



DARSTAED

Trains de luxe



Bringing model railways *ALIVE*

Pictured our previous design made in 2004

Darstaed Newsletter No. 53 January 2015

For latest news and updates please visit our news page [here](#)

Ladies & Gentlemen,

Welcome to our DArstaed newsletter No: 53

First of all a happy and prosperous New Year to you all, that all your wishes may come true.

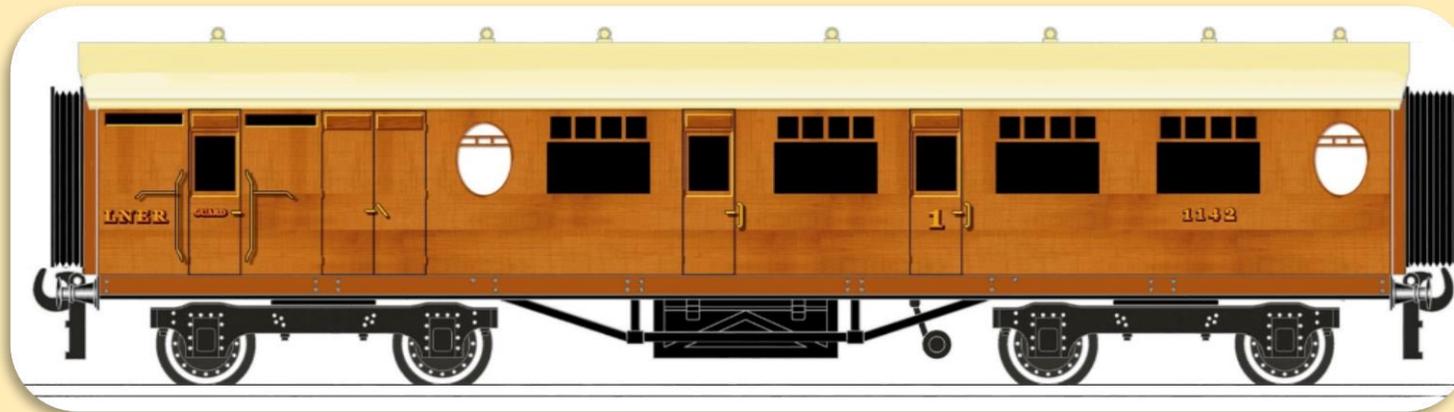
On the A4 front the satin versions are finished and production of the gloss ones is well under way.



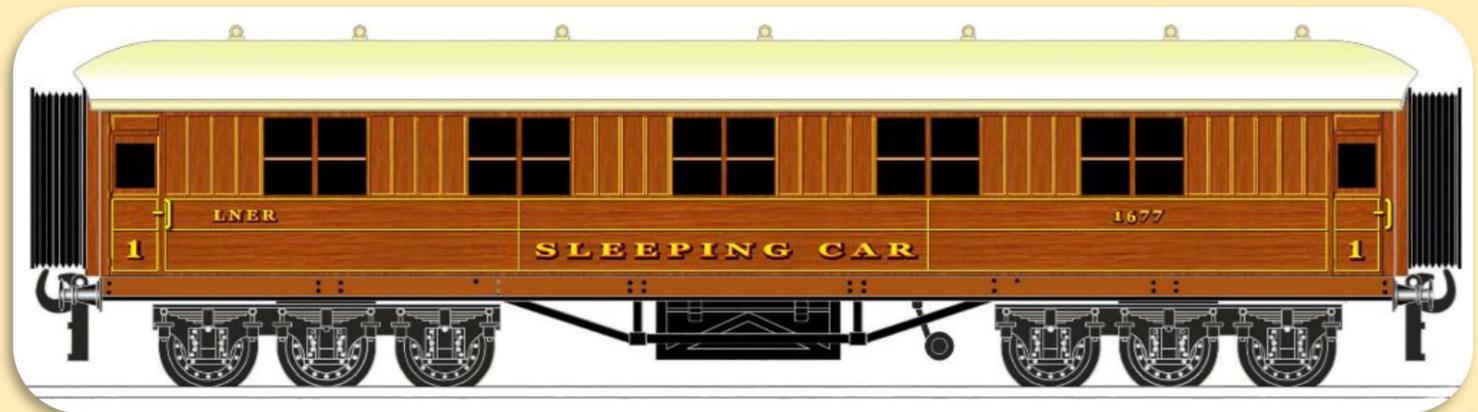
To check the video clip of our A4 in action Please visit
<https://www.facebook.com/Darstaed/videos/1657109881213124/>

Corridor Coaches

Re the CC (Corridor Coach) production the LNER Thompsons are ready to ship and awaiting the LNER/BR(E) Gresleys later this month. As per schedule we will have then finished the CC range that started one year ago on schedule. After Chinese New Year we will do litho run 3 with the next ranges of coaches on them, they will feature among others the Night Ferry and the MK 1 coaches to accompany our upcoming diesels later in the year.



LNER Thompson



LNER Gresley

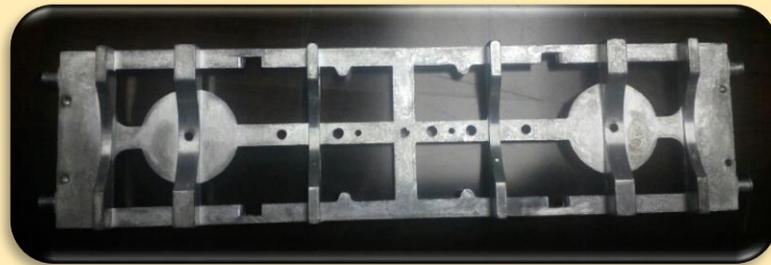


Our SR/BR(S) have
been very well received



Bogie Tankers

The diecast tooling of the Bogie Tankers is also finished and we have started the tooling of the metal sheet parts. Production is envisaged for the month of March and availability in April..



Prewar



Postwar

Two Rail or not Two Rail ?

We have received many requests both via our distributors and from customers directly to make all our locomotives also available for 2-R operation.

This is not a new idea and we have made a study of this matter as to how to offer locomotives and rolling stock to both the 3-R and 2-R customers without compromise.

There are a few problems to surmount :

1. In order to have the locomotives negotiate 2ft radius tubular curves the wheels need to have lateral movement. The B2B (back to back) cannot exceed 28mm.
2. The rails used mostly by 2-R British operators are PECO SM-32, code 143 and code 124.
 - a. PECO SM-32 is a rail designed for large narrow gauge models of two foot gauge prototypes, with meter gauge stock. Indeed the sleepers are very far apart and not so much in vogue with O Gauge 2-Railers that look for realistic sleeper spacing. Atlas of course has the sleepers spaced in the American way and does not look realistically European either.
 - b. Codes 143 and 124 are very realistic rails, code 124 is most widely used but has a lower rail profile than code 143. Still all our and most other coarse rail flanges are happy with the rail height (depth) and can therefore-accommodate all our rolling stock qua flange height. However the B2B has to be 29mm to clear the check rails and frogs.. Until recently this was not a problem as PECO points had check rails that could be moved and allow for a larger clearance. However this facility is not available anymore and the check rails are now fixed in one position.

The owner of the Dream City railway is using code 143 and has removed all the check rails from his points and says that his fine scale locos are happy with that as well as the 2-R coarse scale locos he is running.

Darstaed has the epithet to be a manufacturer of modern tinplate. This entails coarse scale as well but the priority is that all our rolling stock and locomotives **MUST** run on tubular tinplate track down to 2ft radius curves. If it does not we cannot call ourselves manufacturers of modern tinplate. Some importers have abandoned the tinplate world but we feel we should not, it is our *raison d'être*. Thus our 3-R locomotives cannot have a B2B larger than 28mm and the axles must have lateral movement.

If we would make our locomotives 2/3-R switchable they will have to run on :

1. Tubular track curves of 2ft radius and larger.
2. Atlas 3-R track
3. PECO SM-32
4. PECO code 143 and code 124 with check rails removed from all points and crossings.

If we like our locos to run also on PECO code 143, code 124 and LENZ we will have to supply wheel sets with fine scale wheels for our locos and rolling stock. This would involve a redesign of the mechanism that allows an easy change of driving wheels to NEM fine scale specs and 29mm B2B.

If we would do that our locos and rolling stock would be suitable for :

1. Atlas 2-R track
2. PECO SM-32
3. PECO code 143
4. PECO code 124
5. LENZ

We expect soon to receive a full complement of all variations of PECO and continental LENZ track so that we can make sure that we establish the correct specifications. Hopefully this will lead to unification of standards that all manufacturers and importers can follow for the benefit of our customers so that everything runs on everything or can be easily adapted to do so.

We cordially invite your comments, either to us directly on the forum where a constructive discussion may hopefully ensue. By the way, healthy criticism is welcome too !

Looking forward to hear from you,

Enjoy your trains,

Cheers,
Andries



Announcement

BEWARE ROGUE DEALER !

Please be advised that the heavy discounting of a few lines by our former importer Mr. Barnicoat (A Toy Guy/Darstaed UK) does not apply to any present or future new stock items offered by our current official distributors, who rigorously maintain the RRP. Mr. Brnicoat has not paid for these goods. Furthermore the company Darstaed UK , now defunct, has no connection with us at all.

Andries Grabowsky

Darstaed

Authorised Distributors

DArstaed Europe *Zeist, The Netherlands*
Joop van Delden

jvd@darstaed.eu
www.darstaed.com
Tel: +31 (0) 653252639



“We are now the proud distribution agent and factory warehouse for all Darstaed products in Europe. As well as servicing our European dealer network we are happy to supply customers directly. For customers outside the EU we will deduct 21% VAT.”

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www.vintagetrainsnorwich.com
neil@vintagetrainsnorwich.com
Tel: 01508 483854



Benelux
Rob Giskes

www.blik-en-speelgoed.nl
info@blik-en-speelgoed.nl
Tel: +31570650378



Rob is dealer too for the Lehnhardt, MERKUR and ETS. Competitive shipment rates in and outside the EC. Shipment outside the EC without VAT. You may email Rob in English, Deutsch, Français and Nederlands.

USA
Edward & Jeanne Cognazzo

Website under construction
edwardusa@darstaed.com
Tel: (301) 737-6226
Mobile: (240) 298-3650



I am happy to bring the Darstaed Product Line to the Train Collectors in the United States.

Australia
David Allen

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

