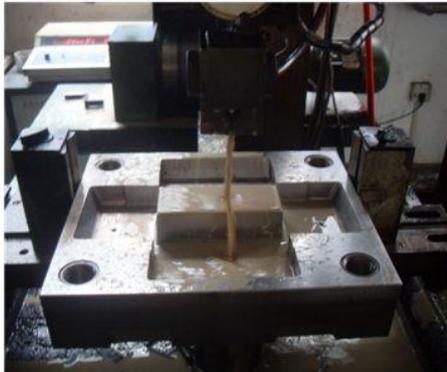
***One picture with many pieces shows the "slides". These four sides slide into position when the die closes for injection, after injection of the zinc alloy the slides open up to release the cast item. These slides are made by a fully computer operated "CNC" machine that can make any object straight from a drawing that is fed into its computer.***

***One picture shows the wire cutting of one half of the tool.***

***Wire cutting is a process where a wire is used to cut out parts of thick steel with high precision.***

***One picture shows so called "spark eroding" whereby a piece of copper under a Very high voltage "burns" away steel in a very precise shape".***

mineral wagon wire EDM



mineral wagon Spark machining



The term 'wire EDM' and 'Spark machining' were somewhat lost on me, so I asked the lady sending the photos if she could elaborate at all. I was pointed towards the Wikipedia entry under EDM (Electric Discharge Machining) which reads:

***Electric discharge machining (EDM), sometimes colloquially also referred to as spark machining, spark eroding, burning, die sinking or wire erosion, is a manufacturing process whereby a desired shape is obtained using electrical discharges (sparks). Material is removed from the work piece by a series of rapidly recurring current discharges between two electrodes, separated by a dielectric liquid and subject to an electric voltage. One of the electrodes is called the tool-electrode, or simply the 'tool' or 'electrode', while the other is called the work piece-electrode, or 'work piece'.***

***When the distance between the two electrodes is reduced, the intensity of the electric field in the volume between the electrodes becomes greater than the strength of the dielectric (at least in some point(s)), which breaks, allowing current to flow between the two electrodes. This phenomenon is the same as the breakdown of a capacitor (condenser) (see also breakdown voltage). As a result, material is removed from both the electrodes. Once the current flow stops (or it is stopped – depending on the type of generator), new liquid dielectric is usually conveyed into***

*the inter-electrode volume enabling the solid particles (debris) to be carried away and the insulating properties of the dielectric to be restored. Adding new liquid dielectric in the inter-electrode volume is commonly referred to as flushing. Also, after a current flow, a difference of potential between the two electrodes is restored to what it was before the breakdown, so that a new liquid dielectric breakdown can occur.*

I feel sure the whole process will be perfectly clear to you now? Thankfully Mr. Grabowsky knows exactly what he is doing.



**Q**

Andries,

I see 7 Mills have advertised a B17 as well as yourself; what does this mean for your own project?

David

**A**

*Dear David,*

*We should always welcome genuine newcomers to the rarefied 'club' of coarse-scale O Gauge manufacturers; with an atmosphere of co-operation and mutual respect, there is room for all of us.*

*John Fowler struck me as an upstanding gentleman when I recently met him and we wish him luck with his new Seven Mills venture.*

*Of course he is not without experience in this market; many will be familiar with his splendid ETS-made LNER N2 tank loco marketed by Ace, so the B1 and B17 project is a logical progression.*

*As our B17 is not at such an advanced stage, we have decided to place it on the back burner and instead make an equally worthy subject which we feel will satisfy our customers' wishes for an LNER 4-6-0 - namely the beautiful elegance of the ex-GER B12.*

*The sole survivor of this class is also the only remaining British inside-cylinder 4-6-0 and this historically significant loco has recently re-entered service on the North Norfolk Railway after an extensive rebuild.*

*Those also tempted with a Seven Mills B17 will find them to be most excellent stable mates!*

*Other projects will be unaffected - the B12 will take its place in the queue to become our next 'big' loco after the Jubilee and Black 5.*

*Cheers, Andries*

**Q**

From Phil two questions:

Ref Roy's plea for more tinsplate, didn't Darstaed have a tinsplate "neverwazzer" in the pipeline? I see no mention of it on the progress report; maybe Dave Upton could make enquiries to see if it's still a live project.

If Bassett Lowke ceases to trade we will be left with two major players, Ace and its old manufacturing partner Vintage, trading as Darstaed. Ace is very much a commissioning outfit and Darstaed more of a traditional manufacturer in that they make and sell their own products. I hope one of them will take up the Peckett from Hornby, as Hornby have taken up other makers products and improved and released them under their own name. The little OO gauge GWR 14XX auto tank, originally an AIRFIX product now features in the Hornby range after passing through several hands. Hopefully if Hornby cease to have an interest in O they will allow the Peckett to live on and sell the manufacturing rights to whoever shows an interest; hopefully someone will.

**A**

*Dear Phil,*

*Yes, there is another "neverwazzer" in the pipeline but as the 262 saga is not yet quite concluded, we will do it afterwards. Codenamed "Dolly", it will be a 4-4-0 tender engine of which some variants are "wazzers". We also have another near-scale 4-4-0 codenamed "Overlord" - more news later...*

***Regarding B/L it is always difficult for one manufacturer to continue a project from someone else especially as the large demand has been fulfilled. Moreover a manufacturer works as much as possible with common parts and has his own "house Style" so that a product that does not fit the mould and uses the common parts and look will rather cause trouble than be an advantage. I think it would be suitable for a trading company that has multiple sources at its disposal to take up such a project. Cheers, Andries.***

**Q**

Dear Andries,

I would just like to ask 2 questions; -

1, Will the Terrier appear in SECR livery?

2, Is there any chance in the foreseeable future of a LNWR 4-6-0 - a Claughton or POW/Experiment?

Thanks and kind regards,

Andy Lee

Andries

I'm intrigued to see there's a Terrier in the plans (I used to live on Hayling Island in my youth), and it'll certainly be on my "to get" list when it arrives. I wonder if it's going to be the A1 or A1X variant (or, better yet, with parts for both, to allow the owner to decide).

Of course, Andries will have his work cut out keeping up with all the possible livery variations. Most of the railway companies in the South of England had one or two, and then there were the Colonel's assorted railways...

Regards, Gordon

**A**

***Dear Andy and Gordon,***

***Thank you. I can answer in detail thanks to our in-house researcher Chris Reeve who has compiled the following liveries. Usually a few more pop up. The list below does not mean that we are going to make them all, at least not all at the same time!***

***Andy's second question I am not able to answer right now but a Claughton would be a very worthy consideration especially as we have the mechanism parts in stock. But as we still we have 6 mainline steam engines in preparation, a Claughton would have to wait a while...***

***Re Terrier liveries under consideration:***

***With 50 built, all renumbered several times and many renamed, there are many, many possibilities.***

***LBSCR - 3 basic colour schemes:***

***1. Stroudley 'Improved Engine Green' - or yellow ochre to the rest of us***

**2. Stroudley goods green livery**

**3. Marsh Umber - dark brown with double gold lining**

**All engines were originally named in the same style & location as standard company lettering.**

**When sold and/or renamed, co. lettering was sometimes also used, sometimes with and sometimes without names.**

**Ten are preserved in various liveries/guises:**

- **40 Brighton (Isle of Wight Steam Railway as W11 Newport )**
- **46 Newington (Isle of Wight Steam Railway as W8 Freshwater )**
- **50 Whitechapel (Spa Valley Railway as no. 32650 Sutton )**
- **54 Waddon (Canadian Railway Museum)**
- **55 Stepney (Bluebell Railway)**
- **62 Martello (Bressingham Steam Museum as 662 Martello ; as 32662 from May 2011)**
- **70 Poplar (Kent & East Sussex Railway as 3 Bodiam ; as 32670 from April 2011)**
- **72 Fenchurch (Bluebell Railway as 672 Fenchurch )**
- **preserved at the Kent & East Sussex Railway as 32678)**
- **82 Boxhill (NRM)**

**LSWR:**

**1. Drummond green/brown (as our 2-6-2) - there were only two: Nos. 734 & 735**

**(734 still exists - it's currently W8 'Freshwater' on the Isle of Wight - although I don't think it's ever been returned to its LSWR guise in preservation - yet...)**

**2. Urie 'Holly' green with double white lining.**

**SECR:**

**1. Full lined green livery - as 2-6-2. Only one loco, No.751 which was later repainted into:**

**2. Wartime grey**

**IWC - Isle of Wight Central Railway:**

**1. Black, lined white/red/white with yellow letters, shaded green.**

**SR:**

**1. Olive green, gold serif lettering**

**2. Lined black, gold serif lettering**

**3. Unlined black, gold serif lettering**

**4. Malachite green, sunshine lettering**

**5. Wartime black unlined, Malachite-style sunshine lettering (I think)**

**BR:**

**1. Malachite green, SR Sunshine style BRITISH RAILWAYS**

**2. Lined black, BRITISH RAILWAYS in off-white**

**3. Unlined black, BRITISH RAILWAYS in off-white**

**4. Lined black early crest**

**5. Unlined black early crest**

**6. Lined black late crest**

**7. Unlined black late crest**

**KESR - Kent & East Sussex Railway**

*One of the independent standard gauge 'Light Railways' built by Colonel Stephens; later absorbed by the SR.*

*The KESR survives as a preserved line with the same identity and its own liveries.*

**1. Lined green - yellow lining - lettering in crescent over number on tanks**

**2. Lined blue - red/yellow/red lining - oval lettering device on tanks.**

*Terriers were also used on other Stephens light railways with their own unique liveries.*

**WCPR - Weston, Clevedon & Portishead Railway.**

**1. Colour TBC but lettering was in a crescent over the number on tank sides.**

**GWR:**

**1. Unlined green - shirt-button roundel. (and possibly other GW variations)**

*Two locos (nos. 5 & 6) were taken over by the GWR when it absorbed the WCPR.*

*No.5 was named 'Portishead'.*

**NBR:**

*With just a little artistic license, a Terrier could just about pass for the NBR 'R' Class 0-6-0T (LNER J82) which was basically a slightly enlarged Terrier, designed by Drummond who had been a student of Stroudley while at Brighton.*

**1. NBR Brown with red & yellow lining**

**2. Similar to above but 'chrome' green.**

**3. LNER lined green.**

**4. LNER lined (or plain) black - all locos had been withdrawn by 1926.**

**HR:**

*In a similar vein, while at the Highland Railway (pre-LBSCR) Stroudley designed a little 0-6-0T ('Balnain', later 'Dornoch') considered by many to be the forerunner of the Terrier, so maybe:*

**1. HR lined green**

**2. HR unlined green**

*It also survived well into LMS days, so:*

**1. LMS crimson**

**2. LMS black**

***As you can see, there are actually few liveries in which it's hard to find an excuse not to paint a Terrier!***

***Our readers are invited to comment...***

***Tooling considerations may influence whether we can do both the A1 and A1X versions.***

***Cheers, Andries***

**Q**

Hello Andries,

I have found that the springing arrangement on certain ACE vans is not conducive to free running, especially for longer trains. In the course of investigating the problem, I dismantled one and discovered the fixings looked very similar to Darstaed and it occurred to me to try the body on a Darstaed chassis - and it fits! Can you please supply Darstaed wagon chassis as spare parts?

Thank you, John

**A**

***Dear John,***

***Thank you,***

***I do not have a set of these vans you refer to but I do own the designs as we designed the vans to fit on the tanker chassis of the tankers that we at Darstaed made. If the design has not changed (and why should it be?) then of course they will fit on our chassis. As you know we use free running wheels so exchanging the present chassis for ours as they were intended will resolve your running problems. Yes, I will make them available through your Darstaed distributor.***

***Cheers, Andries***

**Q**

Hello Dave,

I was able to view the e-newsletter the first time. I enjoyed reading it & seeing the employees. It looks like a real team effort with all the family members working together. That never works here in the USA! I hope you guys make the Marklin 40cm cars. I'll probably buy every version & color. Just please do not let them put a plastic roof on them. And if that's a must for other customers, then maybe there can be stamped steel roofs (like the originals) offered as an additional item. Or offer them in a "classic" version that's a replica. And the newer, more detailed version. Please send me any emails or information that you have.

Cheers & Regards, Bill USA

**A**

*Hello Bill,*

*Thank you. As you can read below we will now definitively enter the Continental market and of course the original Darstaed coaches will be produced with many others. We will produce the traditional version with the Marklin couplings and steel roofs and a modern version with detailed roofs and automatic "Lenz" close couplings. Any news that we have will be published in this newsletter or on our hopelessly outdated website.*

*What would you think of Aluminium cast detailed roofs?*

*Cheers, Andries*

**Q**

Originally asked via the Tin Plate Forum, which can be accessed here:  
<http://www.spoornul.nl/tpforum/>

I'm completely new to the world of Darstaed/ Ace etc, but I've been collecting other tinplate trains for quite a while. I've decided to stick my toe into the British 0 gauge pond, but like you I am having trouble deciding about track for a layout. Every layout has its own character and I think the choice of track plays a big part in that. As most of my other collections or layouts involve three rail tubular track, I'd like to try something different for this one. The Maldon track is very nice, but with the increasing availability of locomotives in 2-rail 0 gauge I'm tending towards committing to 2-rail. I particularly like the look of the Peco SM32 track, although I know it's not really intended for this use. Has anybody tried running Darstaed/ Ace or similar trains on the SM32 track?? Logic says it should be good, but there is a question regarding whether the flanges may be too deep and bump on the rail-fixings, which seem to be higher than on the Maldon track which uses the same size rail. If I was home at the moment I could try it out in a flash, but unfortunately I'm not. I welcome anyone's feedback on Peco SM32.

The other factor with a track system selection is the availability of points etc, and with Peco SM32 this is a bit limited at the moment. Apparently there are both 38" radius track curves and 38" radius points coming soon, which would be perfect for building an indoor layout with relatively limited space. I wonder how soon they'll be available?

I personally don't like the Atlas 0 track just used on its own as, for me, the sleeper spacing is too close and the sleepers are too deep. I saw a couple of pictures on the Ace site though- their photo competition- where someone had used Atlas track and ballasted it nicely, and I thought it looked really good indeed. There certainly is a very wide range of points, crossings etc using Atlas, if one wants to build a complex layout. You'd have to watch out with using this track outside though as I'm not sure the plastic sleepers would be UV resistant. Maybe they are, just not sure.

I'll look forward to hearing any feedback!

I also wonder why Darstaed have opted to make their locos either 3 or 2 rail, but not switchable between the two? Over to you on that one, Dave!!

Cheers, Simon

**A**

*Simon,*

*Thank you, I like to talk about track - All rolling stock designed and made by us i.e. pre 2008 Ace (except the 4-4-4 and the 4-4-2) and Darstaed are suitable for Peco SM32 track. As you know we have not made 2-R locos yet but all loco wheels will run on SM32 as well. I agree with you that versatility of layout possibilities is very desirable and when I introduced Atlas track to be endorsed by Ace it was exactly for that reason. Also I like very much the track laying program that one can download for free to design your own layout. Atlas also has the road bed in which the rails can be sunk; it looks much better that way although not available for all segments when I last checked. And yes, Atlas claims it is suitable for outdoor use and the sleepers are UV resistant they say.*

*It has been my intention to make our own track which would be a replica of the mother of all 3-R track i.e. the Marklin "Model Schiene" that was copied both by Lionel and Hornby who called it "steel track". Maldon Rail (Foster Track) is also a derivate of this Model Schiene. Naturally both Maldon Rail and Atlas are suitable for use as two rail as the outer rails are isolated. In the case of Atlas you have to cut the copper connection strip underneath the rail to which the wires are attached that connects both. Let us know how you get on.*

*Regarding 2-R and 3-R it is very simple. I am a tinsplate 3-R man so 2-R never had my keen attention. However as there seems to be a stronger growing demand for our engines to make for 2-R operation as well, we have decided to do this. We will however NOT make them 2-R / 3-R switchable as this creates numerous problems. First of all the back to back with 3-R is 27.5 mm and for 2-R it is 28 mm. Now this may seem very little until you run over finescale switches and the engine may derail. Another problem is the isolation of the wheels, one recently issued engine fitted for both 2-R / 3-R operation halts on switches as the "dead" side of the wheels don't get current on the switches. So we would make our engines either 2-R or 3-R. ETS has mastered this problem perfectly but their mechanisms are of totally different construction as from the outset they have designed their mechs to be both 2-R and 3-R.*

*Cheers, Andries*

**Q**

*Two items missing from current tinsplate accessory ranges are a platform to platform footbridge, modular to cover two and four running lines (tracks), and a coaling stage like the one at Didcot (google "didcot coaling stage" and select Images to get the picture). The latter is a monster, especially when combined with its access track. Such a structure would look good by Hornby engine sheds.*

*Mike.*

**A**

*Hello Mike,*

*Indeed we have been paying attention to lineside accessories. The Carette water tower that has been recently brought out in Gauge 1 was also tin printed by us in O Gauge in June 2010 and on display at some of our distributors since then. We also wanted to do the Dublo girder bridge in O Gauge but that one is now on offer from Seven Mills. What we will do is issue the water tower at a later stage and do a modular footbridge instead and may be an engine shed first.*

*Cheers, Andries*



A sincere thank you to everyone who emailed or 'phoned me after the last e-newsletter went out, it's very much appreciated. If you have any comments or questions then please feel free to send them in to: [upton@darstaed.com](mailto:upton@darstaed.com)

**Here's to your success. I'm looking forward to Tornado having seen her return from boiler repairs at the NRM in May of 2011. Again, success! Best in Collecting and Operating,  
Jim U.S.A.**

**Great newsletter. I just wish they were more frequent. New products look good and I am sure will tempt me - already have an A4 on order and very keen for the 'footballers'.**

**Regards  
Tim  
Canberra, Australia**

**Andries,  
I went to Malvern today and bought the London Transport Pannier from John Webb who sells for Colin Toten.**

**What a wonderful locomotive - it looks superb. It runs really well. The range of liveries is really good - too many to choose from - I might have to buy another!!**

**Well done !**

**All the best**

**David**

**PS - Dave's Newsletters are excellent - very informative and they look good!**

We in the US think this newsletter is fantastic. - Michael  
Sent via BlackBerry by AT&T

Hi David,  
Thank you for the e-Newsletters. I am really looking forward to the new Darstaed web design / update.  
Kind regards  
Andrew



## ANNOUNCEMENT FROM ANDRIES GRABOWSKY:

*"Dear All,  
We are proud to announce that Vintage Trains / Darstaed has been appointed consultants to MBW Modellbahnwerkstatt of Mülheim, Germany for the production of European Continental locomotives and rolling stock in O Gauge finescale. We have appointed MBW as distributors for Germany for our Darstaed product line and MBW will represent Darstaed at the fairs in Nuremberg, Dortmund and Cologne. MBW is one of the foremost German producers of model railway electronics".*

**MIDLANDS:** Authorised 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 Colin is happy to bring your purchase to any toy fair or exhibition he attends for you to collect in person or alternatively by post or courier as required.

**LONDON & SOUTH:** Authorised distributor BRUCE COLEMAN [www.wonershtrains.com](http://www.wonershtrains.com) email: [brelcol@talktalk.net](mailto:brelcol@talktalk.net)  
Tel/Fax 01483 892373 (South East)

**NORTH & SCOTLAND:** Authorised distributor CHRIS REEVE Tel: 01557 860080 email: [chrisreeve@sky.com](mailto:chrisreeve@sky.com)  
*Chris regularly visits HRCA meetings and other events in Scotland and the Borders with an extensive display of all available products.*

**U.S.A. & CANADA:** Authorised 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:** Authorised distributor DAVE ALLEN 'THE O GAUGE GUY' [www.theogaugeguy.com](http://www.theogaugeguy.com) email: [dave@theogaugeguy.com](mailto:dave@theogaugeguy.com)

**TASMANIA, AUSTRALIA:** Authorised distributor of the HORTON/DARSTAED ADVAN SERIES & WAGONS: ROB HORTON of WESSEX TRANSFERS. [www.wessextransfers.com](http://www.wessextransfers.com) email: [enquiries@wessextransfers.com](mailto: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](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)

***Please 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.***

## KEEPING IN TOUCH:

eMAIL: [upton@darstaed.com](mailto:upton@darstaed.com)

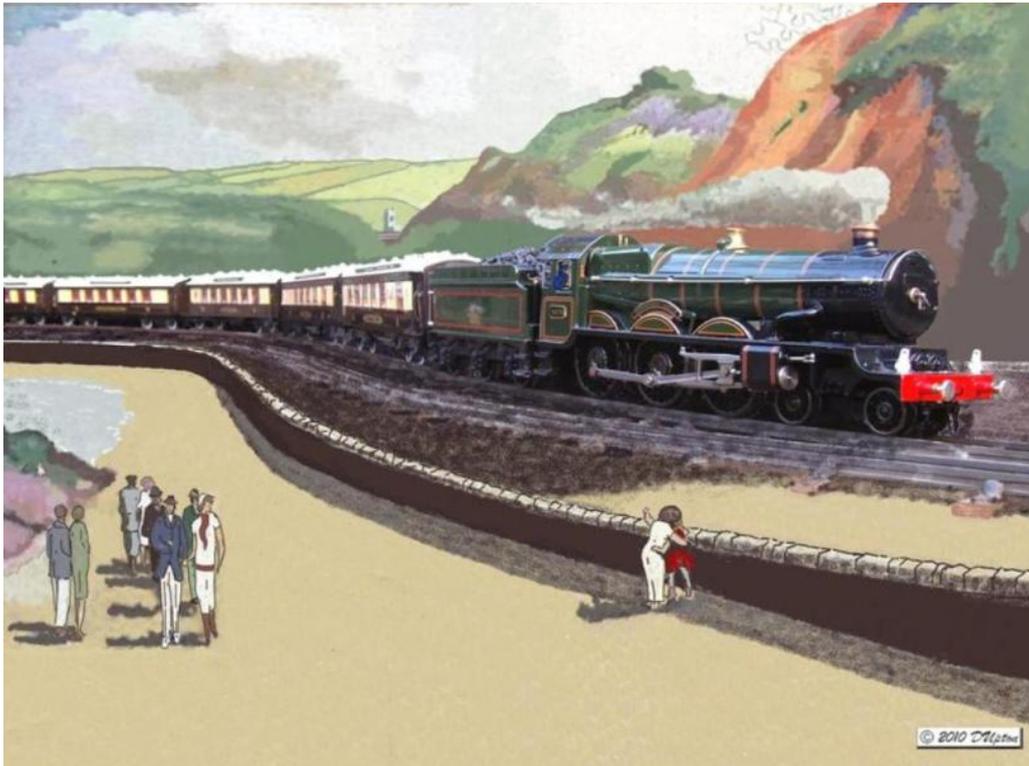


Editor David Upton takes time out from train running and filming on the garden layout, numerous clips of which can be seen here: <http://www.youtube.com/user/ARKWIRGHTIS> THE TIN PLATE

FORUM (ALL MAKES): <http://www.spoornul.nl/tpforum/>

# COMING NEXT MONTH.

More of the Tornado story. The Horton/Darstaed Advans. Meet another member of the team and much more!



**DARSTAED VINTAGE TRAINS**  
**MAKING MODEL RAILWAYS COME ALIVE!**

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

