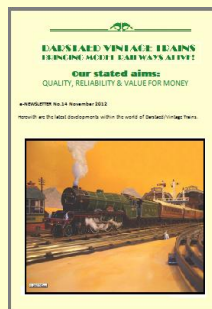

DARSTAED VINTAGE TRAINS BRINGING MODEL RAILWAYS ALIVE!

e-NEWSLETTER No.14 November 2012

Here is the original front page of this particular edition of the e-newsletter:



This was ready to go as of two days ago but then a couple of things happened which had a real impact. Mercifully not on me in particular but the first event certainly impacted on millions of Americans and the Caribbean; Hurricane Sandy. Events over there have really come home to me after seeing the images now coming out of the devastated areas and especially so because over the past few weeks I have been exchanging emails with Darstaed's Australian distributor Dave Allen who is intending to pay me a visit in the next 2-3 weeks, but who currently finds himself stranded in the U.S.A. Just the day before it struck he wrote to me and said: ***'It's a really bad storm'***. Also keeping in touch is Darstaed's U.S. distributor John Hoover, who tells me he's seen plenty of storms but goes on to say: ***"The NY/NJ area is going to be a big bloomin' mess...the storm surge already destroyed most of Atlantic City and NJ famed Boardwalk. I have actually been though a Cat4 with 185 MPH winds. Not something that is taken lightly."***

So this was the first event which caused me to rewrite the front page. The second concerns Darstaed's owner, Andries Grabowsky. Readers will recall that in the August newsletter I drew attention to him having to go in for an operation on one of his hips and we all trusted things would go well. Unfortunately over the following weeks it has become ever more apparent that this was not to be the case and in great pain and discomfort he finally returned to hospital for further investigations into what was wrong. The x-rays have revealed that there has been a major failure of the repair work previously done so at least the reason for the great pain is now understood and of course Andries will now need to undergo further surgery to overcome the problems. When you appreciate how he's been suffering of late, its little wonder any products have been coming off the production line, so in lots of ways life is proving very testing for many. I have been very touched by the enthusiasm and compliments expressed by several readers from the U.S.A. Similarly many of you have sent best wishes to Andries.

I'm sure I speak for all of the readership and the Darstaed team when I say to any of you in the disaster zones who are really suffering at the moment and obviously to Andries that our thoughts and prayers are with you all right now. David Upton 30/10/12

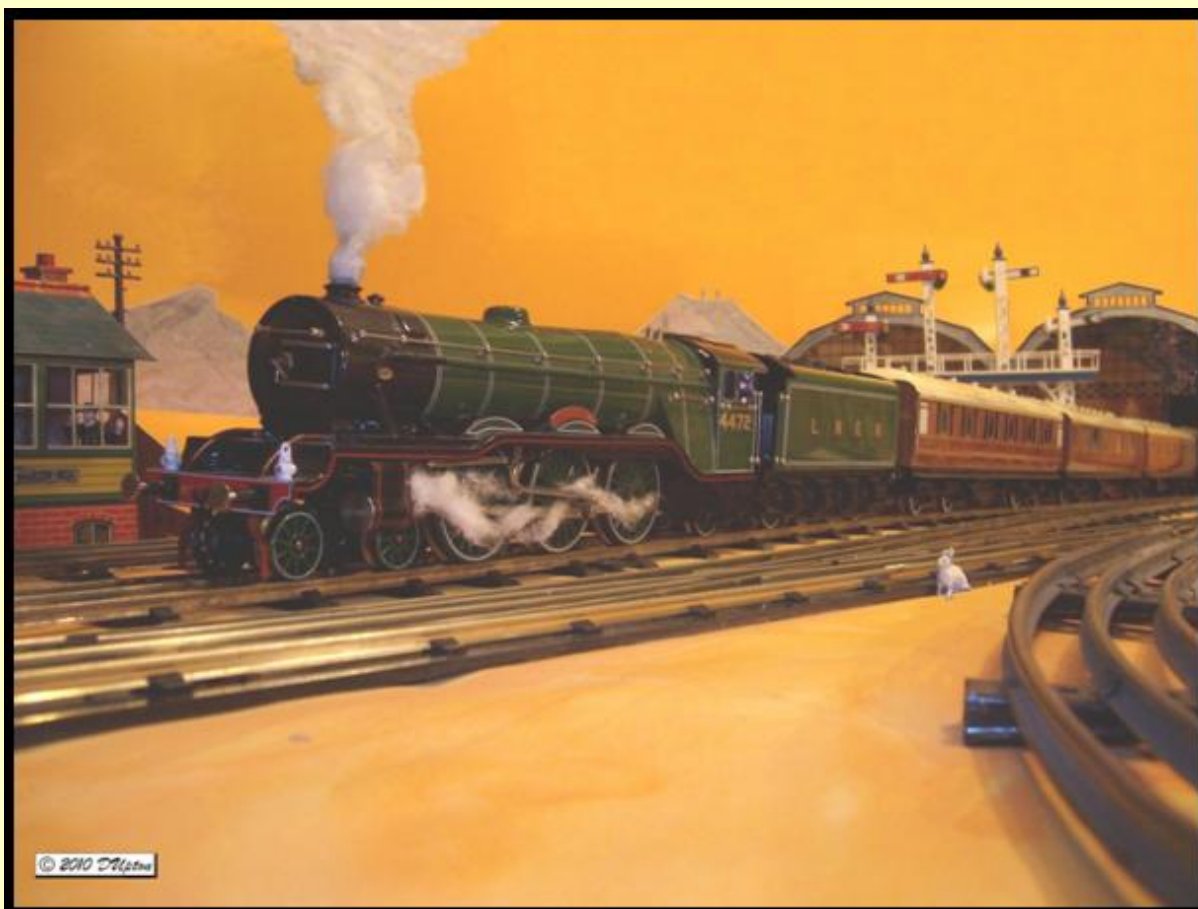
DARSTAED VINTAGE TRAINS BRINGING MODEL RAILWAYS ALIVE!

Our stated aims:

QUALITY, RELIABILITY & VALUE FOR MONEY

e-NEWSLETTER No.14 November 2012

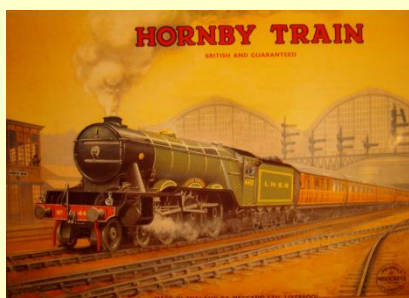
Herewith is the original first page and the latest developments within the world of Darstaed/Vintage Trains.



4472 Flying Scotsman outward bound.

Before embarking into what progress has been made with the several projects ongoing at this time, I wanted to share a few thoughts with you; thoughts which have been stirred thanks to a very uplifting email sent to the US distributor John Hoover, by an obviously delighted customer, John Ross. The letter concerned is reproduced in full in the Mail Bag section of the newsletter.

What particularly stirred me about the correspondence was the sheer delight being expressed by Mr Ross on receipt of the various items he had purchased from John. The tone reminded me so much of the day I purchased my first modern coarse scale locomotive – the Flying Scotsman and the more I thought about the email from John to John, the more I began to wonder if the first flush of enthusiasm could be actually lost along the way? Such was my delight when I first made this particular purchase, it wasn't very long afterwards that it outworked itself in the form of the picture I reproduce above; a picture created on my dining table, based on the Hornby original.



The original lid design which gave the inspiration

The other day, a fellow enthusiast and I stood discussing the finer details of the tenders used by the A3 and A4 models and again a sense of the great enthusiasm I once had returned to me as we handled these very weighty objects.

As you will read, it won't be that much longer before similar main line locomotives are once again about to become available via the original maker of the Flying Scotsman I refer to. The A4's will once again charge around the layouts, the might of the renown Castle Class locos and of course the sheer presence of TORNADO will also soon be available to enthusiasts. When I first took possession of the Flying Scotsman, for a while I felt things could not possibly get better and yet in time they did and what's more they continue to do so. Have I become complacent? If I'm honest, I sometimes suspect I have, and then I slow down and reconsider the wonders that are yet to become available and I'm sure the magic is stirring once again! Welcome to the November 2012 e-newsletter from Darstaed, who really do continue to make model railways come ***alive!***

David Upton

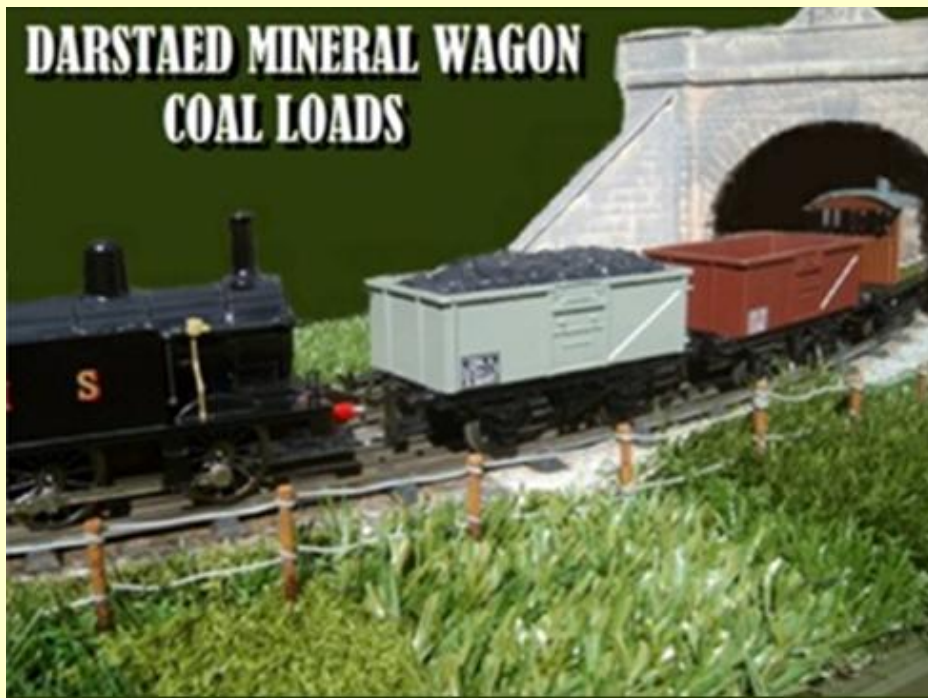


THE 16 ton MINERAL WAGONS.

16T 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 Tel/Fax 01483 892373 or Colin Toten email: colin@bhvccc.co.uk Tel: 01582 873460**

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



**DARSTAED MINERAL WAGON
COAL LOADS**

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



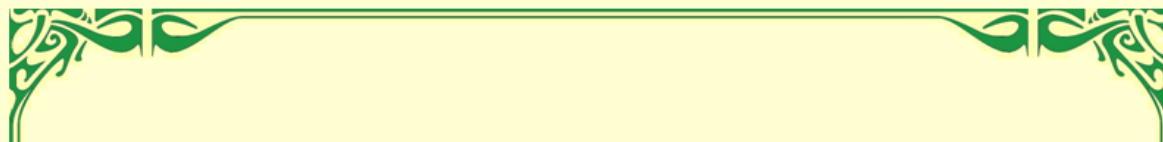
The loads simply drop into a wagon and are a perfect fit. Other loads are already in the planning.



© Gordon Edgar

‘JINTY ON THE MINERAL’S by kind permission of photographer Gordon Edgar. I chanced upon this photograph on the Internet the other day and was so struck by it I thought I’d enquire to see if whoever had taken it might permit it to be used in the newsletter. Gordon responded, readily giving me the necessary permission and when he discovered more about where I was proposing to feature it he promptly asked to be added to the mailing list! Thank you very much Gordon. Anyone interested in seeing more of Gordon’s photography can do so here:

http://www.flickr.com/photos/12a_kingmoor_klickr/with/6803635757/#photo_6803635757



Factory photos of The National Coal Board Dannier





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



Ex-GW Pannier tank No.9600 shunting NCB Merthyr Vale Colliery, 28th June 1972. © **Gordon Edgar**

Here's another of Gordon Edgar's excellent photographs which I could not resist showing.



The 6 Wheel coaching stock.

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

- ☐ Set of 4
- ☐ Installed interior lighting
- ☐ Installed 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.
- ☐ Available Dec 2012 (possibly earlier), from our distributors
- ☐ Price **£245 (+ P&P)**



Still on their way, but this month there is a new development. It's always Darstaed's aim to get things right first time if they possibly can and so it applies with these coaches. There has been a glitch with machinery used to produce the roofs with their rolled edges but the disruption has actually given time to ponder and as a result in the past few days a decision has been taken to enhance the windows whilst there is a chance. When finished the coaches will now show curtains and indicate the smoking compartment in a similar way to the Pullman coaches. Here is a CAD image of what I refer to.



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



Based on a real father & son, but who?

GREAT EXCITEMENT AT THE EDITORIAL OFFICES!

This was a particularly exciting occasion for the newsletter production team on account of us having some VIP visitors to our offices. Before going on I perhaps ought to confess that what I really mean is that I, the sole producer of the newsletter had some very good friends pay me a visit to our home. Alan and Sue Boddy of Australia were once again over in the UK visiting family and friends and my wife and I were delighted to see them both again. Once the preliminaries were over and the all important tea and cake consumed, Alan and I left the ladies deep in conversation and retired to the editorial suit; sorry our 'snug' where the computer resides and there got down to some serious discussions about model trains, not least the recently released Mineral Wagons and coal loads which Alan got to examine for the first time.



On the subject of his visit, Alan was moved to say: ***"I had no idea the newsletters had such a comprehensive production team in such a wonderful suite of offices. The Mineral Wagons are quite excellent too."***

I hope Australian distributor Dave Allen is just as impressed when he visits in a couple of week's time.

Unfortunately our delightful time together was to be seriously marred later in the afternoon when Alan and Sue continued their journey south. The plan was to get onto the M1 motorway at Chesterfield, a town they were unfamiliar with. They had already had something of a nightmare ride across Sheffield to get to me, so I was keen their ride to the motorway should be as smooth as possible. My wife and I were also going to be heading south so we decided we would escort them across the town and explained that the motorway was clearly signed and that at the appropriate traffic island he would see the motorway clearly sign-posted straight ahead but that we would have to leave him at that point and head in a different direction. The island concerned was large and controlled by traffic lights; Alan would be directly behind us – what could possibly go wrong?

We entered the town and were about to start working our way along the inner ring road towards the island concerned. Before we got to it however we were held by lights at a lesser island. The lights changed, I drove into it and made my way around it to the appropriate exit towards the motorway but as I did so, in my rear view mirror I just caught sight of Alan peeling off on what he clearly thought must be the straight ahead I had mentioned! It wasn't and instead he was now heading straight into the very centre of Chesterfield town. I was caught in traffic on the ring road with no means of contacting him. Alarm & distress, but with nothing we could do to help the poor chap. Alan; if you are still stuck in the town centre, at the crooked spire **GO RIGHT!!**

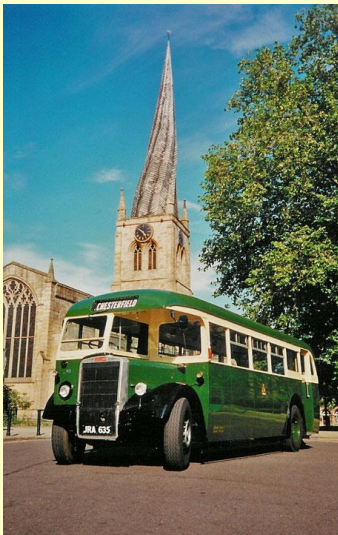
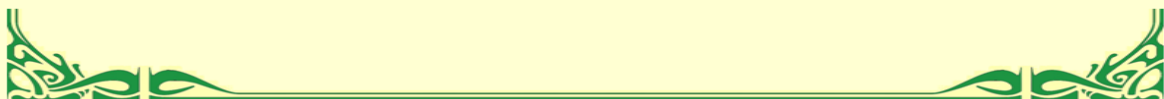
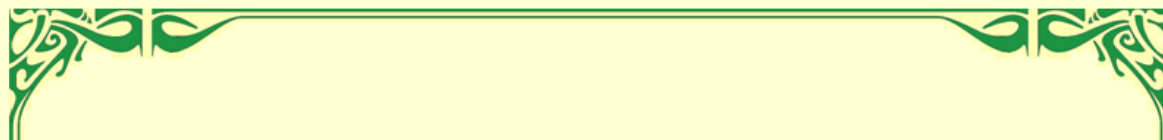


Photo: © David Gambles. The unique Chesterfield crooked spire. Many thanks to David for permitting the use of this excellent photograph.





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



DARSTAED

QUALITY, RELIABILITY
&
VALUE FOR MONEY

Solid diecast body produced from new tooling.
Traditional gloss livery with brand new heavy duty gearbox
as designed for the forthcoming A1 TORNADO.

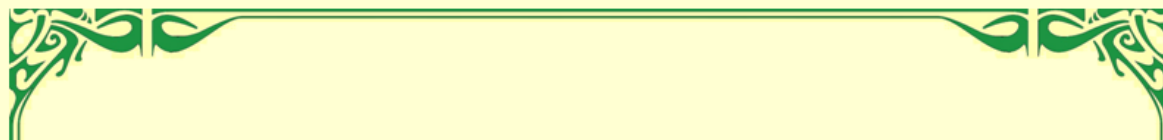
Price held at an incredible £685.

For more, access e-newsletters via www.darstaed.com

DARSTAED

BRINGING
MODEL RAILWAYS
ALIVE!

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



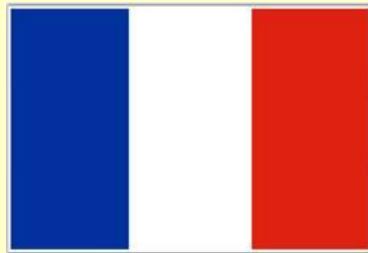
The return of The Castles!



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

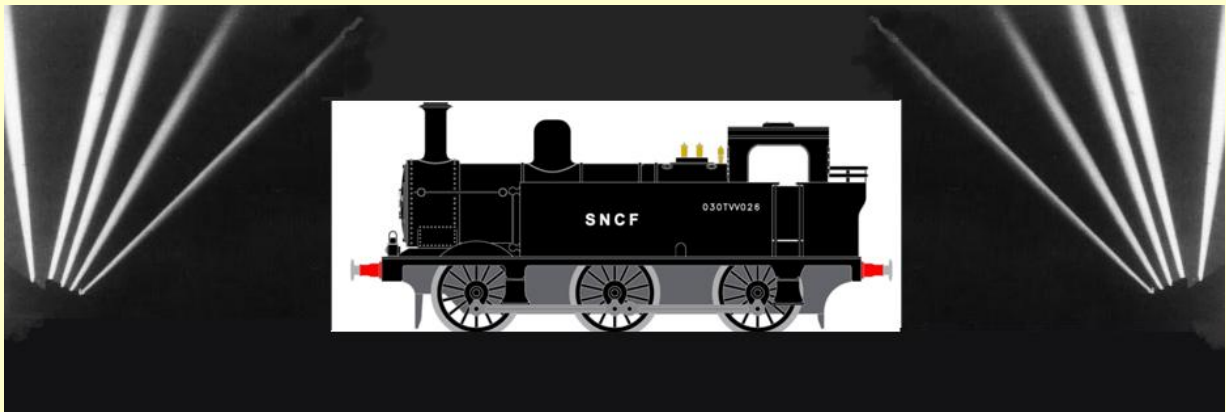
Andries Grabowsky: *In the manual that accompanies every loco, Darstaed have advertised War-Time Castles, Castles with Oil Tenders, Castles with double chimney, in experimental BR Green and even a new Hawksworth tender. Since the first issue of this locomotive another company has flooded the market with some of these special offerings at a bargain price which means that most of Darstaed's customers will not be interested in purchasing a second one. Therefore for the moment Darstaed will keep the specials on offer but can only produce them when there are sufficient orders received.*

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



Le French Jinty

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





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

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

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





On the 6th October 60163 Tornado made its last run in the BR Brunswick Green livery which it has latterly become recognised in. By November the 27th it should be proudly showing off its latest livery of British Railways Dark Blue with early emblem on the tender, this being the fourth and final livery it is expected to be seen in; the first having been Grey followed by the Apple Green which is regarded by the A1 Trust as it's 'core' livery and into which it should eventually return in due course.

Darstaed remain determined to produce this model despite all of the difficulties it has had to overcome. At this time every possible effort is being made to try and have the very first completed model(s) available for public scrutiny at the forthcoming Sandown event to be held at Sandown Exhibition Centre, Sandown Park Racecourse, Portsmouth Road, Esher, Surrey, KT10 9AJ on Saturday 17th November 2012. This event is regarded as Europe's No 1 toy & train collectors fair so the importance of getting the model to the event is not lost on the company owner, Andries Grabowsky.

Darstaed are very keen to ensure that you are kept right up to date on events surrounding this very important model which has been so very long in the making and we certainly would not want any of you making the effort to attend the event only to find it has not made it there for some last minute hitch. Therefore, if you would like absolute confirmation on the situation would you please signal your interest by dropping me an email to: upton@darstaed.com. I will file these requests and then as soon as the situation can be confirmed one way or the other you will be emailed at the earliest opportunity and in any event before the 17th November.



British Rail Dark or Express Passenger Blue



1st livery Factory Grey bearing the A1 Trust
website address on the tender: www.a1steam.com



2nd & 'core' livery Apple Green



Pre production body casting in British Rail Brunswick Green.

Here are the latest photographs of the progressing production of the first A1's. These are destined for the various distributors world-wide so that customers can get to see first-hand just what it is that Darstaed has been working away on. Confidence remains very high that the first two will be completed in time for the UK event at Sandown on the 17th November but please make use of my email offer mentioned above to avoid disappointment.



I'm sure you will agree things are looking very promising.



More updates will follow.


Christmas tip No 1. Leave page 25 of the newsletter on screen display or print it out and leave it on the coffee table. Your loved one will surely get the hint!




Production stage updates.

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

4-6-0 B12 LOCOMOTIVE




CONCEPT & DESIGN

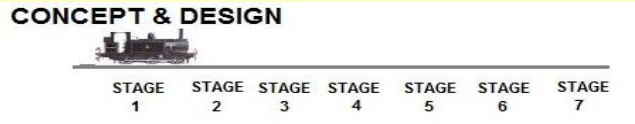


STAGE 1 STAGE 2 STAGE 3 STAGE 4 STAGE 5 STAGE 6 STAGE 7

0-6-0 TERRIER TANK ENGINE




CONCEPT & DESIGN

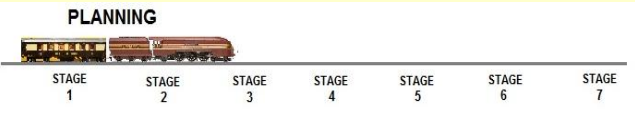


STAGE 1 STAGE 2 STAGE 3 STAGE 4 STAGE 5 STAGE 6 STAGE 7

LMS PRINCESS CORONATION STREAMLINED LOCOMOTIVE




PLANNING

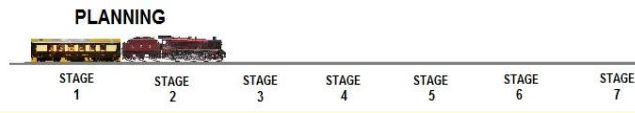


STAGE 1 STAGE 2 STAGE 3 STAGE 4 STAGE 5 STAGE 6 STAGE 7

LMS JUBILEE




PLANNING




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

LMS BLACK 5




PLANNING




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

SINGLE WHEELERS



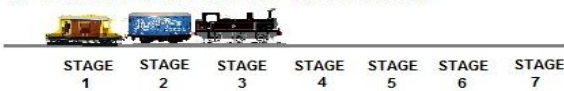
PLANNING



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

NCB JINTY TANK ENGINE

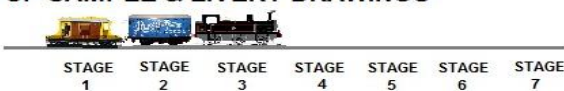
MOCK-UP SAMPLE & LIVERY DRAWINGS



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

FRENCH 0-6-0 JINTY TANK ENGINES **£325**

MOCK-UP SAMPLE & LIVERY DRAWINGS



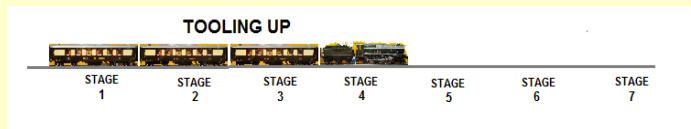
STAGE 1 STAGE 2 STAGE 3 STAGE 4 STAGE 5 STAGE 6 STAGE 7

A1 PEPPERCORN & TORNADO LOCOMOTIVES **£850**

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



MAIN-LINE CORRIDOR COACHES



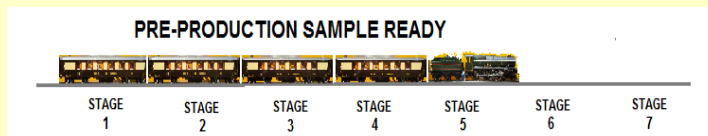
A4 PACIFIC LOCOMOTIVES **£685**



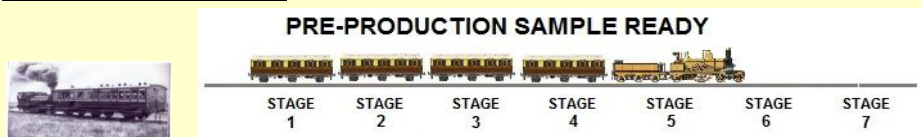
SEE ON YOUTUBE: <http://www.youtube.com/watch?v=Ybk5yuteCvk>

ADDITIONAL NON-CORRIDOR COACHES **£345 set of 5.**

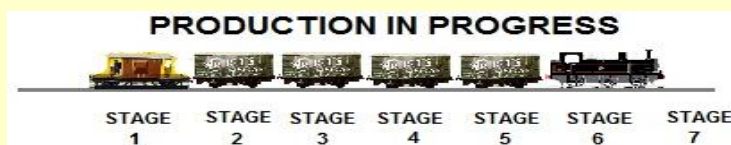
Singles £80 or with 3rd rail pick-up £90.



6 WHEELER COACHES



0-6-0 JINTY TANK ENGINE 2 RAIL VERSION **£325**

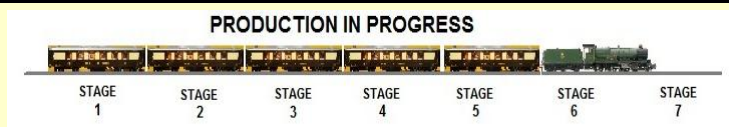


0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION **£325**



CASTLE CLASS LOCOMOTIVES

£525



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

NCB PANNIER TANK ENGINE

£295



0-6-0 PANNIER TANK ENGINE

£325

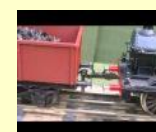


SEE ON YOUTUBE: <http://www.youtube.com/watch?v=F74YEVQ5T0A>

MINERAL WAGONS

£150 set of six.

Singles £25 each unboxed.



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

HORTON/DARSTAED ADVANS (WHILE STOCKS LAST)

£39 each.

Raylo Exclusive's £40 each.



0-6-0 JINTY TANK ENGINE (BLACK)

£325

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



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

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

£325

NB: no further in grey



2-6-2T ENGINES

£325

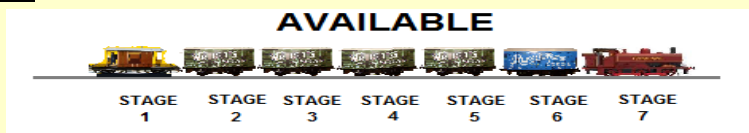


SEE ON YOUTUBE: <http://www.youtube.com/watch?v=CF2cjPY3Ok8>

1ST SERIES ADVANS

£45

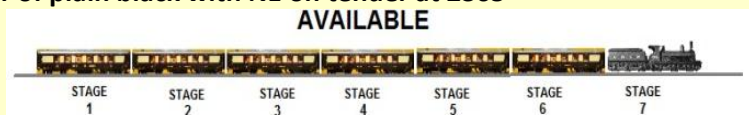
Individually boxed



J19 0-6-0 TENDER ENGINE

£345

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

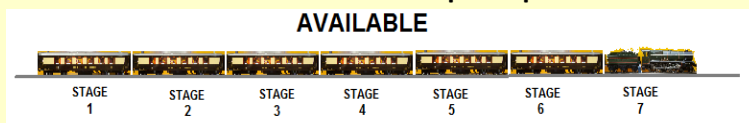


SEE ON YOUTUBE: <http://www.youtube.com/watch?v=ejXHNWioShk>

PULLMAN COACHES & BAR CARS

£395

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



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

CANOPY STATIONS AVAILABLE BUT VERY FEW REMAINING.

£250



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

Raylo email: colin@bhvccc.co.uk

The O Gauge Guy email: bluedja@gmail.com

BRIGHTON BELLE



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

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

THE PRODUCTION 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 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.

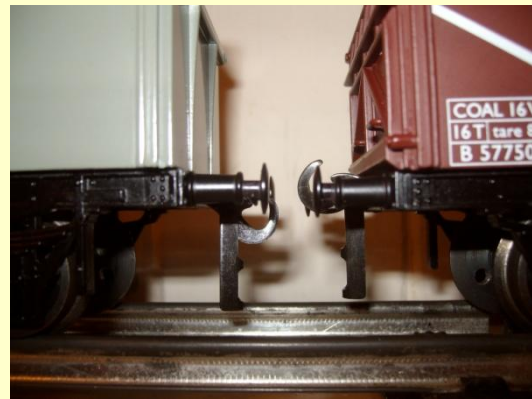
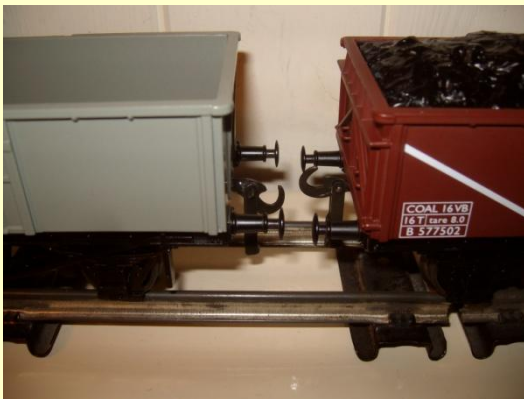
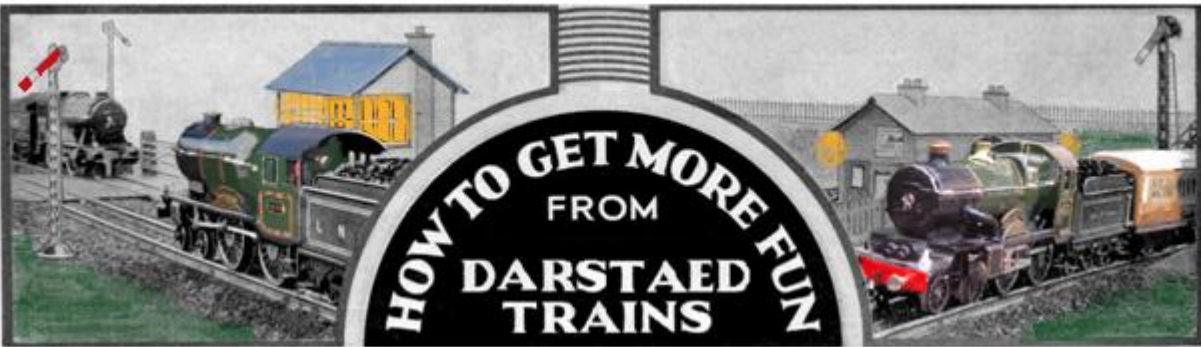
STAGE 5: PRE-PRODUCTION SAMPLE READY AND BEING TESTED. If all goes well distributors should shortly thereafter have a pre production model to show prospective customers.

STAGE 6: PRODUCTION IN PROGRESS.

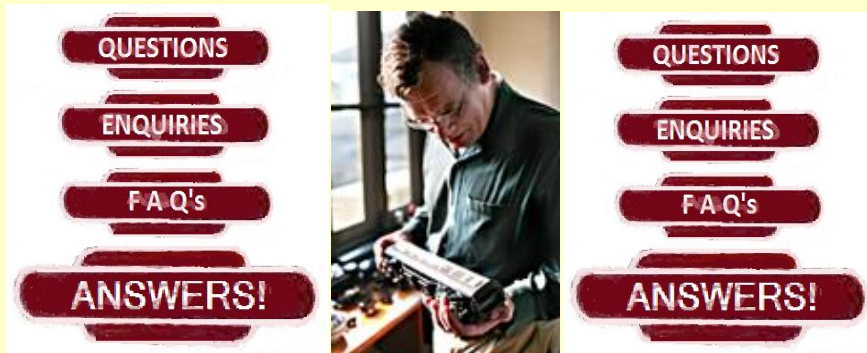
STAGE 7: AVAILABLE - RELEASE OF FINISHED MODEL & DELIVERY DATE CONFIRMED.



Off we go!



Whenever you come to run build a rake of coaches or a train of wagons here's something to look out for which is so obvious it's easily overlooked. Are all the couplings straight and true? In this exaggerated situation pictured above the left hand wagon's coupling hook is adversely bent down – who knows how, but it's now out of alignment. The coupling can no longer swing left and right as freely as it should which could well lead to a distinct lack of **'fun'** when running the train, especially if the wagons should be caused to derail! Do not be afraid to correct the alignment by carefully bending it back into the correct position, something easily done with long nosed pliers. It will also do absolutely no harm to apply a drop of oil to coupling pivot.



Concerning AC/DC switchable. I had hoped to run a much more comprehensive article on this subject, but as things stand at the moment, such an article is simply not ready yet, undoubtedly not helped by the fact that those overseeing this project, Dave Allan and John Hoover are both currently so affected by events in the U.S. Here's hoping that next month will see a suitable update, in the mean time all I can do is repeat this update from last month:

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

**Ladies and gentlemen.
Let me take the opportunity
to drop a BIG hint -
Christmas IS coming!
Ho. Ho. Ho.**





****STAR LETTER!****

Email written to US distributor John Hoover by Mr J K Ross:

Dear John,

My first order from you arrived, as promised on Friday, 12th October 2012. Thank you for using FedEx. They are my shipper of choice. They deliver when they say they will, their tracking is perfect, and they indeed "handle with care." Thank you for so carefully inspecting each item that you sent me. I was truly surprised at how beautiful each of these pieces is, and how flawless each one is! You really chose carefully for me. I appreciate this even more because my order arrived at a very inconvenient time for you - the York Meet. I have never been so delighted over an order from any model railways dealer.

The LNER black lined 2-6-2 is a treasure. What a beautiful model! I don't want to put it back in the box. Thank you for so carefully checking the box, wrappings and the locomotive itself. Everything was absolutely pristinely beautiful.

Your recommendation on the Horton Vans was spot on. They are simply splendid. Each one arrived in perfect condition. Thank you for your keen inspection of each one of these. I am delighted with them. They are works of art.

The Blood and Custard BR carriages also arrived in perfect shape. You did indeed pick a perfect set for me. I have wanted this set for years. I had not been able to locate them, until I saw them on your web site. What can I say? Again, you kept your promise, and sent me a magnificent set of carriages. I can hardly express how happy I am with them.

Thank you so much for taking such extreme care in the packaging of this order, and thank you for marking the box "fragile." I know you were under a lot of pressure when my order came in, and yet you still went to great lengths to assure that my order was perfectly packaged, handled, and shipped.

Andries and I were lucky to have found you. I wish you the greatest success at York, and in your model railways endeavours here in North America.

Please do keep me au courant of any new items you get in. I am really eager for the A-4's, etc. to arrive. Thank you too for posting me the latest Darstaed newsletters. They are just great, and I greatly enjoy each one.

Drop me a line after the York Meet, and let me know how it went. Cheers, John

From emails to Andries by John Lindsay:

Can you please publish for buyers what the warranty conditions are as I cannot find anything on the Darstaed web site.

Best regards Patrick Lindsay.

Patrick.

When purchasing a Darstaed/Vintage Trains product **new** from an authorised dealer, you should find your Guarantee certificate enclosed – if it is not present this must be taken up with the distributor before concluding the purchase. The Guarantee is a two part document, the terms of which are reproduced below. The other half is for filling in and returning with the product concerned in the event of a problem arising which necessitates its return.

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



The Darstaed 2-6-2T



AUSTRALIA:

Authorised distributor DAVE ALLEN 'THE O GAUGE GUY'

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

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



UK LONDON & SOUTH:

Authorised distributor BRUCE COLEMAN

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

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

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 distributor COLIN TOTEN www.raylo.co.uk

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

CURRENT STOCK SITUATION: All the Jinty's except No. 4 (16601) and No. 25 (National Coal Board running numbers). All of the Pannier's except No. 8 (5755) and No. 11 (NCB 7754). At this moment in

time I have stock of **all** Darstaed products produced to date including the Brighton Belle sets (**SOLD OUT**). GWR Clerestory roof suburban coaches **now back in stock**. I now have had a second delivery of the Raylo exclusive Colmans Mustard Advertising Vans, so they are now back in stock. The NCB Pannier tank is also in stock along with 2 National Coal Board sets featuring the Darstaed NCB Jinty and Pannier Tank locomotives and NCB rolling stock from the Directory Series.

UK NORTH & SCOTLAND: Authorised distributor CHRIS REEVE Tel: 01557 860080 email: chrisreeve@sky.com *"I regularly visit HRCA meetings and other events in Scotland and the Borders with an extensive display of all available products".*

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

CONTINENTAL EUROPE: Authorised distributor HERR FRANK ELZE

MBW Spur 0 Modellbahnwerstatt email: Modellbahnwerkstatt@arcor.de

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



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

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. Look for the certificates.



KEEPING IN TOUCH.

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



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

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

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

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

DARSTAEDS STATED AIMS:

QUALITY, RELIABILITY & VALUE FOR MONEY

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

QUALITY, RELIABILITY & VALUE FOR MONEY

COMING NEXT MONTH.

A Christmas Special!



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

www.darstaed.com



QUALITY, RELIABILITY & VALUE FOR MONEY