



DARSTAED

Trains de luxe



Bringing model railways *ALIVE*

Pictured our previous design made in 2004

Darstaed Newsletter No. 57 May 2016

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Ladies & Gentlemen,

Welcome to our DArstaed newsletter No: 57

Marcel Darphin, the founder of Darstaed has passed away. I knew him as a true passionate railway affectionado. He still had the diary he kept as a 6 year old boy in which he wrote a letter to his mother to please give him such and such part for his model railway, illustrated with drawings to make sure there would be no mistake. In 1961 Marcel was the CEO of Volkswagen-France, an excellent choice as Marcel, from Zug in Switzerland, was bi-lingual in German and French. France was forced on January 1st 1960 by the EC to open its market fully to the import of automobiles from the other member states and it was up to Marcel to make Volkswagen 'das Auto' for the French instead of Citroen's 2CV for which there was at that time a 4 year waiting list. Competition was fierce as Marcel had to compete with the Fiat 1300 and 1500, Opel Rekord, Ford Taunus and the British Ford "Consul 315". Marcel forged ahead and had in no time established a network with 110 VW distributors under contract. In the year 1961 over 10,000 VW "beetles" were sold and the Volkswagen-France works were established in Villers-Cotterêts, 75 kilometers from Paris where it is still located. VW-France employs more than 15,000 people today.

Marcel was a man who both liked "tin plate" and fine scale. The former led him in 1966 to establish "Darstaed" and commission with Mr. Twerenbold an unrivalled range of 40 cm coaches based on the 40 cm Wagen made by Marklin in the late 1930's, the latter was also produced under the Darstaed label in very small non commercial quantities. His most prized possession however was a rake of finescale CIWL coaches that can be seen in some of the videoclips at the station.

These coaches were entirely made by hand in cardboard, hand painted and lacquered by either M. Marescot or M. Fournerau (I forgot who) before M. Marescot was taken over by M. Fournerau in 1931. The bogies were also handcrafted and finely machined. Each axle box has its own suspension of wheels in ball bearings whereas each ball bearing in turn is individually sprung adjustable by a screw. I never heard such a perfect “clicking” of a running coach as each coach was suspended to perfection.

As described in Newton’s *“Principia”* it was Marcel who put into motion the inexorable train of events that culminated in the renaissance of tinsplate particularly in Britain without which there would probably be no contemporary production of tinsplate products today. It was Marcel who decided to sell the Darstaed brand name and tooling and I was fortunate to be able to purchase both in November 1993. At that time it was Marcel who introduced his agent in Britain Ron Budd, a founding member of the HRCA, who strongly suggested I should make a replica of the Hornby 4-4-4 first which I did. It was also at a dinner hosted in Zug by Marcel where I met Mr Levy who was later to sell our British outline products under the Ace Trains brand. Therefore no Marcel, no Darstaed, no Ron Budd connection, no 4-4-4, no Ace Trains, no tinsplate revival. Indeed we all have a lot to thank Marcel Darphin for who like his peers, giants such as Gustav Taus and Count Giansanti Coluzzi, believed in something and had the courage to make it come true.

Thank you Marcel, God bless your soul.



The BTs batch 1 has been produced now and the first shipments have left on cue. Unfortunately we have spent a bit more in tooling than envisaged so we are obliged to raise the RRP to 79 GBP for batch 2 production that will take place in June. The RRP of 69 GBP remains valid until stocks last.



As we wrote in our March NL : “All the BTs are supplied with wheels that also run on 2-R PECO track SM-31, Codes 143 and 124 and LENZ. Of course the checkrails do not have to be removed or altered. If we offer 2-R that means we offer truly 2-R operation “without compromise”. If you click the link below you can see we test all our BTs running through PECO Code 124 point work.

<https://www.facebook.com/Darstaed/videos/1704086429848802/>

All the CCs have been produced now and are awaiting shipment.

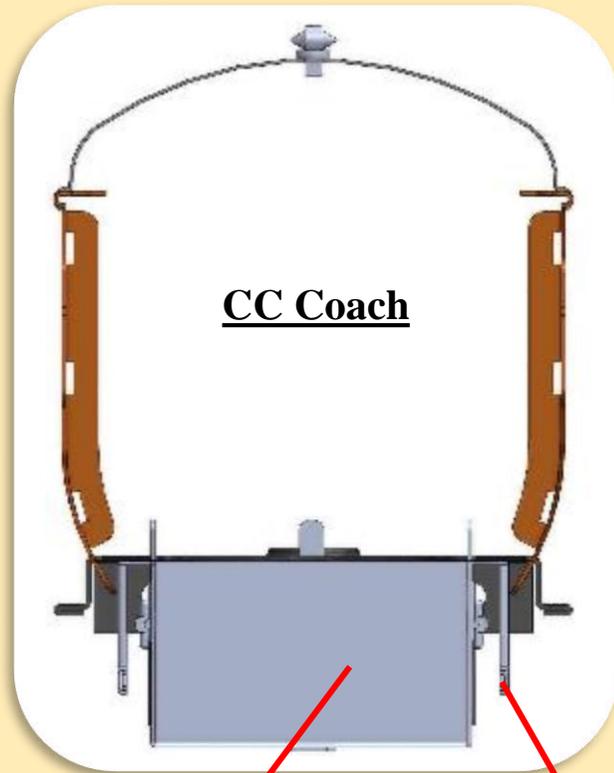
The production of the A4s are progressing steadily but there are still a few paint hick ups that are being resolved. We hope to resume shipping this month of May and will keep you informed via our news page

@ : <https://www.facebook.com/Darstaed/>



New Developments

The next coaches to be done are the MK1s. The MK1s have a very distinctive shaped body totally different from the pre-war CCs that we produced. Also underneath the chassis the construction is completely different. The stanchions are running along the centre and the battery boxes etc. are on the sides. This contrary to our CCs of pre-war construction



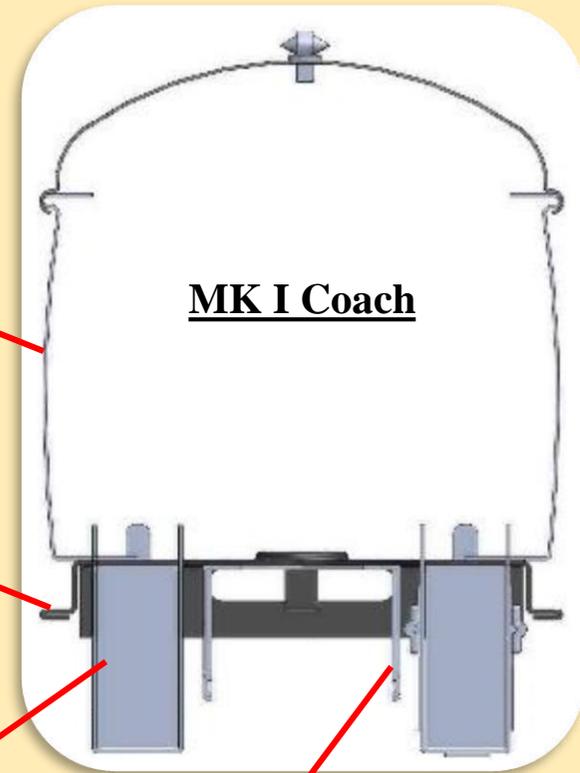
Battery Box

Stanchions

Fully Curved
coach sides

Separate Steps
Under Doors

Battery Box



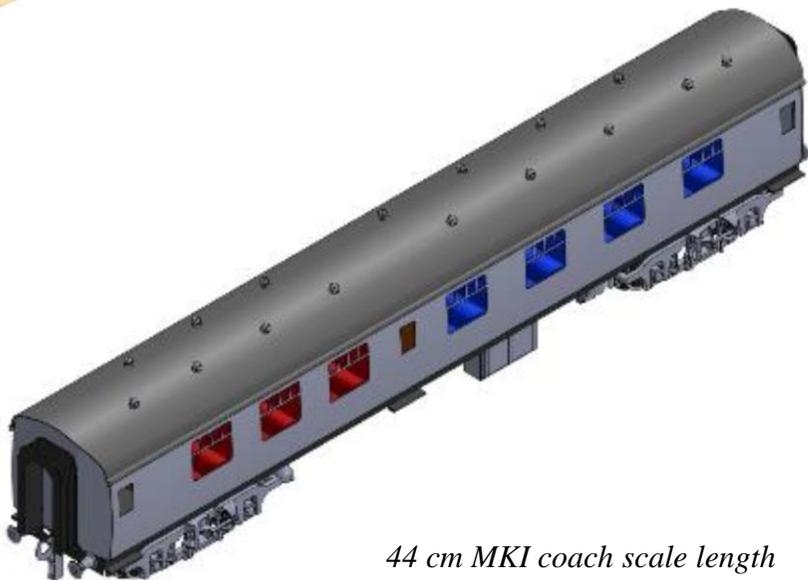
Stanchions running along the centre

The only credible MK1 coaches available that look like MK1 coaches are those made by Heljan but although very beautiful they are a bit fragile and perhaps beyond the financial means of some.

Therefore we will produce a complete range of MK1 coaches both for 3-R running and 2-R running. The former will be 35 cm length and the latter 44 cm length which is scale length for these 63ft coaches.

About 7 liveries are envisaged : carmine/cream, chocolate cream, SR green , blue/grey, 3 regions maroon and may be Pullmans, BR blue or cream/green ? The first two will have new proper BR1 (MK1) bogies, the others will have the sprung commonwealth bogies that we have used before. The 3-R 35 cm ones will come out with the diesels. This stock will also be used for the CEP.

The rakes will be made up of sets A,B and C plus a few singles.



44 cm MK1 coach scale length



Regarding our CCs these will also be done in 40 cm as they represent 57ft and 60ft stock. Rake compositions in accordance with prototypical practice.

Two Rail

We thank all of you who continue to comment on the questions posed in our January NL no 53. We have started making new 2-R tooling for the coach wheels. Also for locos different wheel sets have to be offered for 2-R and 3-R operation as for 3-R operation the driving wheels need lateral movement and need a b2b 27.5 mm whereas for proper 2-R operation the b2b required is 29mm. We are of the opinion that it is not a good idea to offer 2-R/3-R switchable because the result will be goose nor ganter. More about that when we have samples running to illustrate but some large scale 2/3R switchable locos offered at the moment do not perform on 2ft radius tinplate track (nor even on 054 Atlas) and if used on PECO/LENZ switches the checkrails have to be removed. This in our view is not acceptable.

Also we have received some comments that our locomotives have too any gears to appeal to 2-R affectionados. I beg to disagree. Although fine scale running may be with plastic rolling stock that even may have bearings on the axles and therefore represent a lighter load we do not produce fine scale. We produce 2-R coarse scale and do have the reputation that our locomotives are “rugged” and run forever if properly maintained. I personally like garden railways and these call for long trains. If Garden Railwaymen would use our coaches in a full rake of Sets A,B,C and D behind an A4 it has to run and keep running. Other mainline locos may not be able to do that as it has been reported that some run hot and stall after some time. I also personally do not like one axle only driven and the other axles by the driving rods only, that is asking for trouble. Therefore I am afraid that our gear trains are there to stay. To anyone who wishes to take out gears I will make available wheels and shafts without gears.

SPECIAL INTRODUCTORY OFFER

We are considering to reissue the Jinties and Panniers in proper 2-R with a set of appropriate NCs (that are scale length) if there is sufficient interest. Of course 3-R versions will be available too.

The following liveries would be issued as sets of one loco plus 3 NCs :

Jinty SDJR blue

Jinty LMS maroon

Jinty BR Black with pre and post lions

Jinty SNCF

Pannier GWR green

Pannier LT maroon

Pannier BR Black

£495

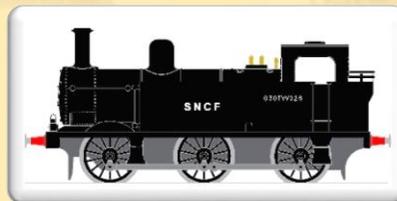
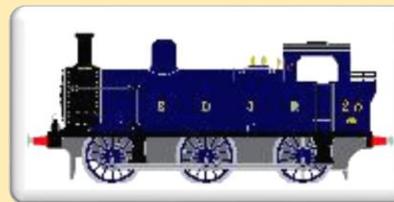
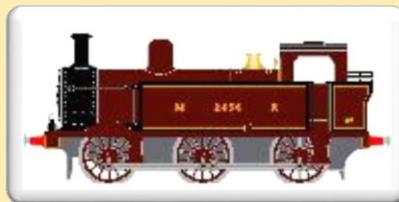
Incl Vat, Excl P&P

All other Jinties (Except film green, NCC and NCB) and Panniers will be available as singles @ 365 GBP and NC sets @ 245 GBP . See our website @ http://www.darstaed.com/products_a.html

Enjoy your trains,

Cheers,

Andries



Announcement

BEWARE ROGUE DEALER !

Contrary to company policy Mr. Barnicoat has taken advance payments for our products from some of our customers. Mr. Barnicoat is not willing to make a refund for the goods undelivered by him and has therefore committed fraud. Any of our customers who has made an advance payment to Mr.

Barnicoat may contact me at : grabowsky@darstaed.com

I thank those who have come forward.

Andries Grabowsky

Darstaed

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“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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"The Station Master Rooms Ltd (TSM) is known all around the world, having customers in many different countries. At the Station Masters Rooms we offer a huge range of vintage & modern model railway items. We provide a friendly & knowledgeable service of all '0' Gauge Railway items."

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Tel: 07799 554491



"I have always had a passion for Model railways and for the past few years I have been specializing in O gauge. I have always run my business on a friendly and down to earth approach and I am extremely excited to now be offering 2-rail Darstaed products"

Benelux
Rob Giskes

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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.

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

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