



# DARSTAED VINTAGE TRAINS MAKING MODEL RAILWAYS COME ALIVE!

**e-NEWSLETTER No. 19 April 2013**

Greetings Darstaed enthusiasts and a very warm welcome once again to this, a very special edition of the Darstaed company e-newsletter – special, because this is the 12<sup>th</sup> edition as edited by myself, which means that this time last year I was soon to be thinking through the introduction of these newsletters! They always say ‘where does the time go,’ and so it is with myself. It really does only seem like yesterday since the 1<sup>st</sup> e-newsletter was being compiled and yet here we are 12 months later, and although at times it seemed like little was happening, there is no doubt whatsoever that with this edition, there is clear evidence that in fact much has and certainly is happening. Jump on-board and let’s take a few minutes to consider what has happened over the past year.

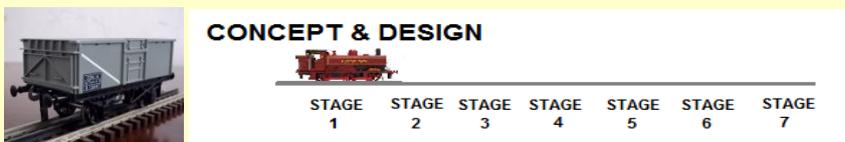


Not currently available, however the Darstaed Brighton Belle is about to depart.



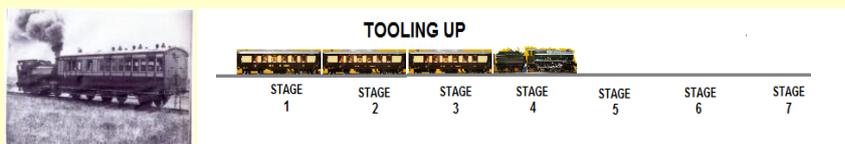
So, where does one begin? In the following Stage graphics you will see how the various projects were being reported in May of last year and where appropriate, you will see where some of the projects have now progressed to, assuming the model concerned has not already become fully available.

**16T MINERAL WAGONS** (from issue No. 8 May 2012)



In May 2012 these wagons were just starting out at the Concept and Design stage of production and yet how many of the readership now run these heavy and robust diecast wagons on their layouts? Available in Grey or Bauxite, these were eagerly and enthusiastically recieved by collectors around the world.

**6 WHEELED COACHES** (from issue No. 8 May 2012)

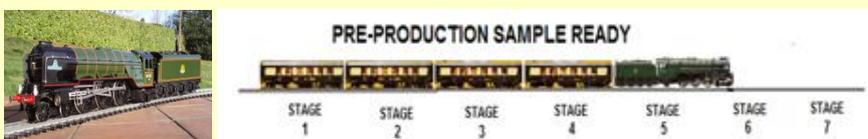


In May 2012 the factory was still 'Tooling Up' for the 6 wheed coaches but as you will read elsewhere in this edition, these superb coaches are now very nearly available! \*See page 7.

**A1 PEPPERCORN AND TORNADO LOCOMOTIVE** (from issue No. 8 May 2012)



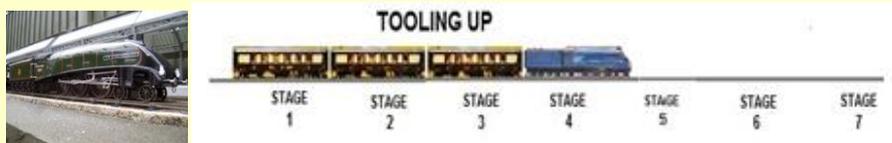
In May 2012 this project was still said to be at the Mock-up Sample and Livery Drawings Stage, and this after nearly three years of determination to bring it into being. After a huge effort last September, the very first pre-production models arrived and one of them put in an appearance at the hugely popular Sandown event. Whilst the finished model is still not commercially available as yet, you can see from the graphic how it moves on:



**A4 PACIFIC LOCOMOTIVE** (from issue No. 8 May 2012)

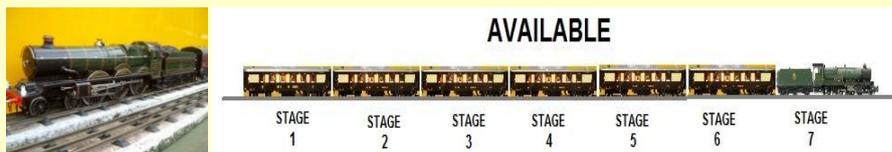
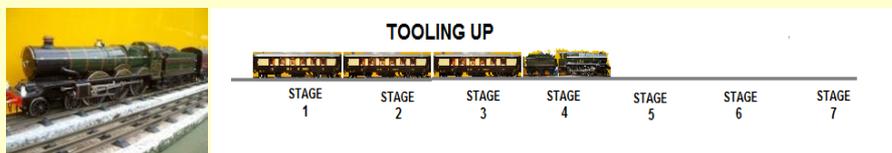


Similarly, here is the advance of the A4 Pacific between May 2012 and April 2013.



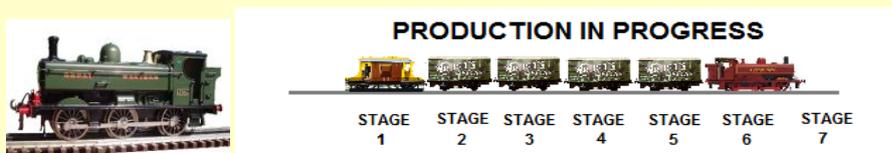
Now we come to the Castle Class locomotives. As you will read presently, these are finally available!

**THE CASTLE CLASS LOCOMOTIVE** (from issue No. 8 May 2012)



Many owners will recall how back in May 2012 the Pannier tank engines were marked as 'Production in Progress' and of course before long they were and still are readily available.

**THE 0-6-0 PANNIER TANK ENGINES** (from issue No. 8 May 2012)



The equally popular 0-6-0 Jinty tank engine had also just become available prior to the publication of the May 2012 e-newsletter.

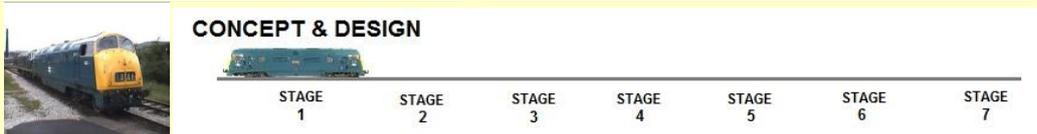
Sadly, the past twelve months were not to be a total success as the eagerly anticipated Horton/Darstaed Private Owner Wagons Series, made only a brief appearance in 2012 before the project was unexpectedly pulled out of by Mr. Horton who then chose to enter into partnership with ACE Trains.



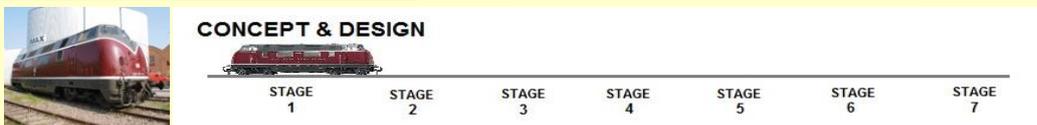
Furthermore, it has to be recognized that many enthusiasts were left feeling somewhat let down when just the other month a decision was taken to put no less than seven long-standing projects ‘Temporarily On-Hold.’ Thankfully, all concerned will have now been able to read how this decision did not mean that these projects had been ‘dropped’ completely, as some had begun to suspect and Andries Grabowsky has made his intentions very clear and reaffirmed that these projects **will** come about just as soon as he is able, but that until such time as certain other more advanced projects are completed, these seven projects have to remain, temporarily on-hold.

To end on an up-note, don’t let’s forget that 2012 also saw the announcement of two completely new projects, the WARSHIP class British diesel engine and the German V200.0 diesel engined locomotive.

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



**DB CLASS V200.0 LOCOMOTIVE NEW PROJECT 3 RAIL VERSION**



So, hopefully from this résumé of the past 12 months, you should be able to see that there is much to cheer about in the world of Darstaed/Vintage Trains and the world of coarse scale model railways, a world where Darstaed really does, ***bring the model railway alive!***





## The 6 Wheeled Coaching Stock Update.

### Good news and not so. First the good.



#### TECHNICAL DETAILS:

- Based on 34 ft prototypes with appropriate number of compartments (e.g. 4 in 1st and 5 in 3rd class).
- Carefully researched liveries.
- Composition of rakes:
  - 1 x All 1st class
  - 1 x All 3rd class
  - 1 x 1st/3rd Composite
  - 1 x 3rd brake
- Full brakes available separately \*
- Each compartment glazed and individually lit; curtains in first class compartments.
- Clerestory roofs with detailed frosted glass and internally illuminated.
- Fitted interior seating in appropriate colours, including advertising panels.
- Wheel sets insulated for 2 or 3 rail running.
- Working tail Lamp.
- Teak coaches with teak coloured frames as prototypical.
- Full Brakes will also be available separately and in a set of three accompanied by two six wheeled goods vehicles.

\* One full brake available free of charge (excluding P&P) on the present or past purchase of a matching coloured Jinty or Pannier together with a set of four six wheelers.

## The 6 Wheeled Coaching Stock Update.



### Now the not so good.

Just when you think all is rolling along nicely, something happens to disrupt the progress. In the below photograph you will see a selection of distorted roofs intended for the 6 Wheeled Coaching range. Due to inadequate packaging quite a number had arrived damaged from the factory which has been used to bend them into shape, resulting in them having to be remade. Nevertheless the coaches remain on-course for completion presently, and they are being completed as I write.



And finally; Darstaed regret to announce that due to ever rising costs the price of the 6 Wheeled Coach sets cannot be retained at the originally announced price of £245, but will have to rise to £265. This will not apply to those customers who have pre-ordered their set(s), but for all new customers, the price increase simply cannot be held off any longer.



Here are the planned livery options:

### **First liveries available:**

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

## Closely followed by:

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



# The Castle Class Update

**Model NOW Available to UK Collectors**



# The Castle Class Update



Here is Darstaed engineer Vijay and Miss Yuqi with Andries, as the Castle's are being quality control checked – an aspect of the models production which is taken very seriously by all concerned; another indication of why it is that the production of these models can seem to take so long. None are signed off as completely finished until such time as each one has been thoroughly track tested. Darstaed have no desire to supply the customer with a product that will not give them many years of reliable service.



Your Darstaed product will be accompanied by a Guarantee which is only stamped and signed by Andries Grabowsky once the model has been thoroughly tested.

# The Castle Class Update



Here the decals are being carefully applied by hand to the Castle cylinders.



Here, the Castle switch wiring is being soldered.

And now, after what seems to some readers like an eternity, here is a batch of the long awaited Castle Class locomotives destined for the UK market, about to set out on their journey from China.



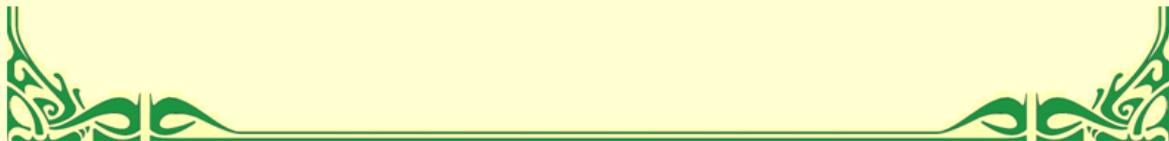
*"All aboard" – next stop the United Kingdom.*



Here are some glimpses of what some of those cartons will actually contain. If you are one of the many UK customers eagerly awaiting this shipment, why not drop me a line with some of your own photographs of the model once it has arrived? Customers should note that: *"Our special offer has expired and all new Castle engines will be at the original retail price of £595."* Andries Grabowsky



Don't forget to check out the YouTube listings on page 25 to see an example of one of these models in motion.





# The A4 'Pacific's' Update

Writing on the Classic O Gauge Forum, member Steve Smith writes of the Darstaed A4s:

*They look very good in the Darstaed newsletter, are they available yet and has anyone acquired one? I would like to see any further pics of different liveries and reviews of them and how they perform.*

*I particularly like the look of the Brunswick Green Sir Nigel Gresley as shown in the newsletter*

**Many thanks, Steve**

Basically Steve, you only need to look at any ACE Trains A4 and you will see pretty much what the customer will be getting when the Darstaed A4s become available, this being because it was Andries Grabowsky and his engineer, Vijay who designed and made those earlier models sold under the ACE Trains name. As has already been reported in newsletter No. 17, the forthcoming version of the A4 will have significant but subtle detailing difference, although visually much the same as has gone before. These pictures are for you Steve.







Since the last e-newsletter, Allister Hughs of The Rolling Road fame (see e-newsletters No. 11 and 12) wrote to me concerning the minimum radius that Darstaed locomotives can negotiate. He actually beat me to this, as come the summer I had planned to do almost exactly as Allistar has done here where he has run his loco collection around various radius curves trying to ascertain once and for all what is achievable.

*Hi Dave*

*Have noted some collectors inquiring re minimum radius some locos will traverse. This is something that has interested me for some time specifically re my own layout and what loco's I can run on what radius. Much to my annoyance I found my Darstaed Jinty for example would not negotiate the radius I expected it to and as a result of which what I can actually run on my layout becomes somewhat limited having 6 semi oval loops / circuits on 15ft x 10ft layout.*

*I therefore for experimental purposes tonight decided to remove the flanges on the Jinty's centre driving wheels and achieved the following results on my Atlas 3 Rail Track based on the Atlas specified radius as follows: 72" ok, 63" ok, 54" ok, 45" ok, 36" ok, 27" failed but not by much*

*however really pushing the boat out here.*

*This now as far as I am concerned sets out in concrete what can be achieved with this particular loco with plain non flanged centre driving wheels whilst running on Atlas Track which for me is a massive improvement.*

*Might be a interesting notation for the news letter as I and my friend have as a result of A.G. comments in the latest N.L. requested our new A4's from Bruce Coleman to have the plain centre wheels option which we have been advised will incur a additional charge but for non purists such as me, I am more interested in the loco's running flexibility as far as track radius is concerned. Cheers for now. Allister.*

Allister then went onto to write:

*These clips show both Locos after the mod (removal of wheel flanges) and now able to run down to Atlas 027D Curves which I think is the smallest you can get from them.*

*By way of interest the Deltic is a Heljan with Fine Scale Wheels which runs fine on Atlas Track as you can see in the clip. Had to modify the*

*body side panels slightly to allow her the get round the 72" radius curves + mod for 3 Rail Running and as I always wanted one of these Loco's to run, just had to do the mod and as for the purists, well it's my Loco so I can do what I like with it as they say as long as I'm happy which is what really counts in the end. Regards, Allister.*

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



[http://www.youtube.com/watch?v=VZNSKcfdg2c&list=UUIKaYz-VQDZrY3UEDo\\_1Zow&index=5](http://www.youtube.com/watch?v=VZNSKcfdg2c&list=UUIKaYz-VQDZrY3UEDo_1Zow&index=5)

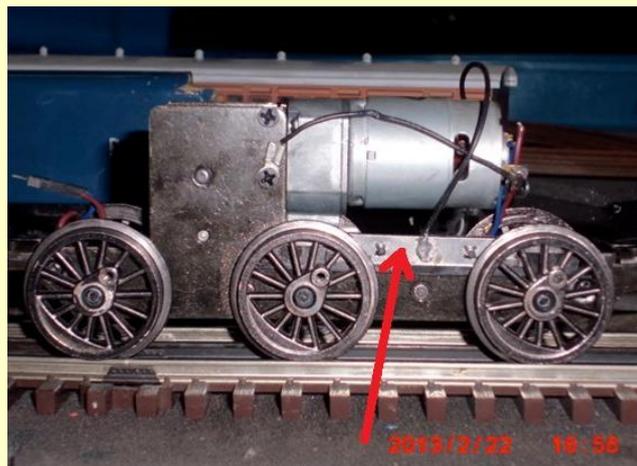


Coincidentally, last month Andries was also testing the ability of certain mock-up versions of models to come, around the 2' radius curves of Hornby tin plate track. In the upper photograph you should see the chassis of the forthcoming Warship Class diesel engine locomotive. The eagle-eyed will undoubtedly notice some of the very first 6 wheeled coaches!

In the lower photograph, the chassis of the forthcoming TORNADO locomotive also negotiates the same tight 2' radius curves, which should be very encouraging news for collectors operating layouts with limited space available.



Below is another recently released photograph from the factory. This is the first view of the two rail version of the six wheel drive mechanism, the red arrow identifying the newly devised electrical contact strip.





So, who thinks you've had all the latest news?



What could this well recognised photograph of the renowned Hornby O Gauge Princess Elizabeth possibly be alluding to? Surely, Darstaed don't propose to produce another version of this locomotive?

Read on.....

Use of the above picture does not relate to the Princess Elizabeth, but rather to the Hornby Engine Shed, which ever since the introduction of this large and handsome locomotive in 1937 has been unable to fully accommodate the entire engine on account of the locomotive being so much longer than the engine shed, which incidentally first appeared in 1928. A similar situation arises with any of the modern coarse scale O Gauge models from the likes of Darstaed, Ace Trains, Seven Mill, Bassett Lowke etc.

For several years Darstaed have wanted to recreate a tin printed engine shed to address this situation, but there are a host of considerations. The original Hornby No. 2 sheds are still to this day reasonably accessible, although really fine examples will now cost a King's ransom. The original No. 2 shed was a huge structure, which if reproduced along similar lines would take up considerable storage space for any of the distributors stocking it, and bear in mind what Darstaed have always wanted to do was produce something larger still!

Plans were quite advance for an announcement concerning the proposal of an engine shed, when during last year something quite unexpected happened and Mr. Rob Horton of Tasmania suddenly decided to pull out of his commitment to Darstaed. Since then, behind the scenes much has been happening, and much of which I am unable to report fully upon just yet, nevertheless Andries Grabowsky has now decided the time is right to reveal something of what has been under discussion for so long.

In order to overcome the issue of size, the Darstaed approach is currently 'modular' whereby the enthusiast wishing to create the ultimate tin plate engine shed facility for his expanding range of locomotives can decide for himself just how large or small a facility they might aspire to. They can also purchase 'modules' as and when funds permit. The Hornby original was always a twin track structure, but here is the first showing of the concept under very serious consideration; a variation on the Hornby theme, but for a single track facility.



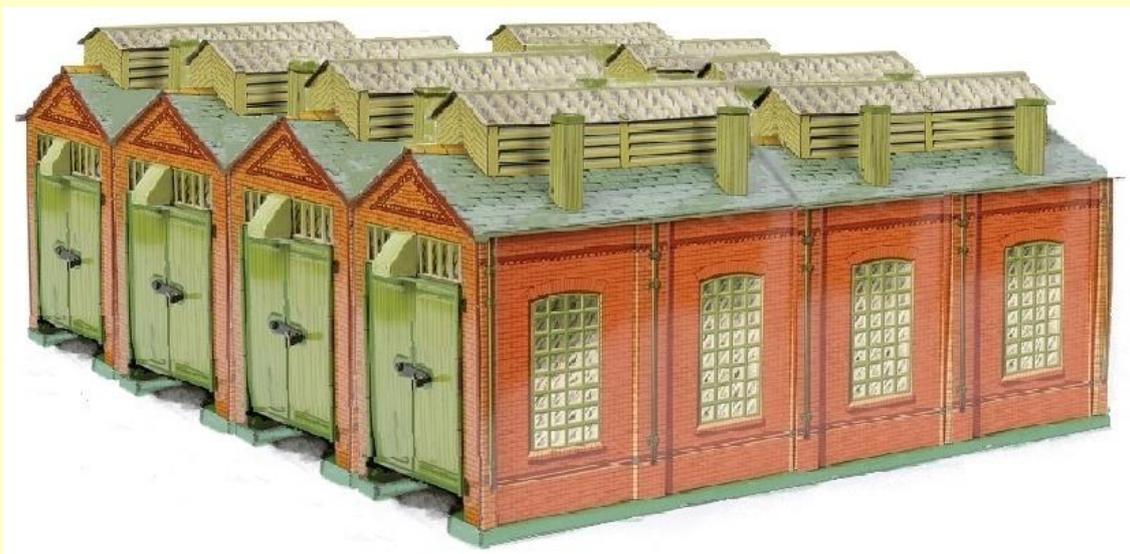
To achieve this result, the roof has been lowered but still retains the classic features of the Hornby original. The shed doors are in pairs and fastened in similar manner to the original. Starting with this

basic building, the possibilities become quite exciting. Leave off the smoke cowl from one end and remove the doors and suddenly you can place them back to back to create something very akin to the Hornby original – but more versatile. Leave off both smoke cowls and both sets of doors off and you can place three sheds back to back to create for the first time a through shed capable of taking the full length of Princess Elizabeth and other locomotives of similar size. There are many other aspects/possibilities currently under consideration, but this will surely be sufficient to fire your enthusiasm so far?

This is what you would get with four side by side.



And this is what a group of eight might look like. The possibilities are enormous.



Much more information will be supplied in future e-newsletters.

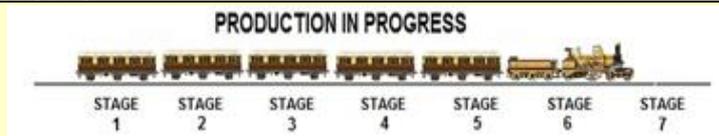


## Production Stage updates.

**R**eaders are reminded that there are some changes to the Progress Graphics. Priorities have been changed for various reasons to a number of the projects. Some have been temporarily put on hold and others, where progress behind the scenes has been better than expected, have been moved forward in the queue. If your favourite is one of those now on hold, please be assured its removal from the printed schedule does not mean cancellation of the project.

### 6 WHEELER COACHES

**£245**



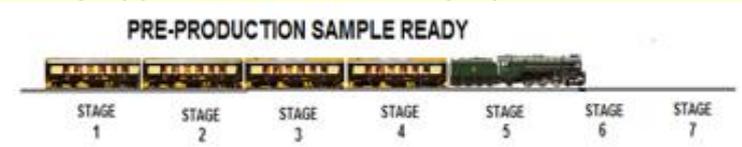
### A4 PACIFIC LOCOMOTIVES

**£685**

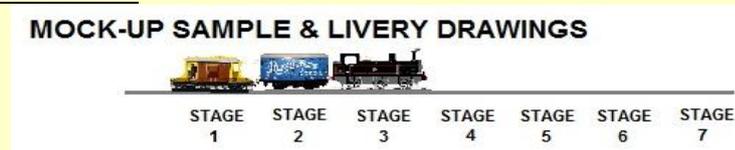


### A1 & TORNADO LOCOMOTIVES   A1 **£685**   TORNADO with A1 royalty **£ 745**

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

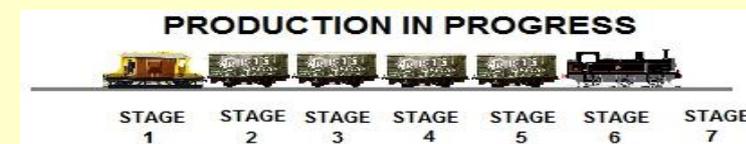


### NCB JINTY TANK ENGINE



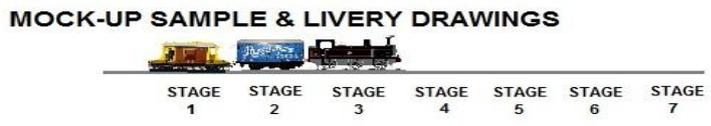
### 0-6-0 JINTY TANK ENGINE 2 RAIL VERSION

**£325**



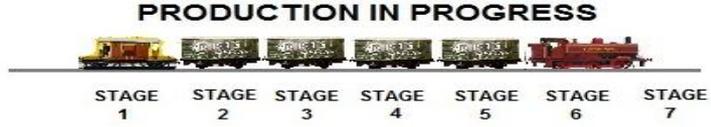
**FRENCH 0-6-0 JINTY TANK ENGINES**

**£325**



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

**£325**



**CASTLE CLASS LOCOMOTIVES**

**NEW DEVELOPMENT**

**£595\*** see page 12



**NCB PANNIER TANK ENGINE**

**£295**



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

**£325**



**0-6-0 JINTY TANK ENGINE (BLACK)**

**£325**

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



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

**£325**

**NB: no further in grey**



**2-6-2T ENGINES**

**£325**



**MINERAL WAGONS**

**£150 set of six.**

**Singles £25 each unboxed.**



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

**£45**

**Individually boxed**



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

**£39 each.**

**Raylo Exclusive's £40 each.**



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

**£345**

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



**PULLMAN COACHES & BAR CARS**

**£395**

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



**CANOPY STATIONS**

**AVAILABLE**

**£250**

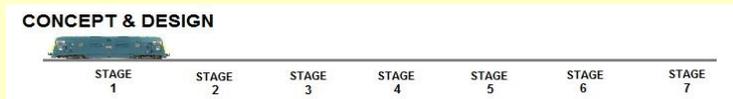


**BUT VERY FEW REMAINING**

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

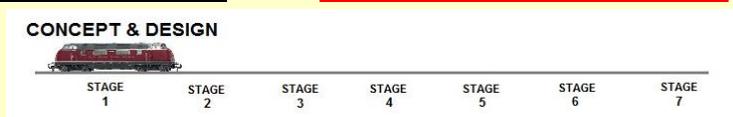
or: 'The O Gauge Guy': email: [bluedja@gmail.com](mailto:bluedja@gmail.com)

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



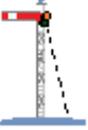
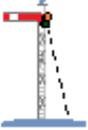
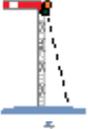
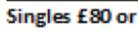
**DB CLASS V200.0 LOCOMOTIVE**

**NEW PROJECT 3 RAIL VERSION**



# REMEMBER.

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

	PLANNING  <b>PROJECT TEMPORARILY ON HOLD</b>	
	PLANNING  <b>PROJECT TEMPORARILY ON HOLD</b>	
	PLANNING  <b>PROJECT TEMPORARILY ON HOLD</b>	
	PLANNING  <b>PROJECT TEMPORARILY ON HOLD</b>	
	TOOLING UP  <b>PROJECT TEMPORARILY ON HOLD</b>	
	PRE-PRODUCTION SAMPLE READY  <b>PROJECT TEMPORARILY ON HOLD</b>	
	<b>SORRY, SOLD OUT</b> HOWEVER IN TIME THE SET WILL BE REPRODUCED AGAIN WITH THE BR BLUE/GREY LIVERY AND A 2-RAIL VERSION <b>PROJECT TEMPORARILY ON HOLD</b>	

## 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.**



**See Darstaed on **

**TORNADO**



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

**The A4 Pacific:**



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

**Castle Class:**



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

**0-6-0 Pannier:**



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

**Mineral Wagons:**



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

**0-6-0 Jinty**



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

**2-6-2T:**



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

**J19 0-6-0:**



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

**Pullman coaches:**



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

**Brighton Belle:**



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

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



## Featured YouTube™ upload:

This month, American enthusiast Robin Dobson has offered this clip of his layout in operation. Much appreciated Robin, and if other readers would like to have their own Darstaed collection and layout featured then all you need to do is get in touch.

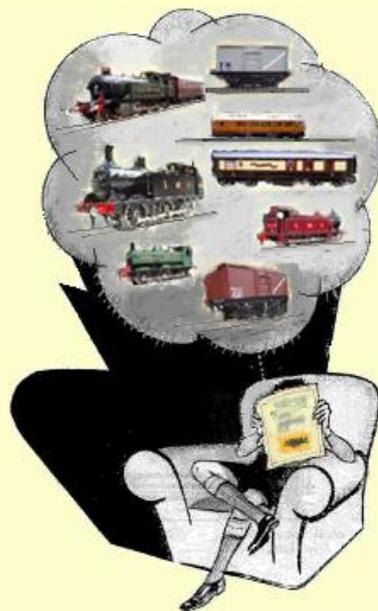
*Hello, David. Here's another recent video featuring the Darstaed Pannier with a rake of colourful Ace tankers. For this video, I simply switched out my North American station for some British ones. Gives it a decidedly English flavour! As well, I added a sound track borrowed from <http://www.steamsounds.org.uk/> Works quite well, if I may say so myself. Entitled Darstaed Pannier Tank*



*Here's the video.*

<http://www.youtube.com/watch?v=v1RPTbZTxik>

*Feel free to use in Newsletter. Robin Dobson*



**Tip of the Day.**

**Lose yourself in  
the Darstaed  
e-newsletter.**

# OUR MAIL BAG



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

Email from John Ross (USA) to Darstaed distributor John Hoover:

*Hello, John,*

*Thanks for the wonderful newsletter. What a great way to do business! This Darstaed newsletter really keeps one au courant on what is coming down the road. When I began collecting British O gauge a few years back, I found it very frustrating to order models, and to have no clue when they would finally be manufactured, or when, if ever, I would receive what I ordered.*

*This newsletter has also taught me much about railways in Britain. I grew up in Canada and the U.S.A. I therefore do not have much first-hand knowledge of British trains. Thanks too for the excellent "Famous Trains" section of the newsletter.*

*I have only one suggestion to make. It may be a good idea to put a large notice on your web site home page that Darstaed offers a monthly newsletter, and "click here" to see it, and/or to subscribe to it. New users of the website may fail to click the "News" section to go to the Newsletter.*

This is a fair comment and the Darstaed webmaster has been invited to take a look at this. Ed

*I am looking forward to the upcoming Locos and carriages. Best regards, John*

Email from Michael Homes:

***Another splendid newsletter Dave and one of the few things I am always happy to see in my inbox!***

***Michael***

Via email from Robert Wilson:

***Very interesting, thank you. A lot of work. Some lovely stuff coming on line.***

***I was born in Jube and Black 5 country, and also Beyer - Garratts. Now, THERE'S a project and a half!***

Ed. It just so happens that a few days ago we had a very rare steam special running along my local line – a double-heading pair of Black 5s!

[http://www.youtube.com/watch?v=pz\\_8XpeqUEM](http://www.youtube.com/watch?v=pz_8XpeqUEM)

***Good afternoon David***

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

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

***Such coaches were the main stay of that line up until the mid 1930s. By the way I am sure that Darstaed knows the Metropolitan Railway did not run six wheel coaches at any time in its history. If teal is intended as the colour for the Met coaches why not abandon Met and change to M&GN. Just a suggestion for Darstaed's consideration. Darstaed LMS "Jinty" and GWR pannier 0-6-0 tanks are splendid models. They are completely at home on 21" radius track thus allowing folk with restricted room the opportunity to run 0 gauge trains. I hope Darstaed will produce more 0-6-0 tanks. I think the wheelbase and wheel size would be correct for an LNER J72, an LNER J83, an SR G6, an SR T and a Midland/LMS 1F half or full cab. All of these lasted into BR days and all were built by pre-grouping companies thus allowing a variety of liveries.***

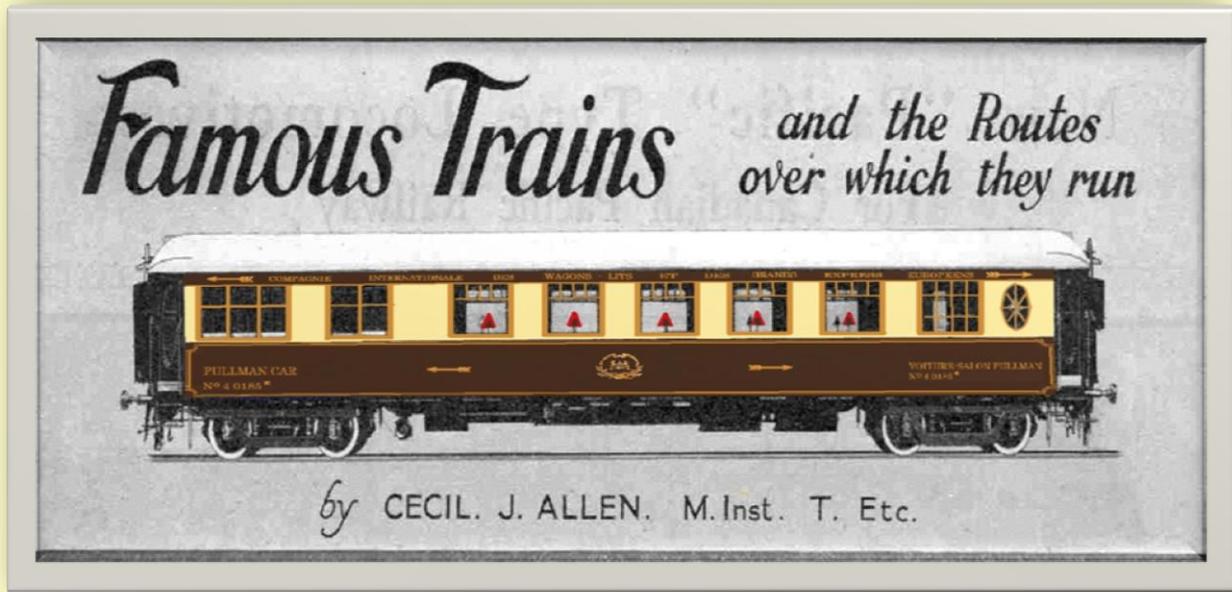
***Best wishes, Alan Cliff***

Dear Alan,

I have discussed your suggestions with Chris Reeves and of course he is all for it although he warns that M&GN will have even a smaller following than the Furness Railway that I am hesitant about.

He also says that a Jinty is out of the question but a 4-4-0 we have in the planning (but not publicly) codenamed "Dolly" would be a good candidate.

Thank you so much, Cheers, Andries



## No. 5 - The "Golden Arrow," Chemin De Fer Du Nord of France

First published in the Meccano Magazine May 1927

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

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

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



## Where will you find our Distributors?

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

<b>Tuesday</b>	<b>2<sup>nd</sup></b>	<b>HRCA Preston Brook, near Warrington</b>
<b>Saturday</b>	<b>6<sup>th</sup></b>	<b>TCS Biggleswade</b>
<b>Saturday</b>	<b>6<sup>th</sup></b>	<b>Bassett-Lowke Northern Leigh</b>
<b>Sunday</b>	<b>7<sup>th</sup></b>	<b>Donnington</b>
<b>Wednesday</b>	<b>10<sup>th</sup></b>	<b>Mortimer</b>
<b>Sunday</b>	<b>14<sup>th</sup></b>	<b>Huntingdon</b>
<b>Sunday</b>	<b>14<sup>th</sup></b>	<b>HRCA Border Counties - Houghton near. Carlisle</b>
<b>Sunday</b>	<b>14<sup>th</sup></b>	<b>Buxton</b>
<b>Monday</b>	<b>15<sup>th</sup></b>	<b>HRCA Edinburgh - Duddingston Golf Club</b>
<b>Thursday</b>	<b>18 – 20<sup>th</sup></b>	<b>York (Pa, USA), Orange Hall</b>
<b>Saturday</b>	<b>27<sup>th</sup></b>	<b>Brentwood</b>
<b>Sunday</b>	<b>28<sup>th</sup></b>	<b>Reebok (Bolton)</b>



### UK MIDLANDS:

Authorised Darstaed distributor COLIN TOTEN

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

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

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

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

**CONTINENTAL EUROPE:** Authorised Darstaed distributor HERR FRANK ELZE  
MBW Spur 0 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)



**U.S.A. & CANADA:** Authorised Darstaed distributor JOHN HOOVER  
of TRAINS-HOOVER 1064, CRYSTAL BOWL CIRCLE, CASSELBERRY, FL 32707 [www.trainshoover.com](http://www.trainshoover.com)  
email: [trainshoover@gmail.com](mailto:trainshoover@gmail.com)



**AUSTRALIA:** Authorised Darstaed distributor DAVE ALLEN  
'THE O GAUGE GUY' [www.theogaugeguy.com](http://www.theogaugeguy.com) email: [dave@theogaugeguy.com](mailto:dave@theogaugeguy.com) Mobile Tel: 0421778151.

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



**UK LONDON & SOUTH:** Authorised Darstaed distributor BRUCE COLEMAN [www.wonershtrains.com](http://www.wonershtrains.com) email: [brelcol@talktalk.net](mailto:brelcol@talktalk.net) Tel/Fax: 01483 892373 (South East)  
*"I normally have most models in stock, both current and out of production. Will split sets of coaches and wagons, depending on stock position. All postage by secure courier."*  
Latest: *"On supply of a Brighton Belle Motor Coach I can now 2 Rail convert them for the customer. £65 plus courier return postage of £10."*



## KEEPING IN TOUCH.

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



If you can stay awake you can lose yourself for an hour or so watching numerous clips of running on my garden layout, via my YouTube channel entitled very simply: A Model Railway in the Garden. Just click on this link:

<http://www.youtube.com/user/ARKWIRGHTIS?feature=mhee>

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



**'THE CLASSIC O GAUGE FORUM' tinsplate trains \* coarse scale \* 2 and 3 rail \* worldwide.** Formerly 'The Tinsplate Forum', now renamed to try and better identify the areas of interest being posted about by the members. If you are looking for an independent forum covering *all* brands of

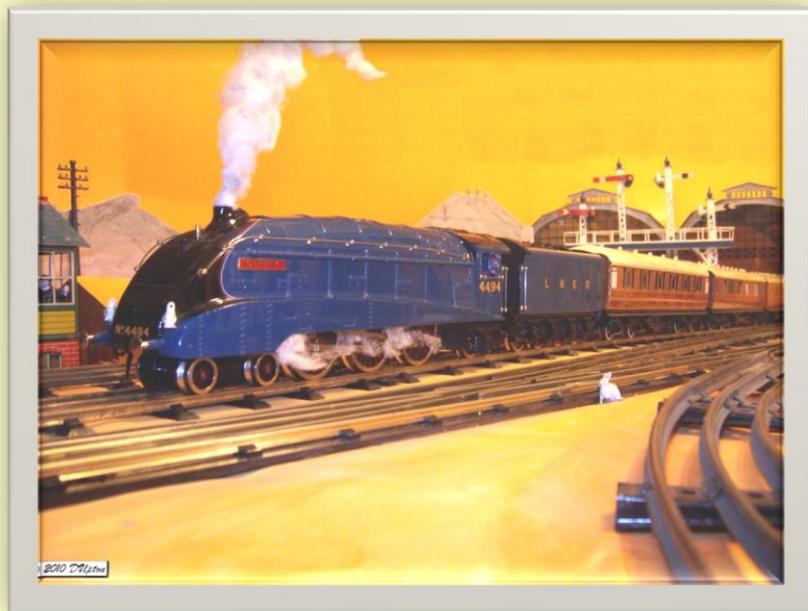
coarse scale tin plate O Gauge then why not take a look at this forum site which now has numerous discussions under its belt, technical tips and ready advice from like minded enthusiasts:  
<http://www.spoornul.nl/tpforum/>

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





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