



DARSTAED VINTAGE TRAINS

MAKING MODEL RAILWAYS COME ALIVE!

e-NEWSLETTER No. 9. June 2012

So fellow O Gauge train enthusiasts, the second e-newsletter written by David Upton on behalf of Darstaed/Vintage is here!

In this edition we ensure that the STAGE graphics show the very latest situations for each of the projects on the go at this time. We get to meet a member of the Darstaed team, and for the first time, customers will get to see into the heart of the manufacturing process!

Before launching into any of these topics, I want to take a few lines to express my sincere appreciation to the various writers who wrote back to me after receiving their first e-newsletter. During the days leading up to it going to press, I had often wondered if it would all prove worthwhile, but the answer would not be long in forthcoming thanks to the kind words of encouragement I would soon get from many of you, and I do sincerely appreciate this; indeed all at Darstaed/Vintage do. One particular respondent made the point that after the first e-newsletter went out; for the first time he had managed to put two & two together and suddenly realised that I was one and the same behind a host of clips on YouTube which feature my garden layout. He went on to say how much he also liked some of the digital images I had created, so for the benefit of said respondent, here is another for you!



This is a picture of the Darstaed 0-6-0 Jinty Tank Engine at the head of a rake of the soon to become available Horton/Darstaed Advans, about which we will undoubtedly be hearing more in the very

near future. Those in the know are now familiar with a curious figure which pop's up in most of my work, in this one he's off to the lower left. This is Terrance my rabbit. I don't actually have a rabbit, but one of my great artist hero's is Terrence Cuneo who always had a mouse, so by use of my rabbit I doff my hat to TC.

The Advans are going to be something special when they arrive and although I did not propose to discuss them in this edition of the newsletter, I can't resist another image for you.



The attention to detail and the 3D effect is astonishing.



However I digress too much already, so here are the current stages of production, as ever starting with the early STAGERS first. For anyone reading this newsletter for the first time, perhaps a brief explanation might assist. 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 xplanation of the SEVEN STAGES can be found below the following graphics.

4-6-0 B17 FOOTBALL CLASS LOCOMOTIVE



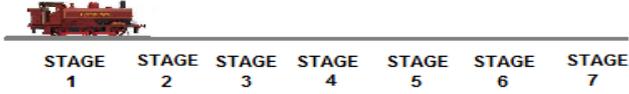
CONCEPT & DESIGN



0-6-0 TERRIER TANK ENGINE

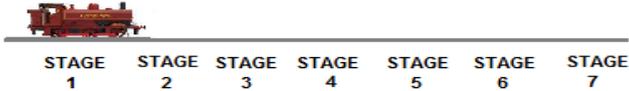


CONCEPT & DESIGN



FRENCH 0-6-0 JINTY TANK ENGINES

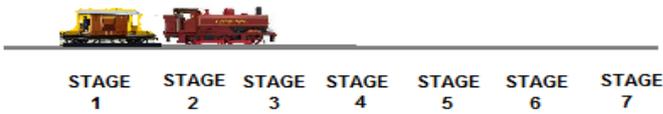
CONCEPT & DESIGN



MINERAL WAGONS



PLANNING



LMS PRINCESS CORONATION LOCOMOTIVE



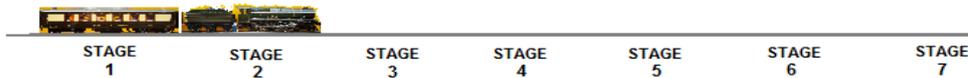
PLANNING



LMS JUBILEE



PLANNING



LMS BLACK 5



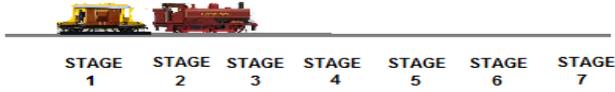
PLANNING



SINGLE WHEELERS



PLANNING



6 WHEELER COACHES



TOOLING UP



MAIN-LINE CORRIDOR COACHES

TOOLING UP



ADDITIONAL NON-CORRIDOR COACHES

PRE-PRODUCTION SAMPLE READY



A1 PEPPERCORN & TORNADO LOCOMOTIVES



MOCK-UP SAMPLE & LIVERY DRAWINGS



A4 PACIFIC LOCOMOTIVES



MOCK-UP SAMPLE & LIVERY DRAWINGS



CASTLE CLASS LOCOMOTIVES



RE- TOOLING UP



HORTON/DARSTAED ADVANS



PRE-PRODUCTION SAMPLE READY



0-6-0 PANNIER TANK ENGINE 2 RAIL VERSION

PRODUCTION IN PROGRESS



0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

PRODUCTION IN PROGRESS



NCB JINTY TANK ENGINE

MOCK-UP SAMPLE & LIVERY DRAWINGS



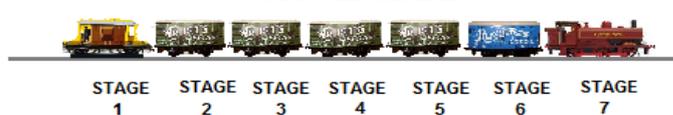
NCB PANNIER TANK ENGINE

MOCK-UP SAMPLE & LIVERY DRAWINGS



0-6-0 PANNIER TANK ENGINES

AVAILABLE



0-6-0 (BLACK) JINTY TANK ENGINES



AVAILABLE



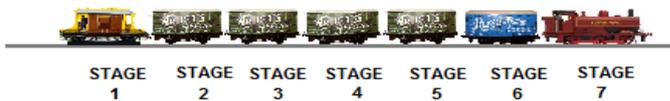
0-6-0 (COLOURED) JINTY TANK ENGINES



PICTURE COURTESY OF BRUCE COLEMAN

SEE ON YOUTUBE: <http://www.youtube.com/watch?v=DxzByPL0T08>

AVAILABLE



2-6-2T ENGINES

AVAILABLE



1ST 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 * Three sets still available, contact Colin Toten on colin@bhvccc.co.uk Tel: 01582 873460

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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.



Now for something particularly interesting in my opinion.

Have you ever considered just what goes into producing one of these much admired models? I know when I finally purchased my first model, the A3 Flying Scotsman I wasn't too concerned at the time with the question of 'how had it been made' or even 'where had it been made', I was much more

interesting in *'doesn't it look magnificent'*, and *'I hope it runs as well as it looks'*! I found it was some considerable time later that I began to ponder some of these wider questions.

Today it's a foregone conclusion that almost everything is made in China; they even own Weetabix now, so it stands to reason that the Chinese will have a hand in producing these models and so it is, but even the Chinese are not able to put a coin in a slot and pull a lever, thus enabling a completed model train to present itself! There is an enormous amount of preparatory planning which has to go into any project even before it can be considered a 'goer'. Such issues as livery differences and design variations all have to be meticulously researched and in this regard, enthusiasts have Darstaed/Vintage distributor Chris Reeve to thank for this, about whom we will discover some more in a future e-newsletter.

If the project is to be considered feasible, someone then has to produce a wealth of scale drawings from which tools and parts will later be produced and here it is Darstaed/Vintage engineer Vijay who comes into his own, but again such plans and drawings are not produced overnight. Eventually a point will be reached where serious financial investment in the necessary tooling is required and for this to a large extent you need a man of vision as well as means – anyone care to step forward?

The process continues to move forward until eventually a point in time is reached when a prototype model can be produced which will hopefully show up all of the little issues which need to be ironed out before the model is passed as fit for production. Once again, hours will be spent in checking and running the model to hopefully find any weaknesses in its construction.

So, as promised here are some photographs which will transport the reader into the very heart of the Darstaed/Vintage manufacturing operation! In the following photos you will see Company owner Andries Grabowsky actively involved in the production of one of the latest batches of the 0-6-0 Pannier Tank engines.

1: The mechanisms are assembled in another dept. and after running in and being tested will come to the final assembly dept to be joined with the body. Here we see Miss Xiao Lao soldering the switches onto the printed circuit board (PCB).



2: Mr Jiao assembles the PCBs to the mech.



3: Mechanisms are tested again but this time with the PCB and the switches on them. The mechanisms should start running slowly at 3 Volts but this particular one starts at 1.7 Volts as can be seen. After the body is assembled the complete engine will be run again before packing. We have put foam underneath the rails so I can concentrate on hearing the sound of the mech. When a mechanism zooms by there is little to see or to inspect but the sound will reveal any defect.



4: Next to me is Mr Xiao Ke, the manager of the assembly dept. Most of the staff are relatives of my partner the factory owner and come from the same mountain village in a nearby province 900 Km away. This factory is run as a family business which means that each employee feels responsible for the success of a production; something rare to find in China.



5: Mr. He, another member of the clan, is assembling the body to the mech. He is the only one allowed to do this. Each step needs personal attention and well qualified staff with the right mindset. Therefore if one person is responsible for one step he makes sure it is well done because mistakes can only be caused by him.



6: You will note that in this final inspection/ assembling dept. there are only a handful of people. It is easy to take a nice picture of an assembly line with 100 girls dressed in garb suitable for a nuclear reactor but that is not what train making is about.



7. The two newest members of staff on the Darstaed production line. Miss Tina graduate in project management and Mr "Sunshine" Tang a graduate in mechanical engineering / design. Miss Tina will work in the office with Andries but for Mr Tang a tough six months ahead as an apprentice on the factory floor and working through all other departments like all of our engineers, before he is allowed to do what he is hired for.



MEET THE DARSTAED/VINTAGE TEAM

To start off this series we thought it a good idea to introduce the men who make things happen, starting with the newest amongst us. Meet Dave Allen from Australia. Over to you Dave:

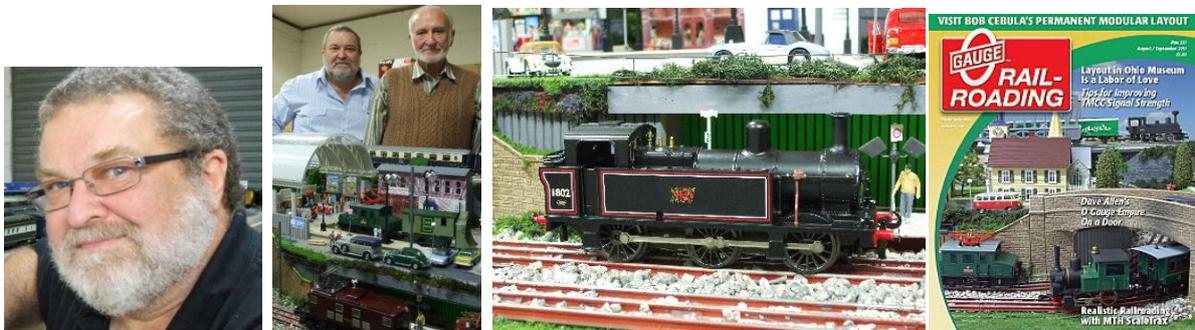
"My interest in toy trains goes back to my early childhood, when at the age of 3 my father bought me two train sets. They happened to be Sakai brand from Japan, electric tinplate O gauge, and 3 rail. These post war trains were played with for many years, and I still have

them some 57 years later and they still run as good as new! I also had Triang OO trains though my early teens.

I've studied music from childhood and became a professional musician with rock and jazz bands in the late 60's through the 70's. I had some recording success, with my band recording a number of hits in Australia. My career moved into electronics and management through my working life, and I travelled extensively with my work until I went into semi-retirement in 2009. My interest in trains was reignited several years ago when my father gave me a box of my old trains that had been stored in his garage. He thought I should get some new track and a transformer, and overhaul my old treasures. One thing lead to another, as they say, and as with everything in my life, I went in boots and all for a new career in toy trains. Retirement can wait a few more years.

I knew of Darstaed due to my interest in modern tinplate, so I approached Andries about representing Darstaed here, as I had already decided to sell O gauge trains in order to help promote the O gauge hobby in Australia. I already had quite a large collection, with well over 100 locos from many manufacturers”.

Dave Allen



Above you have Dave's father who prompted him back into a world of model trains and the Darsated 0-6-0 Jinty Tank engine as a NSW 18 class, as released by Dave's business: 'The O Gauge Guy'. Dave's "O gauge Layout on a Door" featured in the Aug/Sept 2011 "O Gauge Railroading" magazine. His website can be found here: www.theogaugeguy.com or he can be contacted on: bluedja@gmail.com



THE 6 WHEEL COACHES ARE COMING!

This is a subject really hard to do justice to, but after years in the working towards, the production of the Darstaed/Vintage range of 6 wheeled coaches is almost upon us. No prototypes are available as yet, because the Darstaed quality in this field is now well recognized. The best I can do is offer this image which demonstrates quite well the detail which each of these coaches will have.



There will be a vast range, with all liveries having been meticulously researched. Rather than try and illustrate them all within this e-newsletter here are a random selection to whet your appetite, however for those obtaining this document via email, if you click on any of the coaches, you will find you are able to access the Darstaed picasa site on which the entire range are featured. Once there, if you click on any coach of interest a much larger and clearer image of the coach will be presented.



This is what Andries has to say about the 6 wheelers:

When it was decided in 2009 to manufacture for Wynford Classics their Single Wheeler, we concluded at that time that six wheel coaches were required. However, first on the program were the Non-Corridor coaches followed by the Corridor mainline stock. Now that most of the liveries of the Non Corridor stock have been produced we have brought the Six Wheelers forward as designing

the Corridor stock with all the different interiors still takes some time.

We are therefore proud to announce the Six Wheelers in fifteen liveries to start with, as another example of the new standards that are set by Darstaed when producing the Non Corridor stock which all have interior lighting as standard, detailed interiors and the finest litho print available.

Here are the main points to note:

- * Meticulously researched liveries and body details; compartments & window positioning.*
- * Detailed interiors and interior lighting.*
- * Brake end with rear light (no battery required).*
- * Pick up either by spoons (3-rail) or from the wheels (2-rail).*
- * Realistically glazed and lit clerestory roofs.*
- * Free running wheels.*
- * Gas tanks or dynamo where appropriate.*

The coaches come in sets of 4 comprising:

1 x 1st

1 x 3rd

1 x composite

1 x brake end with rear light.

We will also eventually produce sets of 3 comprising a Full Brake/Utility Vans.

The Full Brake, which will come in eight different configurations, will have no interior or lighting, nor a rear light; a rear light set with spoons or plungers will be separately available.

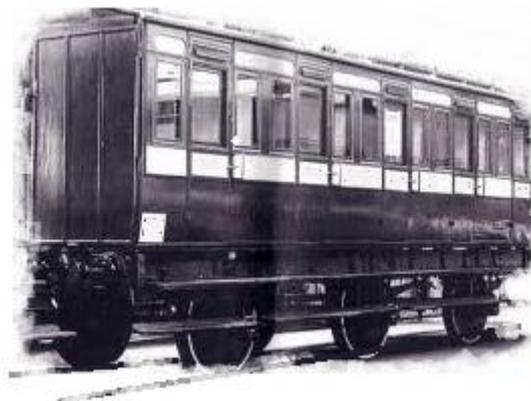
The retail price of the set of 4 is £245.

The set of 3; price yet to be established.

Special offer:

*All customers who purchase or have purchased a Pannier and /or a Jinty and who ALSO buy a set of 4 6Ws will get **one Full Brake for free.***

This only applies for the following 6 liveries: GWR, CR, LMS, MR, LT & SDJR





In this section of the e-newsletter, Andries Grabowsky answers the questions that have come in since the last edition.

Q

Dear Andries,
I would like to obtain one of the AC/DC switches for my 2 Jinties. I have both AC and DC controllers because I live here in the States, and my old Lionel sets run on AC. Thank you again for your many kindnesses, and these magnificent models.
Best regards, John

A

Dear John,
Thank you for your mail. At the moment all our Panniers are standard fitted with a forward-stop-reverse switch and a switch to turn the head lights on and off. We will make this PCB also available for retro fitting the Jinties. The next step is to make the PCBs for A/DC operation, these can also be easily retrofit but the intention is to fit these switches ex-factory for those engines that are shipped to our distributor John Hoover on Orlando Fl.

Q

Andries,
You show a B17 Football class as a concept. Is there any chance this could be offered in the eastern region format with the smaller tender. I used B/L raised third. My 2.6.2 and LNER 0.6.0 run on this as do the pickups on coaches so far. Will you continue to produce for this track?
Actually I have to build two circuits, 3 rail because my grandson spotted my B/L Scotsman and we have added more locos. 2 rail because I started to switch to 2 rail coarse scale. Is a 2 rail option likely to be extended?
Kind regards
Peter

A

Dear Peter,

Thank you for your mail.

The best experience for a Granddad is to play trains with his grandchild, nothing can be better. You are very fortunate. Regarding the B17 unfortunately I cannot say anything yet. The problem with the raised third rail on the B/L track is that it needs space for the spoons. The wheels of the Jinties and Panniers are smaller than those of our 262s, Q-Class and J19 060s that means the underside where the spoons are attached is nearer to the rail. As we have all wheels driven there is a gear train in the way that makes it impossible for the spoons to move up, therefore at the moment with our current spoon arrangement it is not possible to run Jinties and Panniers on B/L track. We have to look into this matter and design new spoons that can be retrofit. Yes, a 2-R version of the Jinties and Panniers is in the works.

Q

Hi Andries,

In regard to the locos being now planned or scheduled, could you give me a

little information please. Firstly, the A1 Peppercorn Tornado, that is self explanatory. You will also be making other A1 locos? What sort of range is there? i.e., liveries, companies etc. The A4's, what are you planning there? You mentioned the Silver Fox, what others will you do? The Castles; are you trying to retrieve the situation in Taiwan or are you building a new one?

Six Wheelers, when would you expect them to be for sale? Corridor coaches, is this all new tooling? With interiors? Can you use old tooling and just fit new bogies and interiors? When would you expect to have them?

Cheers

Dave

A

Dear Dave,

Thank you and your customers for the questions.

Re the A1 Peppercorn and the A4s I could make any name that will be requested. Probably we will invite customers to pre-order for a certain period of time and then they can have a name of their choice. After that period of pre-ordering we could take the most popular names and produce these in the run for the customers who have not pre-ordered.

We are planning all the A4s including all the double tender ones. We plan to do two versions, one version in our traditional house style as we sold under the Ace label and one more style which is semi-gloss like our Jinties/Panniers, and yes, a 2-R version is under study except for the Tornado.

As you know for the Tornado the A1 Trust has licensed us the exclusive rights to produce the Tornado in O Gauge 3-Rail only, the 2-Rail O Gauge version is licensed to Golden Age Models.

The next run of Castles is envisaged before this summer in order to satisfy the back log of orders we have, but we are only a small factory and can only do one thing at the time.

First we will issue the 6 Wheelers in July (see elsewhere in the newsletter) and additional NC coaches. Then it is the turn of the corridors. Each one will have their individual correct seating arrangements and of course installed interior lighting, we are looking at September for these.

Cheers,

Andries

Q

Dear Bruce/Andries,

Thanks very much for sending the newsletter which is extremely informative. For what it is worth I do find myself deeply discouraged by the fact that Darstead's projects seem to follow hard on the heels of everything that ACE trains proposes.

While I realise no one company has a monopoly on the designs that can be released, can I feed back that it would make much more sense for Darstead to concentrate on potentially unique ideas such as the B17 footballer, leaving other designs already announced by ACE for them to develop. This would I feel help us the consumers to have a wider range of models to choose from, but it would be my sincere hope that such an approach might help to bring to an end some of the ongoing dispute between the 2 companies.

Just my thoughts as an individual consumer, but if you have the capacity to feed back to Andres Grabowsky I would be grateful.

Once again many thanks for sending the newsletter.

Kind regards

Simon

A

Thank you very much for your kind comments about our newsletter.

I think the thing that is most apparent from your concern is an assumption that it is Darstaed/Vintage who are inclined to copy products of other companies. All I would say on this subject is that it is for this very reason we have decided to make very public what our plans are (although there are exceptions) and have been for a considerable time, as I'm sure you will appreciate none of our products are produced overnight. As a manufacturer we have to schedule productions a considerable time in advance and are at a disadvantage compared with trading companies that have multiple sources at their disposal. Therefore it is not unusual that we start projects much earlier but finish them later than others, giving the impression that as you say "we follow hard on the heels" which in some cases is inevitable. We do not consider manufacturing a race to the finish line and prefer to work according to our own schedule, allowing us to spend as much time in design and R & D until we are satisfied.

Formerly we endeavoured to keep our plans to ourselves but eventually came to the conclusion that this was not possible and possibly counter-productive, as many enthusiasts such as yourself were not being properly informed of what we were working towards, often until the last possible moment.

Hopefully the stance we have now taken will help to dispel the myth that surrounds the way in which we as a company have always operated.

Andries

Darstaed

Q

Dear Sir,

Is there any plan to produce any 2-6-2T's in French liveries; the Wonerish website shows a beautiful PLM version in red which I would buy if it became available. Thanks and regards,

Andy

A

Dear Andy,

Thank you very much for your question. Yes, we are considering the 262T in PLM livery with a rake of PLM six wheelers if demand warrants it. Best Regards, Andries. Darstaed

Q

Andries

Do you have any plans to produce the fantastic continental coaches again?

A

The continental coaches are something I set out to do in 1993 when I bought the tooling and brand name from Mr Darphin. Now almost twenty years later I have still not had the time to make them because with the production of our 4-4-4, suggested by Ron Budd, playing tinsplate trains in Britain was revived and we had until today no time to pay attention to the continental market. For this I owe apologies to all who are looking forward to collect the traditional Darstaed coaches again. We have on our coach program the six wheelers first within the next two month and some more Non-Corridor liveries followed by a complete collection of mainline corridor stock that includes 6 wheel bogie 40 cm sleepers and diners. Once we have done these it is time for the continental traditional Darstaed range hopefully well before its 50th birthday in 2016 ! We shall kick off with the Night Ferry.

Andries



A sincere thank you to everyone who emailed or 'phoned me after the May 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

Hello David

I enjoyed the Newsletter which will, I think, produce surprises to some readers. I was aware of the history of Darstaed and its involvement with ACE from my days as a model railway columnist.

I thought you laid out the historical facts very clearly. It saddens me that at present there is tension between Darstaed and ACE.

Kind regards

Alan

Hello David,

Thanks for sending the Darstaed newsletter, much appreciated! I'm looking forward to the release of the Tornado and hope the single-wheelers make it to production.

Kind regards,

Hans

Hello Dave:

REALLY enjoyed and appreciated the newsletter.

Michael

Dave,

Excellent job with the Newsletter!!

All the best

David

Hi David,

Excellent work, it's a great way to present product updates.

Cheers

Dave

Hello David,

Just wanted to say, your newsletter was wonderful. I am new to Darstaed, however I have purchased many products so far and cannot wait to purchase new items. It really does help just knowing what process and where in that process the new products are at one time. So many manufactures like Lionel and MTH put shipping dates in their catalogues and when you never know when items comes out because they are always late. I can't wait to see next month's newsletter and I am really looking forward to receiving it. Take care and keep up the great work.

Frank

Hi David,

Thanks for the newsletter. Lots of nice things are being prepared!

Regards,

Peter

Dave

I do agree that once out in the open new products should be on the list within the sort of schedule you have devised. The list should keep AG busy for a year or two. I also think that consideration should be given for keeping the tooling for each model and re-running them. There are new players coming into the field who want the old models and it makes sense to maintain supply; especially the good products like the Brighton Belle and the Pullmans. And the A3/4 range.

Alan

Hi Dave

Thankyou for the update.

Colin Toten has forwarded me a copy of the Newsletter as I have been a customer of his, and I am impressed with the way you show the production of item in its various phases.

Keep up the good work.

Regards

Colin

Dear Andries,

Congratulations on the new Newsletter - it is both splendid and informative. Please give my compliments to David Upton on his lovely product.

The graphics illustrating the stages of product development are such a wonderful way of seeing what is going on at my favourite model train company.

I am so happy to see that we can expect so many more beautiful Darstaed models in the not too distant future.

As ever, I plan to purchase at least one of every model. I wish that I could buy one of each livery, but my teacher's salary won't permit that!

As you know, I have recently purchased 2 of the Jinties - LMS Red and Black, and BR early crest. I cannot remove them from my desk because I love just looking at them. This is how I feel about all my Darstaed trains, but the Jinties are my newest acquisitions.

Thank you and David for the great Newsletter. I shall look forward to each issue. Best of luck in all your endeavours.

Thanks once again for bringing such joy into my life with these exquisite model railways.

Best regards,

John

Hi Dave,

Great newsletter! Finally an update on what's going on at Darstaed! I check the web site once a week to see what is going on. I usually get the latest news by writing to Andries directly. He always responds straight away. I do not know how he keeps up with all the emails.

The newsletter is great. I very much liked the way you explained the continuum of idea to availability with the excellent graphics.

Your newsletter was just what was needed. Now, if we could just get the web site itself updated. It is a good one, but could be so much better with videos of these lovely trains, and photos of different Darstaed trains on layouts. I am sure

you have seen Shamrocktrains' web site - great photos.
Many thanks, for this much needed and informative newsletter. I am looking forward to the next one.
Best regards,
John

Dear Andries,
Thank you for responding so quickly to my email. It was good to get the latest news. I do look forward to each of Darstaed's new releases. I shall purchase one or more of each of the forthcoming locos, etc.
I would like to obtain one of the AC/DC switches for my 2 Jinties. I have both AC and DC controllers because I live here in the States, and my old Lionel sets run on AC.
Thank you again for your many kindnesses, and these magnificent models.
Best regards,
John

Hi David,
Thanks for the Newsletter and I love how you are showing progress graphically and developing interest early in each project. Well done! Is there a webpage showing the preliminary drawings / mock-ups / models of each of these projects? For example, the newsletter mentions Single Wheelers on page 6. I would love to see what you have in mind. Also, how do we register our interest, offer comments, preliminary orders etc on projects to encourage their completion? Cheers Peter.

Hi Colin. Pannier arrived safe this morning. Have already had a quick run but will run it in properly later. I am really pleased, did not expect it yet cannot get over how fast it was delivered. It really looks the part and sturdy. Please pass on to the people at Darstead my satisfaction. Hope to do more business with you when finances permit. Many thanks regard's, Chris



MIDLANDS: COLIN TOTEN www.raylo.co.uk email: 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: BRUCE COLEMAN www.wonershtrains.com email: brelcol@talktalk.net
Tel/Fax 01483 892373 (South East)

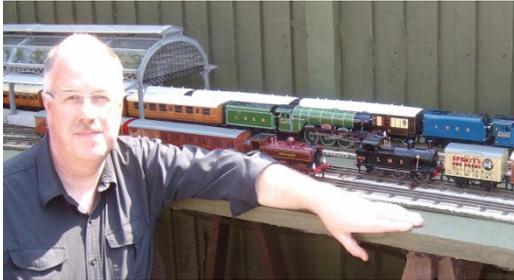
NORTH & SCOTLAND: Mr. CHRIS REEVE Tel: 01557 860080 email: chrisreeve@sky.com
Chris regularly visits HRCA meetings and other events in Scotland and the Borders with an extensive display of all available products.

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

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THE TIN PLATE FORUM (ALL MAKES): <http://www.spoornul.nl/tpforum/>
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Yours truly 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>

COMING NEXT MONTH. More from inside the factory. Meet another member of the team. Tornado update. 6 Wheel coach update. State of the Art electronics. Q & A's and much, much more.



DARSTAED VINTAGE TRAINS

MAKING MODEL RAILWAYS COME ALIVE!

If Darstaed Vintage have helped bring your layout to life we'd love to see some photos.

