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Donnersbachkogel

Austrian HO



Also in this issue...

- St. Gracier **Swiss HO**
 - Dreileben **German HO**
 - 2026 new items report **2 - N, TT, Z, O, 1, NG, scenics**
- ... and much more

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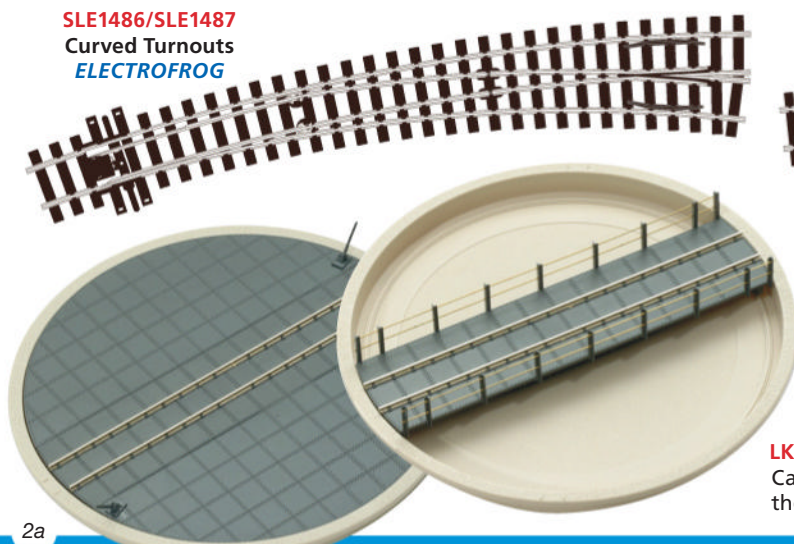


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Photo: PECO Streamline HOm track on Santa Maria which is set on the Rhätische Bahn & modelled by Dan Spalding (CM September 2025).

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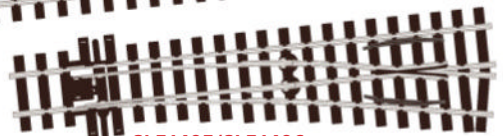
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CONTINENTAL MODELLER

May 2026
Volume 48
Number 5

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RAILWAY MODELLER

For all modelling British railway practice.
Published on the second Thursday
of the preceding month.



Cover
Trains cross at Donnersbachkogel
in the foothills of the Austrian alps,
Stadler GTW2/6 railcar 4062 001-4
operated by Steiermärkische Landesbahnen
and Siemens Dispolok Taurus ES64 U2-068
in the livery of Wiener Lokalbahnen AG.
Photo: editor.

New product plans – part 2

As has become customary, this issue includes the second part of our annual report of new product announcements for the coming year, covering N, TT, Z, O, 1, narrow gauge, G, and selected structures and scenics.

Our report has to be presented over two issues, for reasons of time and space – it would otherwise fill one issue, and in any case could not be completed before the deadline.

Despite the 'instant' availability of information on line, we hope that a carefully collated presentation will reveal things of interest which might otherwise be missed.

The Spielwarenmesse in Nürnberg in February has declined in significance for the model railway sector, but many model railway manufacturers, large and small, still choose to announce their plans for the coming year around this time – it may suit their production schedules, still geared to deliver in the traditionally busy autumn season.

However, others do not – perhaps freed from the need to meet a deadline for the show, or not wanting to be swamped in the mass of news where large concerns and striking innovations may draw more attention. By delaying announcements they may hope to gain more column inches and larger images in the specialist press, perhaps aid by the fact that models may be more developed and thus make more attractive illustrations. And there is always the possibility of surprising with the availability of a previously unannounced model.

Several of the publications are noted 2026–1, which suggests there will be more to come later in the year as products are developed – and if market conditions allow.

If a familiar name is missing from our report, it only means that the company concerned had not provided information by press date.

In general, it is true that many programmes are still modest, reflecting caution about the German economy (still the principal driver in our sector) – for example, N is noticeably subdued and once again there is little new Gauge 1 from Märklin. Having said that, as this issue was closing for press came the announcement of a new brass model of the vintage Prussian EG 507 (later DRG E70 08) rod-coupled electric dating from 1913, in four versions: KPEV photographic grey, KPEV green (*below left*), DRG brown (*below right*), and unpainted brass.

Roco have expanded their TT offering, based on the range acquired from Kühn, and there is rather more from Lenz in O.

One of the most interesting new proposals is the former Yugoslavian class 740 narrow gauge main line diesel being developed in three Austrian versions in HOe by Bemo. one of the few things not so far commercially available for Austrian HOe. though an 83 0-8-2 or a 73 2-6-2 would be nice – examples of both types are active in preservation.



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Authentically Austrian – Gerhard Novak describes his HO exhibition layout, which features an interchange between standard and narrow gauge lines.

It is due to be at the Ely show on Saturday 16th May.

306 ENTRANCE ARCHWAY

Emmanuel Nouaillier shares more of his techniques for detailed structure modelling in small scene inspired by an old sign over an entrance passage.

310 DREILEBEN

Back in the DDR – Nick Palette introduces his latest compact HO exhibition layout, a return to an East German setting.

It is due to be at the Ruddington Transport Museum, Nottingham, on Saturday 16th and Sunday 17th May.

316 YANGA UPDATED part 2

A country station near the border with Victoria – Les Fordham tells how he rebuilt his HO New South Wales branch terminus for better operation.



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320 STADLER EURO 9000

Peter Marriott introduces a modern bi-modal loco used by railCare, part of the Swiss Co-op group, now impressively modelled in HO by SudExpress.

324 ST.GRACIER – PLAN OF THE MONTH

Roger Ellis presents his new HO exhibition layout inspired by Buchs and hosting Swiss and Austrian services. *It is due to be at the Wales & West of England show in Thornbury, Friday 1st – Sunday 3rd May.*

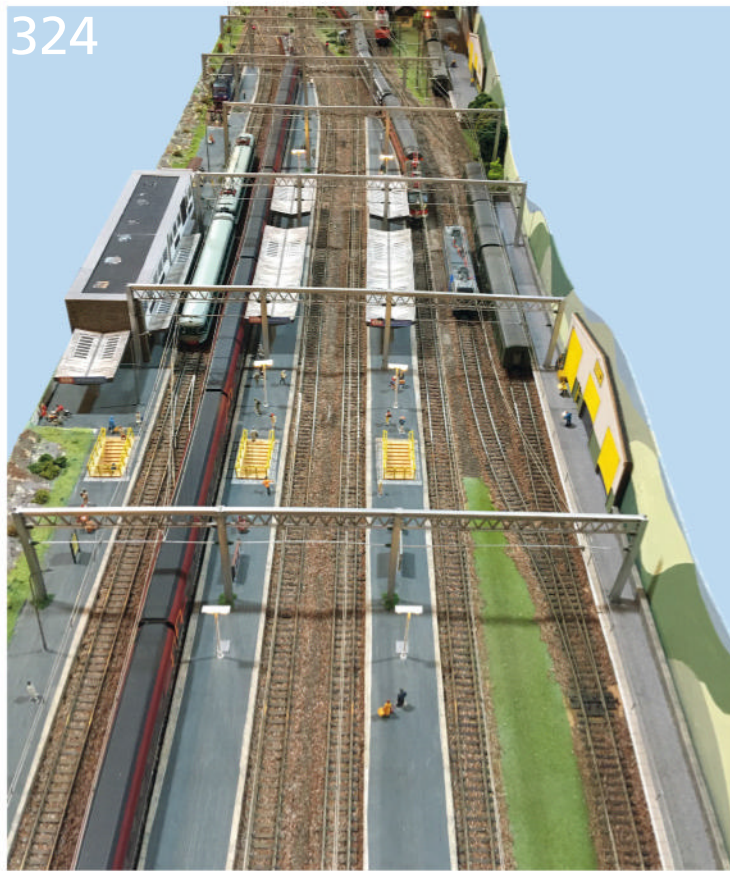
332 DBAG BR670 DOUBLE-DECK DIESEL RAILBUS

Graham Lightfoot introduces an unusual German type.

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368 EXHIBITION DIARY

Minitrix N DB BR41



Roco TT DB BR261



Märklin Z DB Vomag



A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:

EPOCH I – approximately 1870 to 1920; vehicles in the liveries of the separate state and private railways.

EPOCH II – approximately 1920 to 1945, from the formation of the large national state networks (DRG, BBÖ, SBB, etc).

EPOCH III – approximately 1945 to 1968.

EPOCH IV – approximately 1968 to 1994; vehicles with UIC computer numbering.

EPOCH V – 1994 to 2006, from the foundation of DBAG, formation of private railway operating companies, and Europe-wide liberalisation of railway traffic.

EPOCH VI – introduction of new Europe-wide UIC vehicle numbers with a country-specific code, starting 2007.

Piko G Vectron



We cannot claim to have mentioned everything that is listed: we have tried to include as much as possible and what are, in our opinion, significant and interesting new products.

Most illustrations have been derived from information supplied by manufacturers, and include CAD renderings. Readers should be aware that some pictures may have been retouched, and the final models may differ in detail.

The news of many of these products is by way of advance information, and the mention of any item should not be taken to mean that it is available.

Similarly, estimates of delivery dates should only be taken as an approximate guide based on stated intentions. Readers must await coverage in our 'Latest Reviews' or announcements in retailers' advertisements which will indicate when particular models can be purchased. Enquiries should be directed to the relevant supplier, not the Editorial office!

This report has been compiled quickly and we apologise in advance for any errors or omissions. We hope such failings will be minor and not detract from your enjoyment of what we believe is the most complete English-language coverage of the model railway new product announcements.

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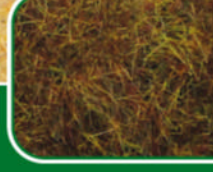
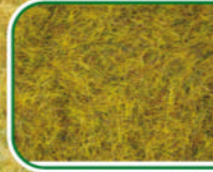
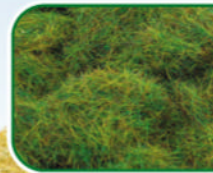
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(N) SBB RAe TEE II "Gottardo" 6-Car Set
 R249 11-213/11-214

Item No. 10-782 To Be Announced
(N) SBB RAe TEE II "Gottardo" 6-Car Set (DCC Sound)
 R249 11-213/11-214



Item No. 30-733-1 April 2026
(HO) VT 18.16 "SVT Görlitz" 4-Car Set (DCC Sound)
 R550

Item No. 10-747-1 From May 2026
(N) VT 18.16 "SVT Görlitz" 4-Car Set (DCC Sound)
 R249 11-213/11-214



Item No. 30-735-1 April 2026
(HO) BR 175 "Ernst Thälmann" DR 4-Car Set (DCC Sound)
 R550

Item No. 10-746-1 From May 2026
(N) BR 175 DR 6-Car Set (DCC Sound)
 R249 11-213/11-214

Icons - Specification

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Icons - Option

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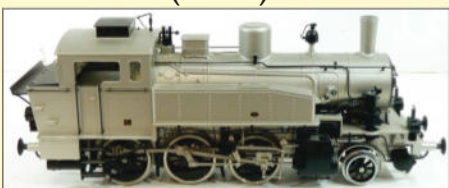
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1:87



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HO
1:87



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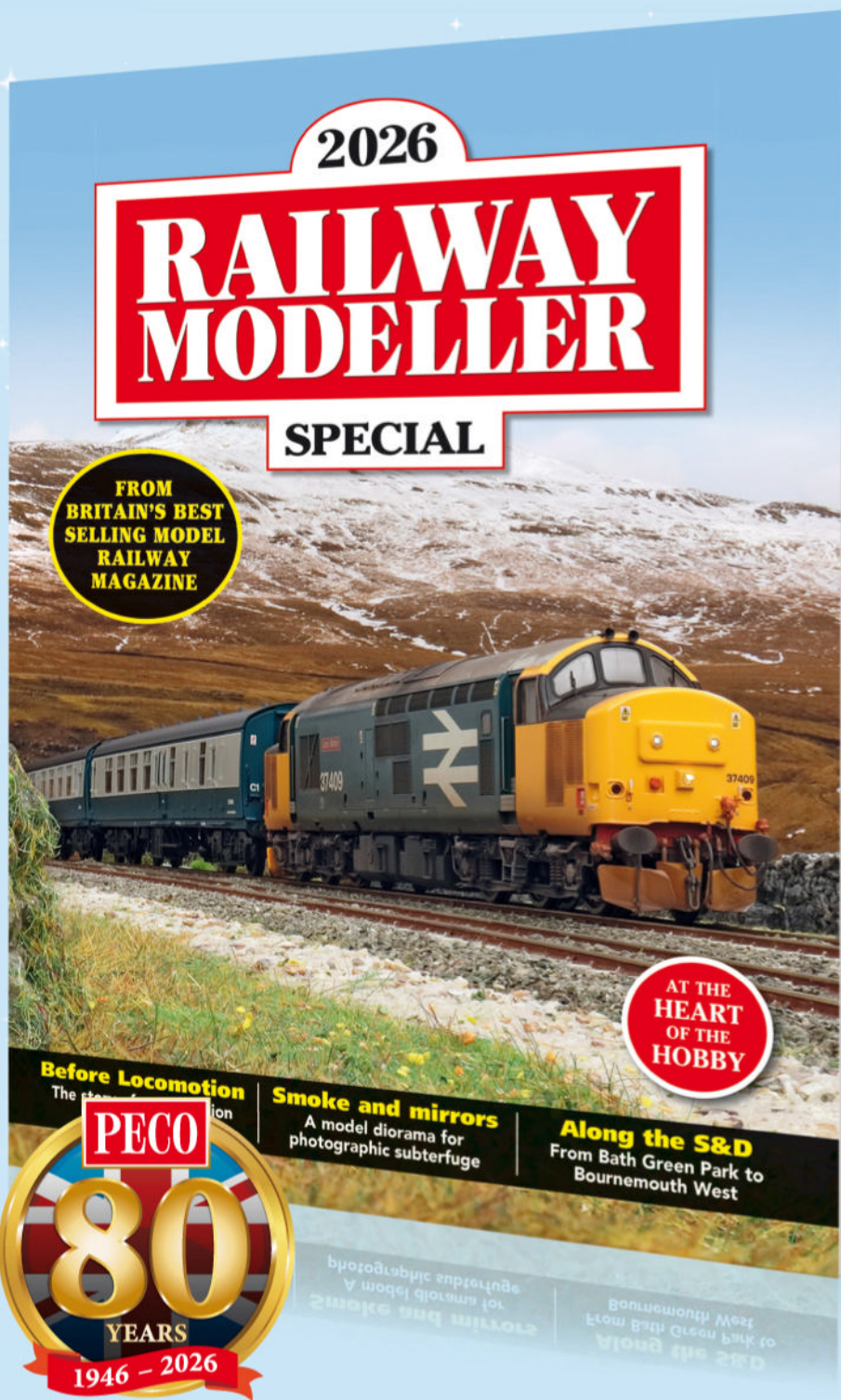
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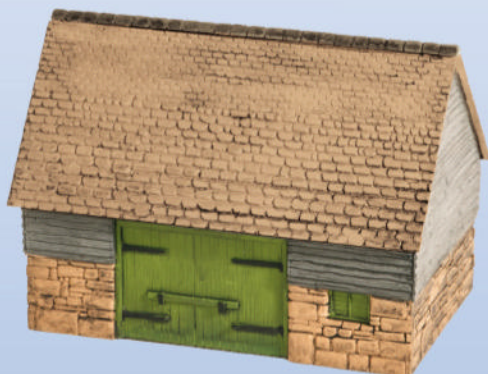
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Gerhard Novak describes his Austrian HO layout, a standard/narrow gauge interchange.

Donnersbachkogel

Authentically Austrian



Above
Taurus 116 066-2 with City Shuttle double-deck stock waiting for the signal which will allow it to leave the station.

Left
The terminus of the narrow gauge line in the mountains, with the entrance to the old mine, now a tourist attraction.

Photographs by the editor.

After moving from Italy to the UK I had a few years break from railway modelling. A new country and a new job meant that the priorities were on other subjects. A few years later, my wife asked me why I had several removal boxes full of model railway stuff and was not doing anything with them. So, I started to have some interest in the hobby again and joined the local club in Milton Keynes in 2015.

After some headscratching as to what kind of layout I would like to build, and measuring the garage, I started building at the beginning of 2016. As on my previous layout I combined narrow and standard gauge, as I think this

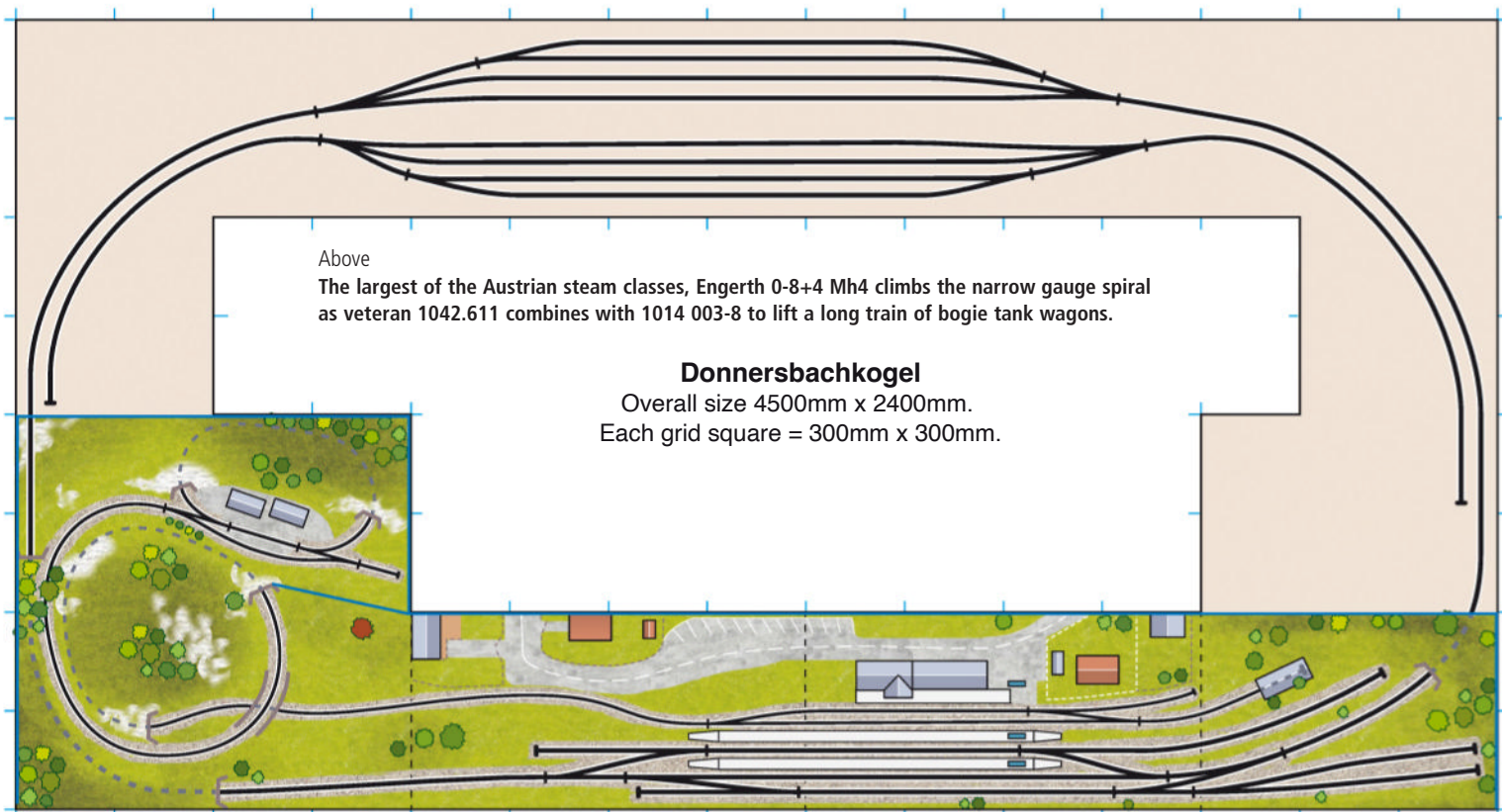
makes the layout more interesting for both operators and visitors. But first, a theme was needed.

Donnersbachkogel is located on a single track electrified main line somewhere in the foothills of the alps. The old station building is also the terminus of a narrow gauge line which was in the past used to get minerals from a remote mine to the main line. Today the mine is only running as a museum and instead of minerals mainly tourists are transported up the line from the interchange station. Not many passenger trains stop there – the main traffic is at weekends, bringing tourists to the mine attraction.





Left
A hiker is looking for mushrooms,
and he will soon find some.



The period is the 1990s. Besides ÖBB stock, independent rail companies are starting to be visible, and some multi-system locos are in use as it is not far to the neighbouring countries of Italy and Switzerland, which have either a completely different power system (Italy) or a different permitted profile (Switzerland) so that multi-system machines are convenient as one loco can cover it all.

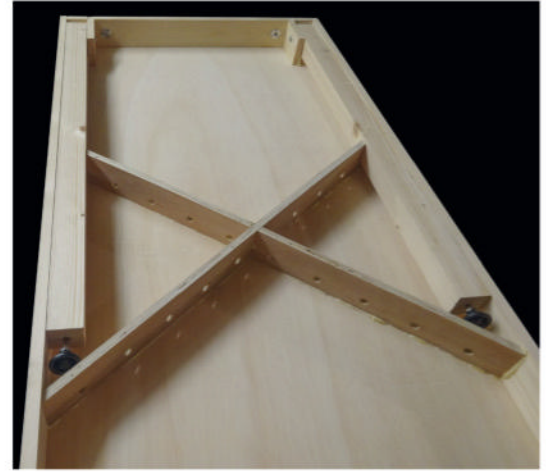
The name was chosen as it sounds pretty Austrian, but it is not an actual location. 'Donnersbach' comes from a stream which rushes down a gorge and creates a noise like thunder, while 'kogel' means hill, which in Austria can also look like a proper mountain.

The overall dimensions are 4.5m x 2.4m or 14'9" x 8'.

There are four scenic boards and six boards for the eight track fiddle yard. The fiddle yard in its current form was to the layout in 2023 – before that a smaller version with just three sidings was used. The fiddle yard is not completely bare as the tracks are ballasted and the surrounding land is grass covered.

I put some effort into the baseboard construction. Spruce frames are connected using proper tenon joints, and the board top is made from 6mm poplar ply (to minimise the weight). Aligning the boards is achieved with conical aluminium pins (homemade, as I have a lathe). The legs fold into the baseboard for transport and are height adjustable.

The standard gauge track is Peco fine scale code 75 for the scenic part and code 100 for the fiddle yard. Peco main line OO9 was used for the narrow gauge.



All track is glued to a 3mm cork base, not for sound proofing but to have the track a bit elevated from the board.

The standard gauge is electrified. The catenary is completely scratchbuilt. The masts were milled from brass profiles. The actual contact wires are made from copper clad steel wires, which are soldered together using a variety of jigs. Some effort was put into the tensioning poles.



Above and above right

Baseboard construction.

Right

Tensioning mast. (2 – author.)

Below

B-B diesel 2095.07 has no trouble with the short train.





Above
A Stadler articulated diesel railcar
in the livery of the Styrian state railways is waiting for passengers.

Below
The narrow gauge train returns to the station.





Top right
**An eagle has landed ...
 Just one of many details
 to be discovered.**

Above right (3)
**The narrow gauge
 loco shed doors
 can be opened by servos.**

There are four signals, two semaphores and two colour lights. The semaphores are kits from Viessmann, very cheap, and I liked building them. The light signals are ready made from Krois in Austria. They make the complete ÖBB range and it is possible to ask for all kinds of extras.

The layout is controlled by DCC using the Roco Z21 system. With this the operators use tablets to run the trains and control accessories. I used Lenz in the past but the Z21 is much more up-to-date.

The decoders in the locomotives, if installed by me, are mainly from Zimo.

The points and semaphore signals are operated by servos. Originally I used a Megapoints controller for the accessories but switched to full DCC control in 2025. While the Megapoints controller system worked without a problem (except for setting up the servo travel), DCC gives more freedom – the control location is not fixed as every operator has accessory control on the tablet.



Left
Another passenger train with visitors for the mine makes its way over the bridge.

Right
The narrow gauge loco shed and standard gauge sidings where workers are servicing the equipment used for track measurements and repair – though it seems one is taking a break!

Below
The City Shuttle set is still waiting to cross a train coming the other way.





All mountains or hills are made from extruded polystyrene sheet – this material is strong but light, and can be cut easily using a hot wire cutter. The surface of the polystyrene is covered by plaster bandages to give a hard surface which is easy to paint.

Most of the deciduous trees are homemade using seafoam – some of it I even grew in my garden! The conifer trees are bought from various sources, putting the nicer ones in the front and filling the back with the cheaper ones.

Construction was essentially finished in 2020, and the layout was first exhibited in Milton Keynes just before the pandemic. Since then, I have added many details: in my opinion, a layout is never finished – there is always something to improve.

Shows planned for 2026

Ely	16th May
Letchworth	25th July
Tring & District (TAD Rail)	5th September

Right
 The 2095 has left the coaches in the station and is making for the loco shed.
 The child on the swing never seems to get tired ...
 another of the details to entertain viewers between trains.



Emmanuel Nouaillier

shows more of his techniques for detailed structure modelling. *Photographs by the author.*

Entrance archway

Inventing another reality

Sometimes, all it takes is noticing a single element, perhaps seemingly insignificant at first glance, for the mind to wander and invent a story, sometimes far removed from its own. In this case, an antediluvian painted wooden sign was the starting point for a small creative project to tell an alternative story through a freely inspired scene.



A very old sign, or at least what remains of it, overlooking an entrance archway: this is all I needed to create a different story about this feature.

Step 1

This entirely invented story will be summarised in a 'simple' scene, using basic materials like foam board and plaster, primed with enamel paints.



Step 2

Once everything was completely dry, I resorted to my usual flaking techniques, using a wide range of Vallejo/Prince August acrylic paints to recreate very aged stucco.



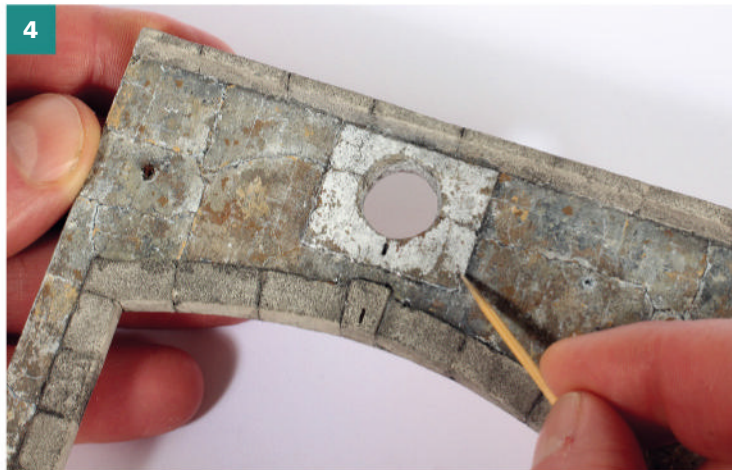
Step 3

Wooden picks, various brushes, and old paint brushes were used alternately to partially peel away the previously applied acrylic layer and achieve these effects.



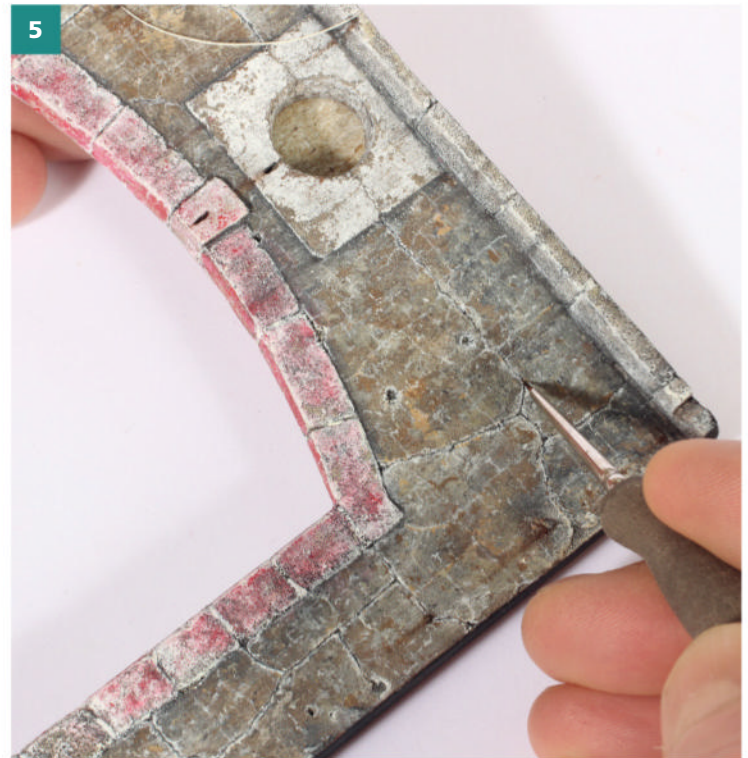
Step 4

The round window frame was treated last with white paint, the flaking of which is reproduced solely with a wooden pick to introduce an initial variation in the overall appearance.

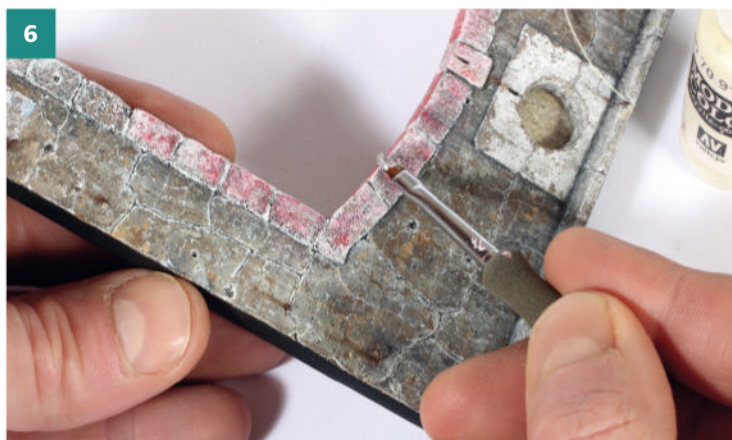


Step 5

As I usually do when recreating such aged material, a few cracks and fissures are highlighted with a fine size 0 brush to add even more subtlety to the effects.



6



Step 6

I finish with the entrance gate frame (painted and weathered in the same way in the meantime), the edges of which are highlighted with the white and ivory paints previously used to recreate the cracks.



7

Step 7

A few old, torn posters, reproduced by myself, complete the detail at the base.

Step 8

Above the arch, a light fitting, crafted using Evergreen profiles, copper wire, and a Grandt Line lampshade, comes to life thanks to meticulously applied weathering.



8

Step 10

While the bulk of the work seems to be done, we are still quite far from it: the door itself requires a good deal of concentration to achieve the result. I first drew up a plan before making it, in order to position the components as judiciously as possible, like a meticulously crafted puzzle.

Step 9

The piece at this stage, with a few additional small details.



9



10

Step 11

The wooden panel over the door is of the same calibre, with the work taken to the extreme, reproducing the original almost identically using home-made transfers.



11

Step 12

The small section of ground near the façade will also be rich in detail to enhance the whole. I always begin by arranging old papers lying around, remnants of peeled-off posters ...



Step 13

I continue by adding more details, carefully created specifically for the scene, such as this old can of paint abandoned in the corner, which I reproduced based on a found object.

The completed scene, presented as a piece of art in my now usual frame.



13



Nick Palette describes his latest exhibition layout, a return to East Germany.

Photographs by the author.

Dreileben

Back in the DDR

Many of you will probably know the Beatles song *Back in the USSR*, but for me this is 'Back in the DDR'. My previous East German layout was *Neuburg* (CM March 2018). That served me well for around four years and attended many shows. It was on the way back from a show in early 2024 that I was mulling over the idea of either building a new layout or modifying an existing one. The latter won and it was *Neuburg* that was sacrificed to become a Scottish themed layout set in the 1960s. I have to say it took a lot of courage to take the wrecking ball to a layout I was fond of, but it happened, and the result was very satisfactory; but that is a story for another time and place ...





Above
106 076-3 (Roco) stands on the 'main' line as 114 838-6 (Roco) works the loading dock. The limited length of the headshunt and sidings makes operation something of a challenge.

Left
The BR106 retrieves a van from the loading dock.

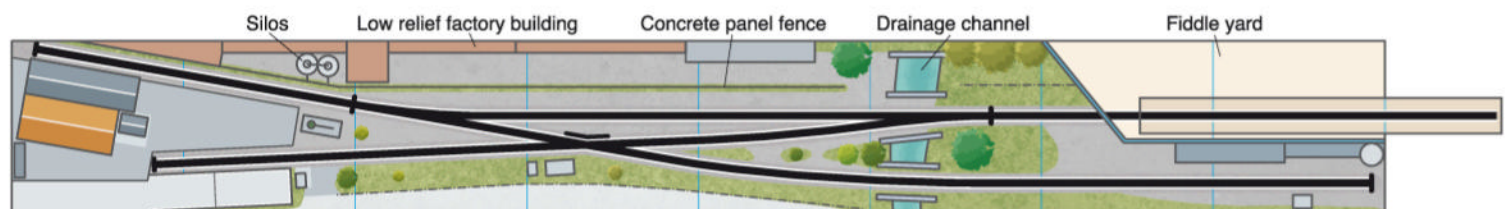
So I had a collection of DR locos and stock but nowhere to run them. The answer was obviously to build another layout. As it happens, that is my favourite aspect of the hobby. All my layouts are built for exhibition and very rarely get used at home, except for testing and maybe a bit of fettling before a show. There is always a new project in the pipeline, either at the planning stage or the building stage, with an older project being retired, sold, or recycled.

Neuburg depicted a secondary station with a slight main line feel and was populated by four- and six-axle diesels and large bogie coaches. I had in reserve some smaller steam and diesel locos with smaller passenger stock. As the space available for the new layout was not as great as that taken up by *Neuburg*, I decided to concentrate on the smaller stock and create a branch line theme. Hence *Dreileben* was born.

It is of course a fictitious location, imagined to be in Sachsen-Anhalt, possibly in the Halberstadt region and not too far from the former internal border between East and West Germany. Initially, I was thinking of a rural scene but I had on hand a Gaugemaster industrial backscene and decided to use this as part of a more industrial urban setting.

The layout is based on a classic track plan called *Box St* which was devised by the late Jack Trollope some years ago. It has been replicated many times in its original American format but also with British and Continental themes.

The original plan was 5'6" long by 9" wide and incorporated a sector plate fiddle yard within those dimensions. I have extended it slightly and substituted a point for the sector plate and added a fiddle yard, making a total of length just less than 8'. The width was also increased to 12".



DREILEBEN
 Overall size: 8' x 1' . Each grid square: 1ft x 1ft.



Above
118 554-6 (Piko) arriving with a passenger train.

Opposite page
94 1346-9 (Fleischmann) arrives ... and departs.

Below
The BR114 at the dock.

There is a basic framework of 12mm plywood with the top surface covered with 3mm cork. I was rather fortunate in that I worked part time in a model shop in the Burton on Trent area which unfortunately, like many others, closed in 2024. After the stock had been disposed of, the owner said he wanted the shop cleared and there were several ply shelves at around 8' long that were available. Thank you very much, said !! It has kept me in baseboard supplies quite nicely so far and I still have a couple left for future projects.

I decided to use Peco code 75 track for a finer appearance. The two large radius points are electrofrog whereas the single slip is insulfrog.

Point operation is by hand using Blue Point manual turnout controllers. These are similar in shape and size to Tortoise electric stall motors in that they have a wire which passes through the baseboard to activate the tie bar switching and two sets of electrical contacts for changing the frog polarity. A rod is connected horizontally from the mechanism through the baseboard fascia with a knob attached to push/pull the point blades. I was fortunate to come across these several years ago at a narrow gauge show locally so I bought them and have finally found a use for them.

Operation is by DCC using Lenz equipment, including their latest wireless handheld throttle which requires no physical connection to the layout and gives freedom of movement whilst operating.

A word about the fiddle yard. Having recently changed cars to a smaller model, I had to revise the configuration. Originally I was planning to use cassettes integrated into the layout but I have had to shorten the layout to fit the new car and the cassettes are now placed on a detachable plywood platform.

I was thinking about a rural setting but changed it to have a more industrial feel. As well as the Gagemaster backscene, there is a low relief factory building which was salvaged from *Neuburg*. It started as a Kibri kit which was modified to its current low relief form. It is not served by the railway and just forms part of the backdrop.

In front of this is a concrete panel fence, scratchbuilt from Slater's plastic sheet, which carries East German propaganda posters from the 1980s.







Above
86 1361-4 (Roco)
starts to run round its train.

Below
BR106 and a short freight.

To the right-hand end of the scenic section there is a drainage channel which was cut into the baseboard surface and lined with embossed stone sides from a Wills bow plate girder bridge kit, with the plate girders forming the sides to protect the track.

Much use was made of natural materials such as earth and sand for the scenery, along with commercial products. I came across gerbil sand mentioned in one of Gordon Gravett's books on scenery and it is great for such things as road or platform surfaces, especially when crushed to form a fine dust.

Static grass has been liberally used to convey an overgrown feeling that was quite typical on the railways in the last days of the DDR. On that topic, I have to say that one of the best investments I have made over the past few years has been in a quality static grass applicator. The initial cost might seem high but it will pay dividends with the realism that can be achieved once you get the knack of using it successfully.

Trees are all scratchbuilt using florists' wire of various gauges. For the first time I used Noch leaves and I must say they are an improvement on previous materials I have used.

Several buildings were transferred from *Neuburg* – the station building and various small huts, together with the loading dock.

I was not too sure of what to use the front right-hand end siding for. I have had a Pola kit for a grain silo tower which I have been itching to build for a number of years. I took the plunge and built it, but I wonder now whether it is too big and overpowers the rest of the layout, so it looks like the smaller Faller silos will win the day.

Rolling stock is from the main European manufacturers. All locos except one are fitted with Loksound decoders – some more easily achieved than others! Those of you who have attempted to hard wire a decoder to a Fleischmann ringfield motor will know what I mean.



Specifically, the locos used are:

2-8-2T 86 1361-4 (Roco). This is a splendid model with a metal body which gives it plenty of weight for smooth running.

0-10-0T 94 1346-9 (Fleischmann). This is from a much earlier layout, *Hallsdorf* (CM March 2013). Despite the fact that the original model design goes back to the 1970s, it performs well.

B-B 114 838-6 (Roco). This is a refugee from *Neuburg* and has been in my collection for some years. Solid and reliable.

B-B 118 544-6 (Piko). Another *Neuburg* refugee but given its superb running I could not really leave it out even though it is rather larger than was originally intended for this layout!

0-8-0D 106 076-3 (Roco). This one is a bit temperamental and needs to be run in a bit to improve the jerky running.

'Ferkeltaxe' railcar 172 145-5 (Brawa). This is the one unit without sound as there is not a lot of room inside for a decoder and decent loudspeaker.

Several more BR118s, a BR119, and a BR132 are available and get used occasionally.

Most of the diesels have had the axles with the traction tyres replaced. In my opinion, they hamper electrical pick-up and after a while they perish anyway. Haulage capacity is not an issue on such a small layout with short trains.

Passenger rolling stock consists of two *reko* bogie coaches (Brawa), three four-wheel 'Thunderbox' coaches (Roco), and a variety of baggage vans.

Freight stock is a mixture of Roco, Piko, and Fleischmann.

As with all my layouts, the stock is mainly fitted with Kadee couplers. Exceptions are where there is a semi-fixed rake of coaches or wagons. In these cases, Kadee couplers are fitted to the ends of the rake and Fleischmann close-couplers are used for intermediate coupling between the vehicles. Uncoupling magnets are fitted beneath the sleepers in strategic locations and the intermediate Fleischmann couplers prevent unintentional uncoupling when over the magnets. The locations of the magnets are marked by small white lines painted on the sides of the rail. (Some of these may be visible in the photos.)

The layout is operated to a sequence with four trains available in the fiddle yard, three passenger and one freight. (Unlikely, I know!). The passenger trains enter the station and the loco runs round. Occasionally there will be a goods van attached which will need to be shunted into one of the sidings. The freight train arrives, the wagons are delivered to the sidings, the empties picked up, and then the train departs. The sequence lasts up to 40 minutes.

Dreileben has delivered what was asked of it – it has been a great project to build and subsequently exhibit.

The layout is scheduled for a couple of shows in 2026. The next outing will be Ruddington Transport Museum, Nottingham, on Saturday 16th and Sunday 17th May.

See *Exhibition Diary* for more details.

Above right **The BR86 and passenger train departing.**

Middle right **The BR172 'Ferkeltaxe' (Brawa) is better suited to the passenger traffic.**

Right **BR118 crossing the drainage channel.**



Les Fordham tells how he found preparing for downsizing an enjoyable experience as he rebuilt his New South Wales branch terminus for better operation.

Photographs by the author.

Yanga update

A country station near the border with Victoria. Part 2

Locomotives

A recent book, *The Transition Years*, details the locos that were allocated to the various depots around the state from the 1950s, before diesels arrived, through to the end of steam. From this I could even find the number of particular locos allocated to depots in the area where the layout is set.

Narrandera depot, which would have supplied locos for the Hay line, was home to one 19 class 0-6-0, ten 30T class 4-6-0, and one 32 class 4-6-0 in 1950. In 1960 it had one 25 2-6-0, ten 30T, and two 32s. By 1964 the depot at Narrandera had been closed and diesels based at Junee provided motive power in the area.

In addition to the steam locos, Narrandera was home to CPH railmotors and 600/700 class diesel railcar sets.

I have tried to keep everything in the correct era, but when it comes to locos I have stretched the boundaries.

The predominant motive power in the era modelled would have been the 30T class 4-6-0 with bogie tenders, then in the late 1950s and into the 1960s 48 class Goodwin Alco Co-Co diesels. These have been produced for various brands; I have examples by Trainorama and Auscision.

Previously the 30T class was only available as expensive limited edition brass models, but a few years ago a more affordable ready-to-run model was released under the Wombat Models label. Their compact size makes them the ideal loco for this layout. I chose 30Ts with six-wheel tenders to enable them to fit on the scale 50' turntable.

Two classes that would have travelled over the Hay line in the years before my modelled era would have been the 19 class 0-6-0 and the 12 class 4-4-0. Both of these classes have recently been released with a choice of six-wheel or Baldwin bogie tenders by Casula Hobbies. They run exceptionally well.

All locos are fitted with ESU Loksound or Lokpilot DCC decoders. I have found that ESU decoders are more suited to the slow speed control that I want and can be fine tuned to individual locos.

As the layout is compact, I adjust the sound to about half volume which is more than adequate for operating nights.



Above and below

The 30T class 4-6-0 (converted from 30 class 4-6-4T) was produced for Wombat Models.





Above
Brake vans are fitted with authentic tail markers.

I never seemed to get around to many little things on larger layouts, but on this compact layout most of the steam loco are coaled and have crews, while brake vans are fitted with tail discs. In the days when goods trains were always operated with a guard's van, tail discs were white triangles or disks that were displayed on the last vehicle to indicate that the train was complete.

Passenger and goods rolling stock

In the late steam, early diesel era, a large proportion of the goods wagons in use on the New South Wales Government Railways were four-wheeled. Four-wheeled wagons make the train appear longer, and there can be more variety of rolling stock in a consist.

All of the brake vans are bogie vehicles, with one or two passenger compartments. On many branch lines such as this there was only one train per day, and in many cases, this was only a goods train. On some lines there was only one train per week, often listed in the public timetables as 'goods train with passenger accommodation'. In the 1960s the railways still provided a parcel service and a less-than-wagon-load freight service, so the goods brake van had plenty of space for parcels and other small freight.

In the 1960s I used to adapt Airfix British mineral wagon kits to make a representation of the basic NSW S truck open wagon. Now they are available ready-to-run from various sources with a wealth of detail.

A selection of removable loads has been made so that loads can be varied during an operating session.

Below
A selection of interchangeable wagon loads.



Above **0-6-0 1913 with original six-wheel tender is from Casula Hobbies.**

Below **4-4-0 1226 with original six-wheel tender is also from Casula Hobbies. Both locos are running with an auxiliary four-wheel water tank or 'gin'.**





Top 620/720 railcar set by Eureka Models.
Above CPH 12 railmotor by Eureka Models.
Below Paybus FP11 by Auscision Models.



All stock is fitted with Kadee scale head 'whisker' couplers where possible.

As more bogie stock entered service, there was a need for a means of coupling bogie wagons fitted with knuckle couplers to locos with hooks suitable for the older three-link couplings. In busy yards shunters' trucks were provided that were fitted with couplings that could work with either type. Most S trucks were fitted with these transition couplings and that is why you see them marshalled in trains next to the tender with a train of bogie wagons following.

Over the last ten years or so many new well detailed models of passenger coaches have appeared. I really only need four or five coaches to operate the layout, but like most modellers I have been tempted to add more than required to the roster. A branch line combination sitting and sleeping car, a composite sitting car, a side loading coach as a standby vehicle, and a side loading car with passenger accommodation and a guard's compartment cater for all of my requirements.

There are a number of four-wheeled water gins, used with locos with six-wheel tenders as an additional supply of water when there are long distances between watering facilities.

Railmotors and railcars

The CPH railmotors were introduced to traffic in 1923 and served on many country branch lines until about 1983. They were used on the Hay line until the 600/700 class two car diesel sets were introduced in the early 1950s and were pressed into service after that when railcar sets were not available.

The two-car diesel railcar sets entered service from 1949. They were produced in the railway workshops at Chullora that had been taken over for building aircraft during the Second World War. They were used on the Hay line for many years until the rail service was replaced by a bus in 1983. The model is by Eureka.

Recently Auscision Models released the air-conditioned diesel railcars that look similar to the two car sets but were operated in a three or four car sets. I had travelled in this type a number of times and always wanted to add a set to the layout. This required a longer station platform and loop.

A new rail paybus fleet was introduced in 1968 to replace older units that dated back to the 1940s. Paybuses operated throughout NSW on a fortnightly timetable to pay staff in outlying areas in cash before modern banking systems.

Special service vehicles

To meet the needs of the different branches of the railways, goods brake vans, older passenger stock, and goods vehicles were re-purposed for departmental use, usually painted yellow.

In many areas there was little or no accommodation for staff and old coaches were converted to employee sleeping accommodation, as well as accident train vehicles and materials vans.

I have a couple of goods brake vans for use by the Electrical Branch and the Signal & Telegraph Branch for employees who have to work in country locations.

The railways also adapted coaches for use in country locations to educate staff in railway practices. Coaches were pro-

vided for safe working classes, diesel electric loco instruction, first aid, fettlers' instruction, eyesight testing, and medical examination. Some of these included sleeping accommodation for the staff as well as a kitchen and dining areas.

Coaches were also equipped as dental clinics and others were used for travelling nurses to visit country areas as baby health clinics.

The railways were required to provide many services to outback towns. There were a number of coach sets used as training facilities for the Department of Technical Education that travelled to smaller towns, to instruct students in courses such as welding, fitting and machining, and carpentry

In the 1950s and 1960s there were large importers that represented overseas companies and supplied customers throughout Australia. H.W.Rice was one such company and they had a number of railway vehicles fitted out as mobile showrooms which were taken to various country towns so that local store owners could visit and place orders for their shops. I have one of these, a converted end platform coach.

Operation

For running sessions the layout is operated to a sequence with a simple card system for operation of the goods trains. On the left side of the card the consist of the train is listed and on the right side is a second consist. When a train from the staging arrives in the station yard, the wagons are shunted to various sidings in the yard. The wagons listed on the other half of the card are assembled to form the train to return to the staging. It is easy to use and very easy to set up.

Shunting the wagons from the incoming train and assemble the outgoing train can take between ten and fifteen minutes. There are more moves required, and the loco depot and grain siding add more operating features.

The new layout has proved much more interesting for our small group to operate. Usually there are three operators – one controls the staging, another works the yard, and the third looks after the loco depot. A typical operating night occupies about two hours.

In my quest for more prototypical operation the safeworking system between the two sections is ordinary train staff working. I was joking on a club news group about my simple safeworking system, and a member made a set of staffs for me on his 3D printer! The driver of a train running between the staging and the station or vice versa must be in possession of the Ordinary Train Staff.

When a train arrives at Yanga the loco is taken straight to the loco depot while an X200 rail tractor shunts the train. The depot operator has to turn the incoming loco, then coal, water, and de-ash it before it is able to go back into traffic.

Yanga and the staging yard have an X200 Mark 2 diesel tractor for shunting. These were allocated to yards that normally did not have locos stationed there. The models from IDR Models are DCC fitted with a stay-alive and are ideal for slow running.

When an X200 needed to be transferred between a country station and the workshops for maintenance, they were transported on a well wagon. SDS have recently released a static model of an X200 Mark 1 mounted on a well wagon.

With the additions the new *Yanga* has enough operation to provide many hours of enjoyment.



Conclusion

The revision and upgrade has provided better running with the more stable baseboards, while the extra features have added to the challenges and enjoyment.

Thanks to Richard Barrack of Train Hobby Publications, and Ray Love and Wayne Armstrong for assistance with information for this article.

Top
The suburban end platform coach with 'H.W.Rice' branding is by SDS Models.

Above
End platform car W462 for fettlers' training, also SDS.

Below
X200 Mark 2 X210 is by IDR Models;
X200 Mark 1 X202 (unpowered) is by SDS Models.





Peter Marriott reviews an impressive new HO model from SudExpress.

Photographs by the author, unless noted otherwise.

Stadler Euro 9000

A bi-modal loco used by railCare, part of the Swiss Co-op group

European Loc Pool (ELP) is a locomotive leasing provider which focuses on leasing Stadler six-axle hybrid locos with an output of up to 2.8MW diesel, 9MW electric and a tractive force of 500kN, with the standard fitting of ETCS Baseline 3 for operation on Category 2 routes. The first Eurodual locos from ELP have been in service on the German network since April 2020 enabling operation on

Above
2019 318-5 in a siding at Wangen bei Olten, 17th October 2025.

Below
Official view of 2019 318-5.
Photo: courtesy Co-op Group.

both electrified and non-electrified lines as well as last-mile and shunting operations.

ELP has established a partnership with railCare, a Co-op Group company specialising in transport for Co-op and other customers in Switzerland. railCare signed a twelve-year full-service lease agreement for three Euro 9000 locomotives with ELP in 2023. The first was tested and approved at the Stadler plant in Valencia in mid-May 2024 and was handed over to railCare on 11th June 2024.

These are the most powerful locos in service in Switzerland offering useful advantages in terms of tractive power, sustainability, and energy efficiency. It will enable a significant increase in transport volumes on the north-south corridors on the Lötschberg and Gotthard routes. The Euro 9000 locos also offer maximum flexibility thanks to their 'last-mile' diesel capability and remote radio control operation.

The Euro 9000 was developed by Swiss manufacturer Stadler in response to a growing demand from freight operators for a 'one-stop-shop' locomotive. Traditional cross-border freight transport in Europe often required changing locos at national borders due to different electrification systems and safety regulations. Additionally, many freight lines, particularly in industrial zones or ports, are not fully electrified.





Left
2019 321-9 passing through Lenzburg, 16th October 2025.



Right
17th October 2025 – 2019 318-5 parked in a siding at Wangen bei Olten adjacent to the station near the Co-op warehouse which is rail served.

Stadler designed the Euro 9000 to solve these challenges aiming to create the most powerful and flexible loco in Europe. It features hybrid capability, as a powerful electric with the added functionality of two diesel engines. This allows the locos to operate seamlessly on electrified main lines and then switch to diesel power for ‘last-mile’ shunting, eliminating the need for a separate diesel shunter.

The Euro 9000 is a Co-Co with up to 9MW (12,070hp) electric power from the overhead under all four main European electrification systems (AC and DC). The two Caterpillar C32 diesel engines provide up to 1.9MW (2,550hp).

The first locomotive was built in 2022, with ELP being the launch customer. The first units were put into service in 2023 with operators like Rail Force One in The Netherlands, demonstrating its cross-border capabilities on routes from The Netherlands to Austria.

Since mid-2023, the Euro 9000 has been used as a hybrid multi-system electric on European corridors in Germany, Austria, The Netherlands, Italy, Belgium, and Switzerland. The loco’s area of operation has since been expanded to other countries and routes.

The three-axle bogies provide high adhesion with low track forces. The electric brakes feature energy recovery. The cabs have been designed with safety and ergonomics in mind, with a central console and air conditioning. The high level cabin offers comfort, safety, and visibility beyond the TSI requirements, including electronic doors, fully insulated cabin fitted with a refrigerator, and automatic cruise control. All lighting is by energy-saving LEDs. The locos are equipped

with an advanced remote diagnostic system and rear view cameras and remote control suitable for working in five countries. They have been designed to minimise downtime during maintenance along with reduced operating costs.

railCare operate from thirteen locations in Switzerland with around 500 employees. It owns nineteen locos and over a thousand swap bodies of assorted designs.

The new loco’s ETCS equipment caused unplanned emergency braking and for some months after their delivery railCare had to depend on their Vectron and hired locos until the technical issues were sorted. A period of decent operability followed but Swiss sources advise that the Euro 9000s may no longer be used by railCare and their lease is to be terminated. That will be a great shame.

Right
2019 321-9 approaching Lenzburg with a train of Coop containers from their Schafisheim hub near Hunzenschwil. 16th October 2025.



Left, below, and right
Detail views of 2019 318-5 at Wangen bei Olten.





SudExpress HO model

The SudExpress HO model of the Stadler Euro 9000 hybrid multi-system loco in railCare Co-op livery carries number 2019 318-5. It is available in DCC-ready form for both DC and AC analogue and in a digital sound version.

The first thing you notice about the model is its length and weight – 266mm over buffers and 1.08kg. (For comparison a Roco Vectron is 217mm and 925g.)

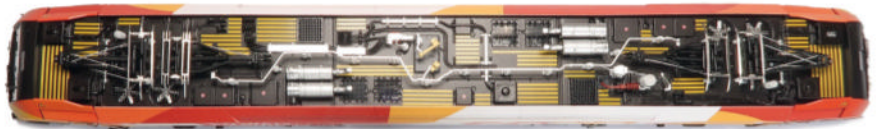
The Premium Line version has DCC sound (courtesy of a LokSound 5 decoder by ESU) and features include motorised fans and working pantographs. The pantographs should only be moved by the servos, never by hand. The model has a single 11x15mm 'sugar cube' loudspeaker and a 'stay alive'.

The head and tail lights illuminate according to the direction of travel, and the cab lighting also works.

The model has a metal chassis and a body made from high quality plastic. Many of the handrails are metal, with extensive use of photo-etched parts.

The cab interiors include decorated walls, with a driver figure in Cab 1 sitting in front of a first aid kit with manuals behind him. The glazing is very well done and the wipers are ready installed.

The quality of the added details and printed panels on the body is very good. Additional detail parts including brake hoses, coupler, and closed front snowplough are included in a small bag. Usefully there are also spare wipers, steps, and other small details.



There are sprung buffers.

A five-pole motor with flywheel drives all six axles via the usual arrangement of cardan shafts, universal joints, and reduction gearing. Running is commendably smooth.

The minimum recommended radius is 358mm.

Reading the DCC sound instruction leaflet there is a lot to learn, and the range of functions is superb.

F1 activates the sound of the first diesel engine. After starting, the speed increases to c.1,000 rpm. When the second diesel engine is started using F7, the speed of both engines drops to c.600rpm. It is possible to switch to electric mode while the diesel engine is running, and back.

Different starting processes can be selected with F1/F7: one button press = warm start; two button presses = false start; three button presses = cold start.

The sound quality is excellent, with good depth.

The speed of the roof fans can be changed using CV326. The default value is set to 4. With lower values the rotation of the fans slows down significantly and it could happen that a fan motor does not have enough power and stops, hence four is the recommended minimum.





The Euro 9000 has four pantographs, each corresponding to a specific country's power system:

Pantograph 1: Germany (D) and Austria (A)

P2: Netherlands (NL) and Belgium (B)

P3: Italy (I)

P4: Switzerland (CH)

The four pantographs are controlled by just two servo motors because of limited space: servo S1 operates P1 and P3, while servo S2 operates P2 and P4. For realistic operation, only one pantograph within each pair should be active at once. This is achieved using small plastic clips (R1 and R2) which physically lock down a pantograph, preventing the servo from raising it. This allows the user to select which pantograph in each pair is active. From the factory the model is configured with P1 and P4 active and P2 and P3 locked down with R2 clips.

There are two more small motors for driving the roof fans.

The cab lighting is also controlled via the circuit board within the body.

The model comes very well packaged in a foam and plastic insert within a cardboard box. There are detailed instruction leaflets for the DCC sound with its thirty-one functions, an instruction manual, and a component parts leaflet with exploded diagrams.

In short, a magnificent model.

I obtained my model from

C&M Models, 1, Crosby Street, Carlisle, CA1 1DQ.

www.candmmodels.co.uk



DCC functions

- 0 three front lights (depending on direction of travel)
- 1 diesel mode (prime mover #1) – driving sound on/off
- 2 air horn signal (high + low)
- 3 air horn signal (2-tone)
- 4 electric mode (F9 or F10 should be pressed beforehand)
- 5 heavy load (diesel mode only)
- 6 acceleration, shunting mode – shunting lights both ends (three lights)
- 7 diesel mode (prime mover #2) – driving sound on/off
- 8 high beam headlight (direction-dependent); low beam goes out
- 9 pantograph servo 1 (pair P1/P3)
- 10 pantograph servo 2 (pair P2/P4)
- 11 activate driver's cab (before starting or changing direction or traction mode)
- 12 diesel traction radiator roof fans on/off
- 13 cab light (direction-dependent)
- 14 red rear lights (depending on direction of travel)
- 15 coupler clank
- 16 apply/release train brake (automatic)
- 17 brake function 1 – automatically brakes the train to a complete stop
- 18 coast mode (diesel only)
- 19 drive hold (brake noise de-activated); driving sound and speed are decoupled
- 20 air horn signal (high)
- 21 compressed air release
- 22 compressor
- 23 curve squeal
- 24 rail clank
- 25 sanding
- 26 sound fader
- 27 PZB signal (only when moving)
- 28 emergency brake (train quickly braked to a standstill)
- 29 empty the main air tank
- 30 open/close cab door
- 31 disable brake squeal sound

Roger Ellis presents his latest exhibition layout.

It will be at the Wales & West of England show in Thornbury, Friday 1st – Sunday 3rd May.

St. Gracier (SG)

Hosting Swiss and Austrian services

Background

Those familiar with older railway routes will recall that a journey between Switzerland and Austria historically necessitated a complex sequence of three train reversals at Sargans, Buchs, and Feldkirch, a series of manoeuvres that consumed a significant portion of the hour-long trip.

This inefficiency was dramatically reduced through two key infrastructure projects: the construction of a chord line in the Sargans area and the driving of the Schattenburg tunnel at Feldkirch. Together, these projects successfully eliminated two of the three reversals, resulting in a considerable

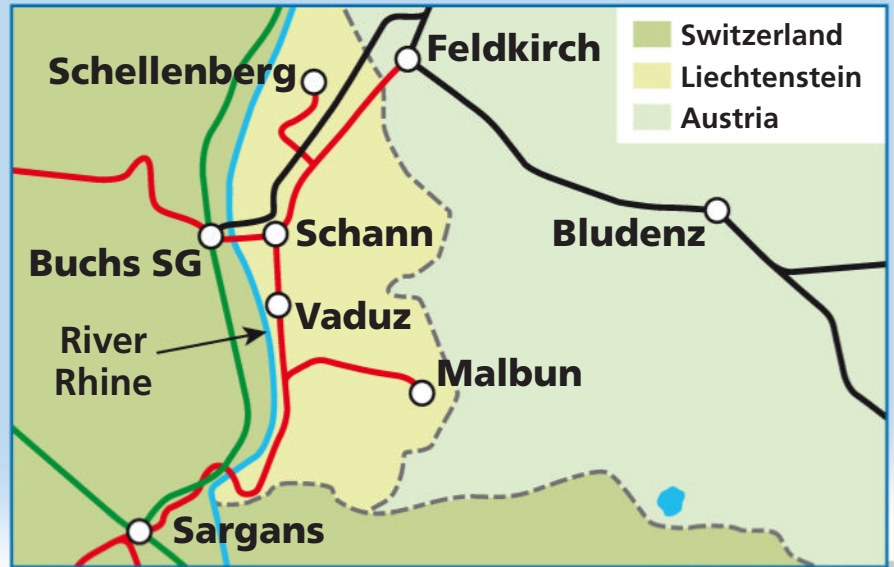


reduction in overall travel time. Buchs remains largely unaltered and loco-hauled trains, both freight and passenger, are sometimes subject to traction changes.

The building at Buchs is not the characteristic Swiss station you might hope for with flower boxes full of geraniums, wooden balconies, and beautiful tiled roofs. It looks like a 1970 office block (which is probably what it is), but it is the trains that make it interesting. Apart from the line leading through Liechtenstein and onwards into Austria, the Swiss rails continue towards St.Margrethen and Lake Constance.

The layout

I have a connection with the Swiss Railways Society but I also have a collection of Austrian models – so why not construct a model railway based on Buchs so both can be run? And there are not that many Swiss/Austrian layouts on the exhibition circuit so it would be nice to show a layout that is a bit different.



Photographs by the editor.

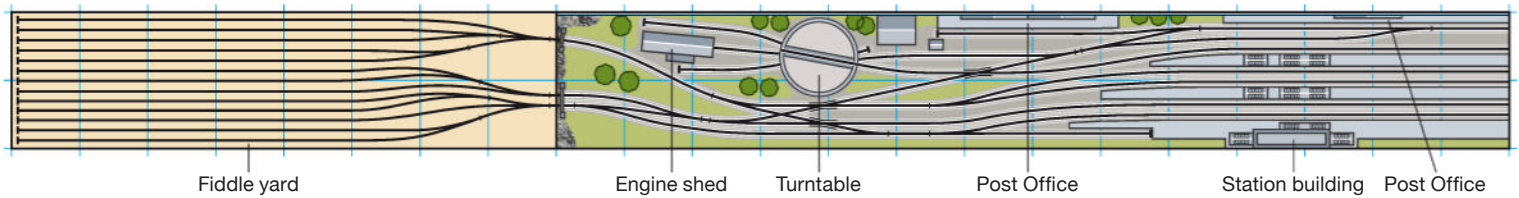
Above
SBB RBDe4/4 'Colibri' railcar with trailer (Liliput)
and ÖBB Rh4130 'Transalpin' set (Roco) about to depart.

Below
The station approaches,
with the Swiss double track on the left
and the Austrian single track on the right.



ST GRACIER

Overall dimensions including fiddle yard: 22' 0" x 2' 0". Each grid square = 1ft x 1ft.



My friend Alan Wardman helped me with the design of the track plan. Anyone who knows Buchs will see that on my layout the line to Austria leaves from the 'wrong' side of the station, and I have truncated the through Swiss tracks.

The baseboards

These were built using 50mm x 25mm planed wood to construct a frame and 9mm plywood for the surface.

To locate one baseboard to another I have always used male/female pins, which are a godsend, with M4 bolts and wing nuts to secure one board to another. I have five trestles saved from previous layouts to put the boards on, but I had to make an extra hinged leg under one of the storage boards. It has adjustable feet to account for exhibition floors that might not be completely level.

Track

The track is Peco Streamline code 100, and I have made use of double slips so common in Europe. The plan allows the lines from both Switzerland and Austria to reach all the platforms and the Post Office sidings, which is important for operational purposes.

Many decades ago Buchs had a turntable and this allowed me to make use of a Fleischmann model that had been stored away in a box awaiting a layout. I am glad I did because it is a feature that visitors like to see working.



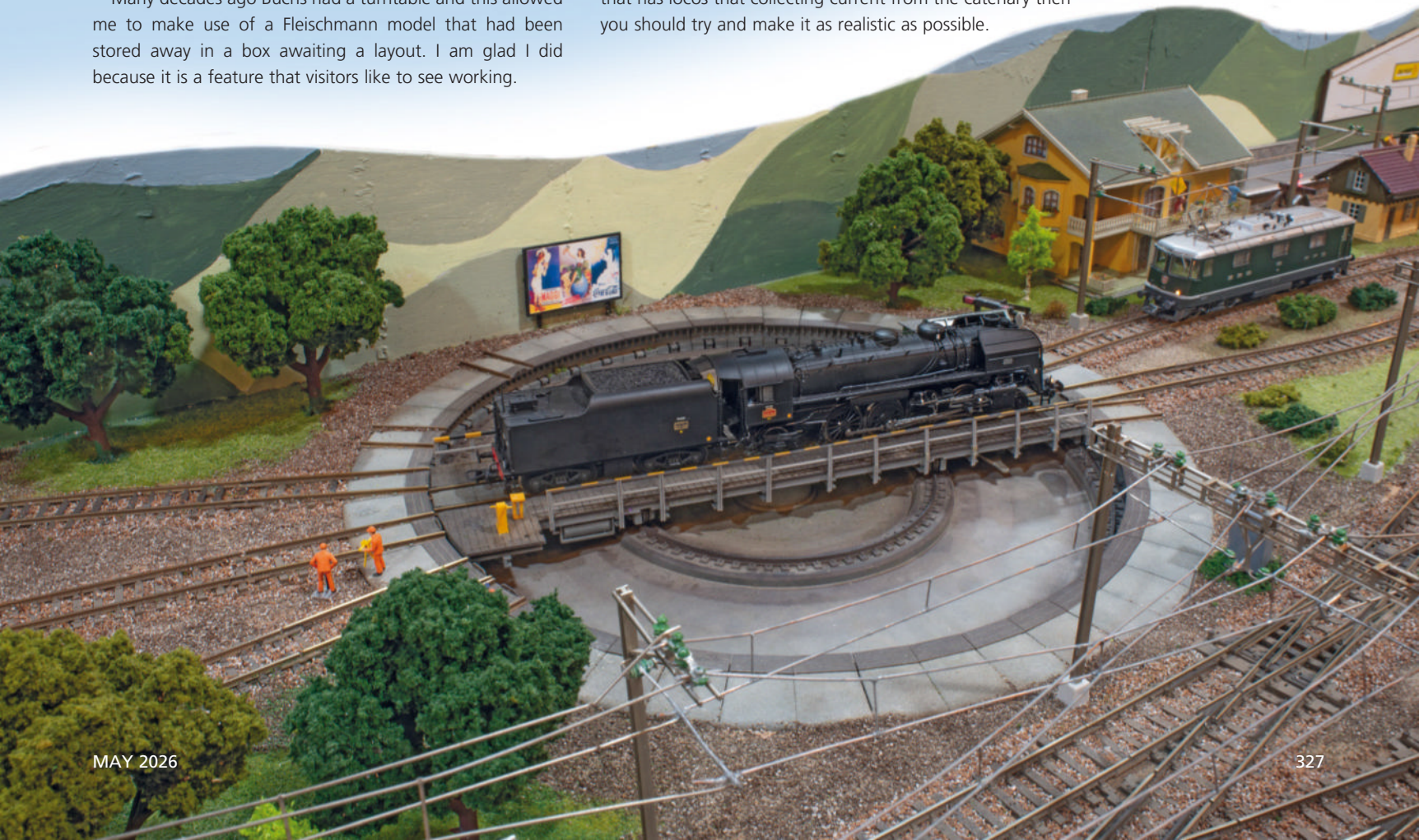
I operate using DCC so the turntable wiring includes a device from DCC Automation that reverses the polarity when locos are turned.

Catenary

We run 'pantographs up' believing that if you have a layout that has locos that collecting current from the catenary then you should try and make it as realistic as possible.

Above
The postal depot had to be modelled in low relief.

Below
The SNCF 141R has brought in a special and needs to be turned.







Above
The station building – functional if not pretty.

Left
ÖBB Taurus 1116 271-6 (Piko) ready for its next duty.

The catenary in the station was scatchbuilt using plastic H sections, laser-cut girders, and piano wire, but on the approach lines is Sommerfeldt, expensive but authentic and reliable. I used glue to make the catenary as my soldering is not as neat as it could be, and I had an old supply of Hobbex contact wires which are heavier than prototype. I would have liked to use finer wire, but the layout is for exhibitions and needs to be robust. Also, if you have wires in stock that enable you to complete 90% of the layout without further expenditure, they should be used.

Below left
A Swiss Express set with driving trailer (Liliput) alongside a BLS 465 (Roco) held in the loco siding.

Below
SNCF 141R (Jouef) arrives with the vintage Swiss Train.

Signals

The five platform roads are signalled with proper Swiss colour light signals by Schneider which work – if the operator remembers. We do have SPADs (signals passed at danger), and I am as guilty as the next person!

The aspects on the signals by the tunnel cannot be changed, which makes life easier.

DCC control

DCC control is by a Roco central unit and Multimaus handsets which works well, although this has been superseded by the Z21 system.

Only a few of the trains have sound – I am happy with that, as I think that too many trains so fitted can make a layout too noisy.

First outing

With my son Simon and two friends, I took the layout to the Frome show over the first weekend in 2026. One mistake soon became obvious – I had not put in enough feeds to the track, especially at important locations, and I had used existing self-isolating points.

Where baseboards met I used fishplates to join the tracks, which is fine, but to ensure electrical continuity and if it helps the trains to run smoothly I will replace them with new ones before another exhibition.





As a result of this initial exhibition experience, the fiddle yard and the timetable have been subject to a radical change.

Trains

The majority of locomotives and electric multiple units are from Roco but other manufacturers such as Liliput, Lima, and Piko are also represented. There is quite a variety to be seen. You may even spot an Italian railcar which could never have been seen in Buchs – say nothing!

I did have to restrict the length of the fiddle yard due to the limitations of storing the layout, so the OBB Railjet is six coaches rather than the proper seven – though that is still quite impressive, especially when being propelled. Freight trains are also not as long as they should be.

We operate a several push/pull trains, and we do this to try and keep something moving all the time.

Operating the layout

The double slips are numbered 8, 12, and 13 to assist those operating the layout. The station throat has a large number of points and when setting the road it can be confusing knowing which to change. There are electrical cabinets in the scene with corresponding numbers on the back which only the operators can see to give a guide to the route that needs to be selected.

If you see *St. Gracier* at an exhibition, I hope you will enjoy your visit. Will it run perfectly? Probably not, but that will be due to my operating skills!

If you like what you see, tell us, and feel free to ask questions. We may even stop the trains to talk to you, telling other onlookers that there is a temporary power failure in the St. Gracier area ...



Thanks

I have to thank my son Simon for his encouragement and support, and my operating friends for their patience and understanding.

Below

The control panel for the points and signals.

Note the numbers on the double slips to assist operators.

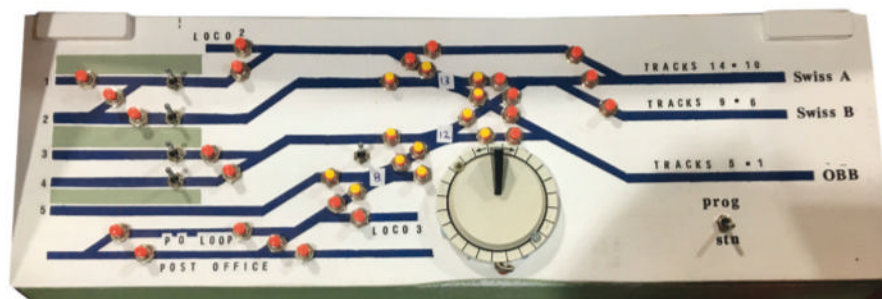
Top

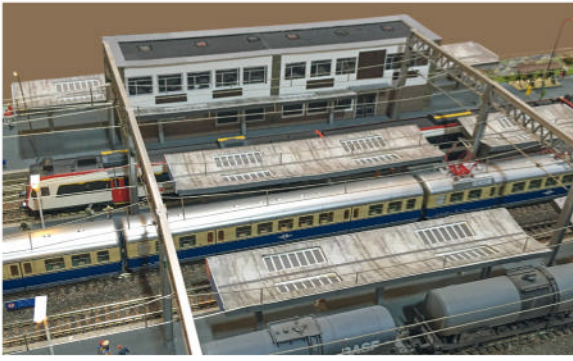
The platforms are connected by a subway.

Above

The tunnel rescue train hauled by an Am6/6 diesel (Hobbytrain).

Photo: author.





Above
The rail side of the station building.

Below
Overall view of the station.



Graham Lightfoot describes a small class of ultimately unsuccessful modern railcars. Photographs by the author, unless otherwise noted.

DBAG BR670 railbus

A white elephant

In 1996 Deutsche Bahn AG commissioned seven four-wheel double-deck diesel railcars designated BR670, mainly based on the success of double-deck coaches that were proving successful in service all over the network.

The prototype and six production machines were built in the old Deutsche Reichsbahn workshops in Dessau and Halle-Ammendorf by what was now called Deutsche Waggonbau AG (DWA). They were only intended for use on short secondary lines and so were built without toilets.

The underframe was a lightweight steel construction while the outer shell consisted of galvanized panels glued on. The cab ends were made of glass-fibre laminate. Each side had one double folding-sliding door. Inside, two spiral staircases give access to the upper level.

The prototype was presented to the public in autumn 1994 and shown at the Innotrans trade fair in October 1996. This demonstrator was painted completely in red and was numbered 670 000. Unlike the six made as series production, the prototype was never licensed for passenger traffic.

The six series production cars were initially white with a red stripe, similar to the Intercity Express livery. Later the colour scheme was changed to *Verkehrsrot* (RAL 3020 traffic red) with a white stripe.



A seventh example was started but never finished and eventually scrapped at the factory.

The planned follow-up BR670.1 was never built, due to the many problems of the first series and misunderstandings between the manufacturer and DBAG.

Two were never renumbered under the UIC system, and some also displayed their initial numbers. In most cases the final three digits of the new UIC number were different from the original numbers; for example VT670.03 became 670 006.

They were initially used on secondary lines in the Thuringia, Saxony-Anhalt, and Rhineland-Palatinate regions, but as the lines closed they were deployed elsewhere.

They were initially used on the Weimar – Kranichfeld line, the Moselweinbahn, and the Trier – Perl line, then later also on the Stendal – Tangermünde line.

In June 1996, 670 002 and 005 were moved to the Bullay – Traben-Trarbach line. While popular with tourist travellers, they were taken out of service due to unreliability, being especially prone to hot boxes.

The service on the Upper Mosel line between Trier and Perl started in September 1996 but was also unsuccessful, as the cars proved too small for the school traffic.



Above
VT670 03 (670 006)
in Meyenburg RB 61481.
22nd May 2015.

Above right
The upper deck of 670 003.

Top right
670 003 Fürstin Louise
arrives in Dessau Hbf.
as DWE 27719 from Wörlitz
on 5th October 2019.

Centre right
670 007 outside
the loco shed in Putlitz
on 13th May 2024.

Far left
BR670 000 prototype
at Reutlingen in 1995.
vux, own work, CC BY 2.5
<https://commons.wikimedia.org/w/index.php?curid=780482>

Left
670 002 Alma at Chemnitz,
23rd August 2025.
Bybbisch94, own work,
CC BY-SA 4.0
<https://commons.wikimedia.org/w/index.php?curid=174264385>



Use in Thuringia also was short lived. The class was replaced by the much older BR771/772.

670 002 was used on the Stendal – Tangermünde line until March 2003, the only long term successful service of the class.

Most DBAG 670s were handed back to the manufacturer in 2001, which had been part of Bombardier Transportation since 1998. They were refurbished and sold again.

Three were sold to the company working the Dessau – Wörlitzer line. 670 002 *Alma* was used as a parts donor while 005 and 006 were placed in service. 002 later belonged to the Anhaltische Bahn Gesellschaft and was auctioned in February 2011.

The remaining three (001, 003, and 004) were used by the Prignitzer Eisenbahn GmbH. 003 and 004 were later sold to the Eisenbahngesellschaft Potsdam and have been used on lines in the Prignitz region since 2009.

The first 670 to be withdrawn was 001, in early 2014, and scrapped the same year. The prototype, 670 000, is privately owned and on display at Oelsnitz. 670 002 is the only one still running, owned by the Traditionsgemeinschaft Ferkeltaxi e.V. and based at the railway museum in Chemnitz. All others are currently stored, with 004 being used for spare parts.

On two visits to Germany, in May 2015 and October 2019, I managed to see two of them in service and one more stored in a loco shed in Putlitz.

The secondary line which I visited in May 2015 was from Pritzwalk, north-west of Berlin, to Meyenburg, about 20km. The line continued from Meyenburg to join the main line at Karow as a little-used freight route, but on summer weekends and some public holidays the RE74 service from Pritzwalk continued to Plau am See.

Two units, 006 and 007, were operated by Eisenbahn Group Potsdam (EGP), who were mainly a freight operator all over the German network.

Prior to 2009 three had been owned by the Prignitzer Eisenbahn GmbH, who still own at least one of them.

In October 2019 I found 670 003 working out of Dessau Hbf. on the 15km long secondary line to Wörlitz, operated by Dessauer Verkehrs und Eisenbahngesellschaft. 670 004 was also used by this company, with both cars carrying names, 003 *Fürstin Louise* and 004 *Fürst Franz*. Both had had the names changed at some time during their service.

I suspect the line to Wörlitz is now closed, as the DBAG website only lists buses on this route, operated by the same company.



Despite being a small class, with restricted areas of operation, and a relatively short life, the type has been modelled in HO by Kres.

Below
The Kres HO model of
670 002 in original livery.



N

Arnold

Arnold N and TT are again in a separate 135 page catalogue, 80 pages for N. New items are indicated, with a code for new tooling, modified tooling, and new versions; there is no separate new items leaflet.

No expected delivery dates are given.

A number of items marked as new are still awaited from last year (or before); others are noted 'new 2026', which is what is reported here.

Epoch III DR

Modified tooling – type DB13ümpe double-deck articulated four-car rake in dark green with full 'DEUTSCHE REICHSBAHN' lettering.

Epoch IV DB

BR103 long body Co-Co electric, with black solebars. BR627.0 bogie diesel railcar in blue/beige.

Düwag GT6 tram, with one front light, in Düsseldorf beige/red.

Modified tooling – Düwag GT6 tram, with two front lights, as in Karlsruhe with 'Moninger-Bier' advertising.

Epoch IV DR

Modified tooling – BR250 Co-Co electric, with scissors pantographs, in dark red.

Modified tooling – type DBv 4-unit double-deck articulated rake with driving cab, in blue/grey.

Double-deck articulated coach pair, in leaf green with brown roof.

Modified tooling – pack of two type Gs four-wheel vans, brown, one with working red tail light (battery powered).

Two pack of 'Wernesgrüner; four-wheel beer vans.

Four-wheel refrigerated van 'Vita Cola'.

Four-wheel refrigerated van 'Sassnitzer Fisch'.

Epoch V

BR103 Co-Co electric, long body, in traffic red.

BR103 as 750 003, test loco, in retro red/beige.

Set with ASF four-wheel battery electric shunter and two type Ucs four-wheel hoppers used by 'Sodawerk Stassfurt'.

Epoch VI

BR627.0 bogie diesel railcar in traffic red.

BR641 bogie diesel railcar used by 'S-Bahn Mitteldeutschland'.

BR155 Co-Co electric with single arm pantographs, in PRESS blue.

Modified tooling – BR155 Co-Co electric as operated by MAED (Maik Ampft Eisenbahndienstleistungen in Limbach-Oberfrohna) with details including rectangular buffers and single arm pantograph, in mixed old-new red livery.

ASF four-wheel battery electric shunter in Railion traffic red.

ASF four-wheel battery electric shunter in RailAdventure grey.

Arnold DR BR250



Arnold DR type DB13ümpe



Type Sgnss bogie container flat loaded with 45' white 'DB Schenker' container.

Type Sgnss bogie container flat, grey, loaded with two 'Maersk' 20' containers.

Bogie round-sided hopper in neon green 'Cereals' livery with large 'GATX' logo.

Bogie round-sided hopper wagon, orange with large 'WASCOSA' logo.

CIWL

Epoch IV

Pack of six different bogie coaches to mark fifty years of the Intraflug 'Nostalgie-Istanbul-Orient-Express'

Switzerland

Epoch IV-V

Düwag tram in Basel green, with advertising.

Epoch VI

Four car base pack of ETR610, first series, in ICN livery with red doors.

Extension pack of three intermediate coaches.

Twin pack of four-wheel tank wagons operated by Wascosa in 'MOTOREX' turquoise.

Arnold FS type Sgnss container flat



Italy

Epoch III

Pack of two 'Total' four-wheel tank wagons.

Epoch IV

New tooling – E.444 002 prototype electric, in original livery with metallic strips and black bogies.

New tooling – E.444 electric, first series, original livery, without red stripe, with metallic strips and brown bogies.

Pack of two type Gs four-wheel vans in brown, one with working red tail lights (battery powered).

Pack of two flat-sided hoppers in 'Sosimage' grey.

Pack of two four-wheel tank wagons in 'Api' yellow.

Pack of two four-wheel gas tanks in 'Agipgas' white.

Epoch IV-V

New tooling – E.444 electric, second series, original livery with red stripe, without metallic strips.

Epoch V

Pack of two four-wheel service wagons, type VGhs van and type Vkkkm lowside loaded with ballast.

Epoch V-VI

New tooling – type Sgnss bogie container flat in CEMAT green, loaded with an 'AMBROGIO' curtain-side swap body.

New tooling – type Sgnss bogie container flat in FS brown, loaded with a 'CATONE' refrigerated container. In each case the loads are the new element.

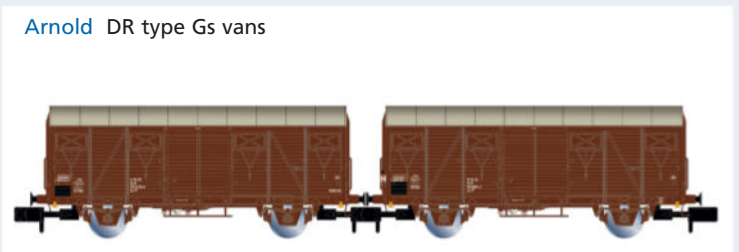
Epoch VI

Four car base pack of ETR610 in new FS Trenitalia EuroCity livery.

Arnold Düwag GT6 Karlsruhe



Arnold DR type Gs vans



Extension pack of three intermediate coaches to match.

Type Sgnss bogie container flat in Mercitalia Intermodal blue, loaded with a 'Codognotto' 45' container.

Type Sgnss bogie container flat in Mercitalia Intermodal green, with a 'GTS Barilla' 45' container.

Bogie round-sided cereal hopper in 'Peroni' red.

France

Epoch III

CC14000 electric, early version, in blue.

Epoch IV

CC14000 in green with yellow trim.

Modified tooling – CC14000 late version, with four modern lamps, in green with yellow trim.

Pack of two type Gs vans in brown, one with working red tail lights (battery powered).

New tooling – type S70 container flat, in brown, loaded with 'CNC' curtain-side swap body.

Pack of two four-wheel gas tanks in 'AGA Progas' white.

Epoch IV-V

Pack of two bogie cereal hoppers, one flat sided, one rounded sides, 'Transcéréales' and 'CAF Grains'.

Epoch V

New tooling – BB36000 Bo-Bo electric in silver/red with 'Casquette' logo.

New tooling – BB436000 Bo-Bo electric in FRET silver/green with 'Casquette' logo.

New tooling – type S70 container flat in green, loaded with 'Système Fril' refrigerated container.

Round-sided bogie cereal hopper 'Andros'.

Flat-sided bogie cereal hopper 'MILLET', with graffiti.

Arnold SNCF type S70 container flat



Epoch VI

X73500 bogie diesel railcar in 'Imaginalface' livery.

X73500 bogie diesel railcar with new TER Bretagne 'BREIZHGO' branding.

New tooling – BB36000 electric in Akiem grey/red.

New tooling – type S70 bogie container flat in TOUAX brown, loaded with a 'Chantal Philippe BEAU' refrigerated container.

ERSA round-sided bogie cereal hopper with 'Interfracht' markings and large bird graffiti.

Spain

Epoch III

New tooling – Talgo 2000 series low profile diesel *Virgen del Carmen* in original livery.

Arnold SNCF CC14000



Arnold SNCF BB36000



New tooling – eight car base pack of Talgo III RD TEE 'Catalan Talgo' cars, in original livery.

Pack of additional eight intermediate cars.

Similar sets for the Barcelona Talgo.

New tooling – type MMC3 bogie container flat, in brown, loaded with RENFE refrigerated container (two versions).

Epoch IV-V

Pack of two type PR four-wheel tank wagons in 'Saltra' yellow/grey.

Type PRR bogie gas tank lettered 'AMONIACO ANHIDRO', white

Epoch V

Class 352 low profile TALGO diesel *Virgen del Perpetuo Socorro* in grey/yellow.

Class 591.500 'Ferrobus' two car diesel railcar in 'Regionales' livery.

New tooling – class 444 three-car electric unit in blue/white.

Class 269 Bo-Bo electric in 'Largo Recorrido' grey/yellow.

Class 269 Bo-Bo electric in 'Cercanías' red & white.

Round-sided bogie cereal hopper with 'Mahou' branding.

Epoch VI

Class 269 Bo-Bo electric in COMSA grey.

Pack of two bogie cereal hoppers (round and flat sides) in 'Ermewa' grey.

Arnold RENFE Talgo III RD



Arnold RENFE 444 class e.m.u.



Fleischmann

New items are presented in the 108 page A4 size landscape format catalogue. Anticipated delivery is given by quarters (noted in brackets).

Most locos have the option of a factory-fitted DCC decoder, most with sound. Some are hard wired, not in a socket.

There is no new tooling this year, and only a few examples of modified tooling.

Epoch II DRG

BR86 2-8-2T, with spoked pony truck wheels. (2)

E94 Co-Co electric. (1)

Type Pwg four-wheel goods train crew van. (2)

Type Pw4ü pr04 bogie baggage van with raised cupola lookout. (4)

Former Prussian clerestory roof compartment bogie coaches, composite with raised brake house and two thirds, with and without raised brake house. (All 4)

Set of three specialised four-wheel vans with brake house, for fish, carbonic acid, and wine. (2)

Set of three heavy duty bogie flats each carrying a Panther V tank (by Artitec). (1)

Epoch III DB

BR92¹⁰ 0-8-0T. (3)

BR52 2-10-0 with tub tender and disk pony truck wheels. (3)

Postal train consisting of types Post4ü-b/20, Post 4-b/17, and Gmhs four-wheel van. (3)

Set of three Talbot four-wheel ballast hoppers. (3)

Type S5y heavy duty bogie flat with side stakes. (1)

Set of three type Omm52 four-wheel opens loaded with coal. (1)

Type Sahimms⁹⁰⁰ six-axle telescoping cover flat.

Epoch III DR

V180 C-C diesel-hydraulic, in Bordeaux red with single broad white waist stripe. (4)

Epoch IV DB

Modified tooling – BR218 B-B diesel-hydraulic in blue-beige, with blue roof. (1)

BR212 B-B diesel-hydraulic in orient red. (3)

Set of two BR151 Co-Co electrics, with markings denoting automatic couplers, for hauling iron ore block trains. (4)

To accompany – two sets of three six-axle bogie ore hoppers with 'Peine + Salzgitter' branding. (Both 2)

Beilhack snow blower in DB green, digital only working model. (4)

Set of four type B3yg⁷⁶¹ six-wheel coaches in 'Deutsche Weinstraße' blue & white, plus WGye⁸³⁹ bogie *Gesellschafts* coach. (Both 4)

Type Fals¹⁸³ side discharge bogie hopper. (4)

Set of two type Shis telescoping cover bogie flats with 'VTG' branding. (2)

Type Kbs four-wheel lowside with side stakes carrying a 40' container. (3)

Type DDm double-deck car carrier in green. (2)

Set of two type DDm double-deck car carriers in blue. (2)

Heavy duty bogie flat with side stakes used by the Bundeswehr. (1)

Fleischmann DB BR218



Epoch IV DR

BR44 three-cylinder 2-10-0, oil fired. (1)

BR111 B-B diesel-hydraulic in orange. (3)

VT601 six car diesel train with interior lighting. (3)

Set of four cars to complete the train. (3)

(In 1990, from August to September, the first inter-city service, named 'Max Liebermann', ran between Berlin and Hamburg. A DB VT601 set, which the Reichsbahn had brought back from Italy, was used.)

Two sets of two double-deck coaches, DBmq second driving trailer and DBmue second, and two DBmue seconds. (Both 3)

Limited edition set of two double-deck coaches in experimental blue & white VEB livery. (3)

Set of two type Es steel open wagons, one with patch repaint. (1)

Type Uacs bogie silo in grey lettered 'Leuna - Mirathen'. (1)

Set of two type Rlmp heavy duty bogie flats with side stakes. (2)

Set of three four-wheel steel opens. (2)

Set of three type El four-wheel steel opens. (3)

Four-wheel acid vat wagon with brake platform. (2)

Set of three four-wheel 'Minol' tanks, one with brake house, two with brake platform. (2)

Type Pwg four-wheel goods train crew van. (3)

Epoch V

BR110 Bo-Bo electric in red-beige with added DBAG logos. (3)

Set of three *Silberlinge* coaches in banded mint green livery, ABn⁴¹⁷ composite, Bn⁴⁴⁷ second, and BDnrz⁴⁶³ second baggage driving trailer. (2)

Set of two *Silberlinge* coaches, Bn⁷¹⁹ and Bnr⁷²⁵ seconds.

Epoch V-VI

Type Sahimms-u six-axle telescoping cover flat.

Epoch VI

BR218 B-B diesel-hydraulic in 'retro' orient red following accident repairs. (1)

BR185 Bo-Bo electric in DBAG traffic red with 'Green Cargo' cabside lettering. (3)

BR180 Bo-Bo electric in DBAG traffic red. (1)

Taurus Bo-Bo electric in Rail Adventure grey. (1)

BR187 Bo-Bo electric (TRAXX3) in SETG green and white. (3)

EBS Bo-Bo electric 243 822-4 in retro 'White Lady' livery. (2)

BR203 B-B diesel-hydraulic in DB Netz yellow. (1)

BR203 B-B diesel-hydraulic with end railings in RTS orange. (3)

V160 B-B diesel-hydraulic (BR203) with end railings in hvle silver and orange. (1)

BR642 Desiro articulated diesel railcar with elaborate 'Visit Holland' graphics. (3)

BR401 ICE 1 with '30 Jahre' markings, four car base set (two end power cars and two intermediate coaches). (4)

Sets of four and three intermediate coaches to make up the train, the latter including the high Bord Restaurant. (Both 4)

DBAG double-deck stock in traffic red without 'Regio' lettering – DABpz⁷⁵⁸ composite, DBpz⁷⁵³ second (two numbers), and DBpbzfa⁷⁶⁶ second driving trailer. (All 1)

Taurus Bo-Bo electric as 182.5 in 'Flixtrain' green. (2)

To accompany, sets of two (Bmmbz and Bmmbz seconds) and three (Bpmbbz and two Bpmbbz seconds) matching livery coaches. (Both 2)

Four car set of BR601 diesel train in RailAdventure 'Zughotel' two-tone grey. (4)

Digital start set – BR245 Bo-Bo diesel in traffic red, two double-deck coaches, long oval of track, and Z21 Start newGen central unit and multiMAUS controller.

Set of two type Eanos bogie opens used by Wascosa, one orange, one blue. (1)

Set of three type Tdgs four-wheel swing roof hopper in 'SKW Piesteritz' yellow. (3)

Set of three type Zans kinked tanks. (3)

Set of three type Zans kinked tank lettered for 'VTG'. (3)

Type Sgnss intermodal bogie flat carrying two 'Lanfer' 20' tanktrailers. (2)

Type Sdgnss/T5 bogie pocket wagon in Wascosa orange loaded with an 'OFFROAD' trailer. (1)

Type Sdggmrs/T2000 articulated double pocket wagon carrying two 'DHL' 40' containers. (2)

Type Sdggmrs⁷³⁸/T3000e articulated double pocket wagon carrying two DB Cargo curtain side trailers. (2)

Type Sdggmrs⁷³⁸/T3000e articulated double pocket wagon in Wascosa orange carrying two 'ekol' curtain side trailers. (2)

Type Sdggmrs⁷³⁸/T3000e articulated double pocket wagon in Wascosa orange carrying two 'GATT' curtain side trailers. (3)

Switzerland

Epoch III-IV

Set of two type BTs50 four-wheel flats each with three small 'house-to-house' open containers. (2)

Epoch IV-V

Sets of two SOB/BT coaches for the *Voralpen Express*, first and second and two seconds. (Both 3)

Epoch V

Re4/4^{II} second series in 'Zugkraft Aargau' livery. (4)

Update – Ae6/6 in green, now with new motor, Next18 decoder socket, and fine pantographs. (4)

Re4/4 as Re420 in red, with added air conditioning units. (2)

Fleischmann SBB Ae6/6



Fleischmann ÖBB Rh1110.5



Epoch V-VI

Re6/6 in red, with added air conditioning units. (1)

DB Pacific 01 202 as preserved. (1)

To accompany – sets of three and two coaches for the 'Swiss Blue Train'. (Both 1)

Epoch V

BLS Re465 008-1 in 'Golden Pass Line' livery. (3)

Epoch V-VI

Set of two type Eanos bogie opens in pink. (3)

Epoch VI

Re460 001-1 *Tösstal* in red. (1)

SBB Cargo International Vectron 193 452-0 *Helvetia* with 'Schweizpiercer' graphics. (4)

SBB Cargo International Vectron 193 459-5 *Bundestag Berlin* with 'Deutschlandpiercer' graphics. (2)

Type Hbbins four-wheel sliding side van registered with AAE. (1)

Set of two type Habbiillnss bogie sliding side vans in Post yellow. (2)

Type Sdgnss/T5 bogie intermodal flat in Wascosa orange carrying two 'Bertschi' 20' tank containers. (1)

Type Sdggmrs⁷³⁸ articulated double pocket wagon carrying two 20' swap bodies and a semi-trailer 'Transco'. (2)

Austria

Epoch III

Prussian T13 0-8-0T (BR92¹⁰) as ÖBB Rh792. (3)

Set of two type SSy heavy duty bogie flats with side stakes carrying steel slabs. (1)

Epoch IV

Rh10120 Co-Co electric in orange with grey roof. (4)

Set of two type S heavy duty bogie flats with side stakes carrying steel slabs. (1)

Set of three type Res bogie lowsides with side stakes carrying large tubes, weathered. (2)

Set of two type Kbs four-wheel lowsides with side stakes carrying steel girders, weathered. (2)

Epoch V

Modified tooling – Rh1110.5 Co-Co electric in orange with grey roof. (4)

Type Sdgmns intermodal bogie flat loaded with a Rail Cargo Austria 40' container.

Epoch VI

Rh1116 Taurus Bo-Bo electric in 'Fußball vereint Europa' special livery as a limited edition, as used on ÖBB Railjet services in Austria, Germany, and Switzerland. (1)

Set of three Eurofima coaches in Nightjet blue. (2)

Set of two type DDm double-deck bogie car carriers in red. (4)

Set of two type Faccns side discharge bogie hoppers used by ÖBB Infra. (3)

Set of two type Shimmns hooped tarpaulin cover bogie bulkhead flats with 'Steel' branding. (3)

Type Sdggmrs⁷³⁸ (T3000e) articulated double pocket wagon load with two 45' 'Rail Cargo Group' curtain side swap bodies.

Czechoslovakia

Epoch IV

T679 Co-Co diesel-electric (= DR V200 'Taigatrommel'), with large silencer and chrome strip under the wind-screens. (4)

Set of two double-deck coaches in blue livery with yellow markings. (3)

Czech Republic

Epoch V-VI

Set of two double-deck coaches in blue & grey livery with red doors. (3)

Epoch VI

CD Cargo class 372 Bo-Bo electric. (1)

Hungary

Epoch VI

Taurus Bo-Bo electric in MÁV-Start blue livery. (3)

To accompany – set of three Eurofima coaches (composite and two seconds). (4)

France

Epoch III

BR52 2-10-0 with tub tender and spoked pony truck wheels as SNCF 150Y. (2)

To accompany – set of three ex-USATC bogie wagons (lowside, open, and van). (3)

Epoch IV

BB7200 electric with special buffers (painted red) for hauling Talgo stock. (2)

Eurofima first class coaches in orange, two numbers. (Both 3)

Epoch V

Type Rils hooped tarpaulin cover bogie bulkhead flat in 'Fret' blue. (2)

Epoch VI

BB26000 electric in 'Trains Speciaux' dark blue to match CIWL stock. (4)

Belgium

Epoch III

Set of three wagons – four-wheel open, four-wheel lidded open, and six-wheel van with raised brake house, all in green. (4)

Epoch V-VI

Type Rilns hooped tarpaulin cover bogie bulkhead flat 'B-Cargo'. (3)

The Netherlands

Epoch III

Type S heavy duty bogie flat with side stakes carrying steel slabs. (3)

Epoch VI

German BR23 2-6-2 as preserved by the VSM. (1)

Class 1700 electric with 'Rail Force One' graphics. (4)

Type Tadgs bogie swing roof hopper in dark grey, formerly operated by Grawaco. (4)

Set of two type Eanos bogie opens in grey. (3)

Luxemburg

Epoch VI

Type Sdggmrs⁷³⁸/T3000e articulated double pocket wagon in CFL Cargo green carrying two 'MARS Logistics' curtain side trailers. (1)

Brawa DB BR216



Brawa

N occupies just five pages of the 60 page brochure.

Epoch II DRG

E44 Bo-Bo electric in grey.

Epoch IV DR

Reko short bogie coaches – Bghw second (three numbers) and BDghws second baggage in green, WRge restaurant car in 'MITROPA' red and in Städteexpress orange & cream.

Epoch V DBAG

BR216 B-B diesel-hydraulic in traffic red.

Epoch VI

BR216 B-B diesel-hydraulic in H.F.Wiebe yellow.

Set of three double-deck coaches (RE 3 Hamburg Hbf.) in Metronom yellow/blue. Three additional seconds available separately, all with different numbers.

Brawa DRG E44



Minitrix DB BR41



Minitrix

New items are presented in a 36 page A4 size landscape brochure. Anticipated delivery is not given.

Most locos now come with a dual protocol DCC/mfx decoder which will also work on analogue DC.

Epoch I

Club Car for 2026 – type G02 four-wheel van with a raised brake house in Alsace-Lorraine grey.

Epoch III DB

New tooling – BR41 2-8-2 with 2'2T30 short tender (the new element), with the old boiler, closed front skirting, and small Witte smoke deflectors.

E93 Co-Co electric locomotive in bottle green.

Epoch IV DB

MHI limited edition – BR111 Bo-Bo electric in blue-beige, adorned with "Zeitgenössischer Kunst" (contemporary art) – in other words, graffiti!

To accompany – set of *Silberlinge* coaches (composite, second, and second baggage driving trailer) also with graffiti, different each side. MHI limited edition.

BR218 B-B diesel-hydraulic with electric train heating, in original red.

Type Byg⁵¹⁴ *Umbau* second in chrome oxide green, running on American-style 'swan neck' bogies.

Type Sa⁷⁰⁵ heavy-duty flat car, loaded with three steel slabs.

Museum Wagon for 2026 – privately owned type G07 six-wheel van with raised brake house, with advertising for Kleemann of Göppingen – a fictitious design as it might have looked around 1957. Limited edition, available only at the Märklineum store, Göppingen.

Epoch IV DR

Digital start set – BR243 Bo-Bo electric, two type Rgs³⁹¹⁰ bogie flats each loaded with three 20' Post containers, oval of track, Mobile Station controller.

Minitrix preserved BR03



Epoch V

Modified tooling – limited edition Club model for the year: Pacific 03 001 as preserved at Dresden with a 2'2T30 short tender, old boiler, closed front skirt, and large Wagner smoke deflectors.

Epoch VI

BR44 three-cylinder 2-10-0 with a 2'2T34 standard oil tender, cab with two side windows, small Witte smoke deflectors, no smokebox door central locking, Indusi magnets both sides, pony truck with spoked wheels, as restored to Epoch III condition for static display at the Märklineum.

BR101 Bo-Bo electric with advertising graphics '100 Jahre BR01'.

BR120 Bo-Bo electric in traffic red. Hobby range.

Bo-Bo electric 111 074-1 nicknamed 'Hilde' in the colourful tourist train livery as currently available for lease.

To accompany – two sets of two double-deck coaches in matching livery: type DBpza^{753.5} second with type DABpza^{758.5} composite, and type DBpza^{753.5} second with type DBpbzfa^{765.6} second driving trailer. The models have interior lighting. Note these are not the original Tourist Train coaches but have been redecorated to run with the lease loco when required.

Type Sgns bogie container flat in traffic red on Y25 bogies, empty.

To accompany, four open hopper containers for waste material.

Four 40' containers from different companies – Safmarine blue, ONE purple, CHINA SHIPPING turquoise, and Capital green.

Six 20' containers from different companies – MSC brown, ONE purple, Yang Ming white, Hanjin blue, CHINA SHIPPING turquoise, and MOL grey.

Switzerland

Epoch VI

Digital start set – Re4/4^{II} Bo-Bo electric in red with

rectangular lamps and scissors pantograph, one each Apm first and Bpm second class coaches, oval of track, and Mobile Station controller. *Noted Epoch IV but described as "around 2022" so VI.*

Type SRm express open first with panoramic windows.

Type Bpm express open second.

SBB Cargo type Sgns bogie container flat on Y25 bogies carrying two 'Co-op' refrigerated containers.

Czech Republic

Epoch VI

Set of six type Uacs four-silo bogie wagons operated by TRANSPORTSERVIS a.s., three with straight solebars and three with skirts; four with blue and two with green silos.

France

Epoch IV

Digital start set – BB9200 B-B electric in Arzens grey/green, two B9c9x couchette seconds, oval of track, and Mobile Station controller.

The Netherlands

Epoch VI

Four-axle chemical tank on Y25 bogies, owned by 'Millet' and registered in The Netherlands.

America

Limited edition to mark 250 years since independence – Union Pacific class 3700 'Challenger' 4-6-6-4 in rebuilt form, with oil tender.

Piko DB V200.1



Piko

The N catalogue is 52 pages, with new items noted; there is no separate new items leaflet. Expected delivery quarter noted in brackets.

Epoch III

V200.1 B-B diesel hydraulic in red. (2)

VT24 three-car diesel railcar in red. (3)

Piko DB BR116



Epoch IV DB

BR116 1-Do-1 electric in green. (3)

BR216 B-B diesel hydraulic in blue-beige. (1)

BR221 B-B diesel hydraulic in blue-beige. (2)

Set of two six-wheel *Umbauwagen* and a skirted bogie *Eilzugwagen* in 'Deutsche Weinstraße' blue & white. (4)

Epoch V

Modified tooling – BR152 in DB Cargo red. (1)

Piko DB BR216



Piko G1206 diesels

Set of three *Silberlinge* coaches, one banded mint green and two still silver. (3)

Epoch VI

New tooling – RS1 Regioshuttle railcar, low floor version, in DBAG (BR650) red (with full buffers), SWEG yellow, and EB green/white. (4) Over 450 built since 1996 and used by many operators. Prototype photos.

BR101 in Train Charter blue. (1)

G1206 diesel in Vossloh Leasing grey/green. (2)

G1206 diesel in RailCargoGroup red. (2)

BR442 Talent 2 three-car electric set in Vlexx blue/white. (3)

Former *Silberlinge* stock in banded turquoise as now used on the GFF Maas-Wupper-Express – second, composite, and driving trailer. (All 2)

Austria**Epoch IV**

Rh5081 four-wheel diesel railcar and driving trailer. (3)

Switzerland**Epoch IV**

First and second class EW1 coaches in green with new markings and grey roof. (Both 2)

Epoch VI

Stadler GTW2/6 THURBO articulated electric railcar. (3)

Belgium**Epoch IV**

Type Falns bogie side discharge hopper. (1)

Piko NS 2400**The Netherlands****Epoch III**

NS 2400 diesel in brown. (3) CAD.

Epoch VI

Former NS diesel 2278 STAR. (1) Prototype photo.

Type Slmmps heavy duty bogie flat in Volker Rail blue. (1)

Slovakia**Epoch VI**

Bogie chemical tank wagon used by RTI. (1)

Piko RTI tank wagon**Piko DBAG BR152****Liliput**

N occupies 56 pages of the 154 page catalogue.

The German website has been revitalised. This will be a "year of consolidation" – there is no new items leaflet but a re-issue of the autumn 2025 catalogue, all scales, with 2025/2026 added to the cover.

No delivery dates are given.

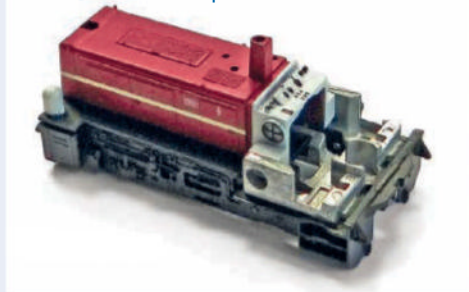
2025 new items are marked, with new and modified tooling and new liveries noted; most are still awaited with some just arriving. As these were announced too late for last year's report, they are included here.

Epoch II DRG

Set of three type SSy45 heavy duty bogie flats on standard Deutz bogies.

Liliput DB Köf II**Epoch III DB**

Köf II with new style lights in red. The model comes equipped with a DCC decoder which will also work automatically on DC. In digital mode the couplings can be controlled remotely.

Liliput DB Köf II cab detail

USATC type SSy55 heavy duty bogie flat without side stakes on Minden-Dorstfeld DB 931 bogies, loaded with a weathered boiler.

SNCF FFA type SSy45 heavy duty bogie flat, no side stakes, on standard Deutz bogies.

Set of three type SSy45 heavy duty bogie flats on standard Deutz bogies.

Epoch IV DB

BR333 Köf in red.

BR333 Köf in blue-beige.

Set of three type Rlmmpps⁶⁵⁰ heavy duty bogie flats without side stakes on Minden-Dorstfeld DB 931 bogies, loaded with weathered boilers.

Epoch IV DR

Set of three type Rlmpmp³⁸⁹⁰ heavy duty bogie flats, without side stakes, on Niesky bogies.

Epoch V

BR333 Köf in traffic red/grey.

Epoch VI

BR332 Köf in MittelWeserBahn blue.

BR335 Köf in 'Kübler Spedition' green.

Dienstgüterwagen (Dgw) 206 – in the 1980s, the DB converted several special service freight wagons from former SSy45 and later Rlmpmp⁷⁰⁰/Rlmpmp⁶⁵¹ flats. These wagons were fitted with side railings, end ramps for loading road vehicles, and a box with electrical connections. They were initially used with road vehicles equipped with aerial work platforms. This allowed work on overhead lines to be carried out when a dedicated overhead line maintenance or tower car could not be obtained. They were initially painted black or brown, later becoming yellow. Often, these wagons were also used as cable drum wagons for use with tower cars. Some of these are still in service today. In yellow, on Y25 bogies. Prototype photo.

Versions of the type Uagpps bogie grain hopper: black 'Wagons Maintenance' (Netherlands), 'NPE' blue (Netherlands), 'Loko Trans' grey (Czechia), 'Burgt EUOTREIN' green (Slovakia).

In sets of two: 'Wagon Care' blue (Slovakia), 'Rail4Chem' green (Slovakia), BDZ brown (Bulgaria), BDZ one red, one brown (Bulgaria), 'NACCO' grey (Germany), and 'Grawaco' black (Netherlands).

Austria**Epoch III**

Type SSy heavy duty bogie flat on standard Deutz bogies.

Epoch IV

Set of three type SSy heavy duty bogie flats on standard Deutz bogies.

Liliput type Uagpps hoppers



Kato SBB RAe TEE II *Gottardo*

Kato

The ET425/426 four car electric sets entered service in 2000. They operate on DB Regio and S-Bahn networks in, amongst other regions, Lower Saxony, North Rhine-Westphalia, Hesse, Rhineland-Palatinate, Saarland, Baden-Württemberg, Bavaria, and Saxony-Anhalt.

Those sets transferred from the Hannover S-Bahn to the Cologne S-Bahn were modernised and a new livery of red, grey, and black was introduced.

The ET426 is the smaller two-car version, designed for lower passenger volumes.

Three models are offered:

ET424 DBAG S-BAHN KÖLN, Epoch VI.

ET425 DBAG, Epoch VI.

ET426 DBAG, Epoch VI.

Production is scheduled for August.

The Swiss Federal Railways (SBB) RAe TEE II *Gottardo* sets, later rebuilt as RABe EC, are electric high-speed trains which were used on various Trans-Europ-Express (TEE) services from the 1960s onwards. They were designed with four electrical systems, making them universally usable across Europe.

Train 1053 was operated by SBB Historic in its original TEE livery from its rebuild in 2003 until 2009 and the model represents this version.

Production is scheduled for June.

LS Models

Exclusive editions for Lemke.

Couchettes and sleepers for international trains:

– set of two NS type Bcvmh, Epoch IV-V, former TUI coaches.

– set of two CNL type Bcvmh + Bdcm, Epoch V.

– set of two Wagon Service Bvczm^{248.5} + Bvczm^{249.1}, Epoch VI.

– set of two MÁV type WLABm^{123.1} sleepers, Epoch VI.

– MÁV type Bvczm^{248.5} couchette, Epoch VI.

Coaches from the inaugural ÖBB Nightjet train on the Berlin – Paris route, set of WLABmz + Bvcmbz, with SNCF/SNCB/DB logos, Epoch VI.

ÖBB is gradually changing the Nightjet livery to the new Nightjet DANI design: Bcmz59 + WLABmz72.90 and two Bmz.

Set of two Regiojet night train coaches, Bdcm + Bcmz, Epoch VI.

Type WLAB P sleeper in CIWL Epoch IV and SNCB/NMBS Epoch V liveries.

ÖBB type WLAB AB30 sleeper, Epoch V-VI.

Set of six coaches for the TRI Urlaubs-Express, three type Bcvmh, one type BDcm, and two type WLAB AB30. The matching Ddm⁹¹⁵ double-deck bogie car carrier is also available



Minis Liebherr A 922 Litronic

Lemke

N occupies 19 pages of the 36 page brochure.

Minis

Liebherr A 922 Rail Litronic dual-mode road/rail excavator. Three versions: DB Bahnbau yellow, BLS silver/lime green, STRABAG white. CAD.

Hobbytrain

New tooling – DB BR110 Bo-Bo electric in Epoch IV red-beige.

BR 139 DB, green, Epoch IV-V.

BR 110 DB, blue-beige, Epoch IV-V.

BR 140 DB CARGO red, Epoch V.

BR 139 LOKOMOTION white with blue zebra stripes, Epoch VI.

New versions of Vossloh DE18 bogie diesel:

DB CARGO/NEXRAIL, grey/red, Epoch V

SBB CARGO INTERNATIONAL/NEXRAIL, white, Epoch VI.

CFL CARGO, red, Epoch VI.

LEONHARD WEISS, yellow/grey Epoch VI.

New tooling – DB Bcm²⁴⁶ (was Bcm²⁴³) and Bctm²⁵⁷ (was Bctm²⁵⁶) couchettes as equipped with a mechanical ventilation system; these coaches can be identified by the ventilation grilles above the staff compartments and the absence of the roof vents.

Two sets of four coaches for the TURNUS FERIENZUG – set 1 Bctm²⁵⁶, Bctmh²⁵⁷, Bcmh²⁴⁶, and WRtm¹³⁴; set

Hobbytrain DB BR110



Hobbytrain ÖBB Railjet



2 Bctmh²⁵⁷, Bcm²⁵⁴, Bcmh²⁴⁶, and Bcm²⁴³, one coach with tail lights. All have interior lighting.

Sets of two type Bcm53 sleepers for the APFELPFEIL tourist train, one in green and one in yellow/orange. Epoch IV.

Set of two type Bocmh²⁴⁴ sleepers for the DB Autozug, Epoch V.

Set of two type Bcm²⁴⁶ couchettes registered with the NS, Epoch V.

Sets of Euro-Express sleepers, two Bcm²⁴³ and two Bcm²⁴⁶ Epoch VI, as used on specials and charters.

DB Cargo type Bcmkh²⁴⁰ crew car, Epoch VI.

Railjet and Railjet Xpress (abbreviated RJ and RJX, respectively) are long-distance trains primarily operated by the ÖBB and CD. International Railjet trains also operate into most of Austria's neighbouring countries. These services began with the timetable change in December 2008.

Set of four ÖBB Railjet coaches, including the driving trailer. Extension set of three coaches.

Parallel sets in CD blue & white.

Set of two type Ddm⁹¹⁵ double-deck bogie car carriers in BTE red, Epoch VI.

SBB type Hbbillns sliding side four-wheel van, Epoch VI, weathered, and the next two (8 and 9) in the graffiti series.

Type Sggnss80 container flat operated by RailRelease, with two 40' 'WARSTEINER' containers.

Type Sggnss80 container flat operated by RheinCargo with two 40' 'CMA CGM' containers.

Sets of four different containers, one of 40' and two of 20'.

Hobbytrain type Sggnss80



Hobbytrain type Sggnss80



Kato DBAG ET425



Jägerndorfer ÖBB Rh4020 Epoch IV



ASM (Arndt Spezial Modelle) via Lemke ÖBB EuroCity coaches.

From 1989 onwards, the ÖBB procured additional pressure-resistant coaches of the UIC-Z type. These differ from the original Eurofima design by their deeper skirts, the absence of hinged windows, and the corner-mounted tail lights.

As part of an upgrade programme, some were rebuilt and modernised, receiving their current livery.

These cars operate, among other services, on EuroCity trains from Austria to Germany, Italy, and Switzerland.

Epoch V

Type BDbmpsz second baggage, Epoch V.

Epoch VI

Type Amz first and type Bmz second

Type ADBmpsz73 first baggage.

Set of BDbmpsz second baggage and Bmpsz second.

Type Bmz second with 'EUROPAMEISTER 2008' graphics.

Set of two type Bmz seconds in NIGHTJET livery.

Jägerndorfer for Lemke

New tooling – ÖBB Rh4020 three-car electric set. In the mid-1970s, the ÖBB decided to procure new stock for local transport in metropolitan areas, particularly for the Vienna S-Bahn. After several test runs with multiple

units from other administrations (including the DB ET420), the ÖBB commissioned a total of 120 three-car train sets of the 4020 series from SGP in several batches for the Vienna S-Bahn and regional services in metropolitan areas such as the Tyrolean Inn valley and the greater Linz area.

The 4020 trains were equipped with thyristor control and mixed-current motors, high-performance electric resistance brakes, and bogies without ballast and with air suspension. Following initial test runs in October 1978, the railcars were first used in trial operations on what would later become the S80 line starting in December 1978. After further test runs in Tyrol, they began operating on the main line, primarily towards Stockerau, in the spring of 1979.

The model is planned in Epoch IV (with *Pflatsch* logos) and Epoch V (*Wortmarke*) versions.

Jägerndorfer

There is a separate 24 page landscape format A4-ish catalogue for N.

The planned variants of the Desiro ML and Desiro HC will not be progressed for the time being due to insufficient pre-orders. Instead, they will focus on developing the ÖBB Rh4020 electric train set – Epoch IV blue-beige with *Pflatsch*, Epoch V grey/blue with *Wortmarke*.

However, the Rh1044 electric is coming! They are committed to this important machine, even though production has not yet started.

1044 with low vents – Epoch IV-V orange, Epoch V orange, and Epoch V ivory/red.

1044 with high vents – Epoch V 'Schachbrettdesign' orange/ivory, Epoch V Valousek-Design with *Pflatsch*, traffic red/light grey, and Epoch VI Valousek-Design traffic red/light grey with *Wortmarke*. All shown with prototype photos.

The legendary Austrian 'Crocodiles' (classes E89, 1089, and 1189) will return to the range with new drives – E89 Epoch II DRG grey, 1189 Epoch III brown, 1089 Epoch IV green, 1189 Epoch III green, 1189 Epoch IV orange, and 1100 in moss green as preserved. All CAD.

Bih four-wheel open balcony coaches, three numbers each full and half window versions in green, and four half and two full window in sapphire blue/ivory as railcar trailers. CAD.

REE / Mikado

SNCF BB67400 diesel, first run – January.

UIC couchettes, third run – Q1.

X2400 autorail, first run – Q3.

X2800 autorail, fifth run – Q4.

Jägerndorfer ÖBB Rh4020 Epoch V



Z

Märklin BR65



Märklin

Z occupies twelve pages in the 134 page new items brochure.

Epoch I

Baden class CidT 'Kittel' four-wheel steam railcar, in the original bottle-green paint scheme.

Epoch II

Limited edition – Kruckenberg 'Rail Zeppelin' propeller-powered railcar.

Epoch III DB

New tooling – MHI Exclusive Insider Club model BR65 2-8-4T.

BR01 Pacific with a 2'2T34 coal tender, large Wagner smoke deflectors, and silver boiler bands.

Blauer Enzian (Blue Gentian) Hamburg – Munich F-Zug five coach set – one end car with a baggage compartment, machine room, kitchen, and dining area, three intermediate cars 1st/2nd class, and one end car, 1st/2nd class, with an observation lounge. Working red tail lights, directionally controlled.

BR52 2-10-0 with tub tender, enclosed cab, and small Witte smoke deflectors.

New tooling – set of four type O0tz44 open bogie hoppers.

New tooling – Vomag (Vogtländische Maschinenfabrik AG) lorry on rail wheels. The body and frame are metal-impregnated plastic, the tarp cover cast bronze. A coreless motor powers both axles.

V80 B-B diesel-hydraulic, with exhaust silencer on the cab roof.

E41 Bo-Bo electric with five lamps, rounded ventilator grilles, vertical fins, and a continuous rain gutter, in chrome-oxide green.

Type Pwghs four-wheel auxiliary baggage van, based on a type BCi-29 'Thunderbox'.

Type G111 four-wheel van with promotional lettering for 'Bad. Staatsbrauerei Rothaus AG'.

Epoch IV DB

New tooling – BR491 'Glass Train' electric observation rail car, with double lamps, horns, and train radio antenna, with one scissors and one single-arm pantograph, in silver/Olympia blue.

Märklin typeO0tz44 hopper



Märklin DB VOMAG



Type Gbk1²³⁶ four-wheel van without brake platform.

Set of two type Laae⁵⁴⁰ pairs of close-coupled double-deck car carriers.

Epoch IV DR

BR55 0-8-0 with 3T16.5 coal tender.

Set of two different tank cars of Soviet origin, leased to VEB Kombinat Deutzen (former lignite mine).

Epoch VI

DB Regio (DB AG) BR798 railcar and BR998 trailer in 'Ulmer Spatz' (Ulm Sparrow) banded mint green livery.

'Luxon' train – set with BR103 electric in RailAdventure grey with type SRmz (former AD4üm-62) dome observation coach.

Märklin DB BR491 'Glass Train'



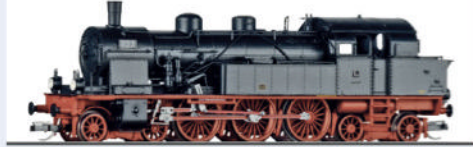
Tillig

The catalogue is 64 pages, once again in a format shorter than A4.

There are quite a large number limited editions, most of which had to be ordered by dealers before the end of March, as usual.

By period the plans are as follows, with expected delivery quarter in brackets.

Tillig Württemberg / SAAR T18



Epoch I

Modified tooling – limited edition: Württemberg T18 4-6-4T. (4)

Sachsen four-wheel tank with brake house 'Deutsche Erdöl-Aktiengesellschaft'. (1)

New tooling – Prussian type Pg four-wheel baggage van, with gas lighting and long running boards. (4)

Tillig Prussian type Pg



Epoch II DRG

BR56 2-8-0. (1)

Modified tooling – limited edition: SAAR T18 4-6-4T. (4)

Clerestory roof bogie coaches, ABC4ü tri-composite, BC4ü composite, and C4ü third, plus Pw4ü baggage van with central raised cupola. (All 3)

Set of three type OOt Saarbrücken bogie side discharge high capacity hoppers. (1)

Set of three type OOt Saarbrücken bogie side discharge hoppers. (3)

Type G Karlsruhe four-wheel van with raised brake house. (1)

Type Om Breslau four-wheel with brake house. (2)

Tank car with brake house used by 'Ölverein 4 Dresden'. (1)

Epoch III DR

Modified tooling – BR84 2-10-2T pre-series locomotive in its last years of operation, with extended coal bunker. (4)

BR52 2-10-0 with rigid frame tender. (4)

V60 0-8-0 diesel in orange with decorative stripes and buffer rings. (1)

E11 Bo-Bo electric in green with red running gear. (1)

New tooling – Pwg pr-14, with reinforced body and air brakes. (4)

Set of three type OOr bogie opens. (1)

New tooling – type Om four-wheel open. (1)

Modified tooling – type Km four-wheel lidded open. (1)

Tillig DR type Om



Tillig DR type TTeHkor / laghqs



Tillig DR type WRm (Bautzen)



New tooling – set of two type TTeHkor refrigerated bogie vans. (4)

Epoch III DB

BR38¹⁰ 4-6-0 with small Witte smoke deflectors. (2)

Type Glmms64 long wheelbase four-wheel van. (1)

Type SSt49 low loader carrying a large boiler. (3)

Epoch IV DR

Premium start set with BR132 'Ludmilla' diesel and three Halberstadt bogie coaches (one Y/B 70 first, one Y/B 70 second and one WR dining car in Städteexpress orange & cream), long oval of ballasted track 70cm x 170cm, analogue (3) or digital (4) controller.

Start set with TRAXX diesel and two Halberstadt bogie coaches, oval of ballasted track 70cm x 120cm, simple analogue controller, rerailer, plus voucher towards extension track pack and a free ticket for the Tillig museum. (4)

'Städteexpress' set, Halberstadt first and second in orange & cream. (1)

Set of three Halberstadt coaches, first, composite, and second buffet in green & cream with brown roof. (2)

A type Bcme second couchette will be available to extend the train. (2)

New tooling – Bautzen built type WRm restaurant in 'MITROPA' red. (4)

Set of two type DDm double-deck bogie car carriers in green. (1)

Tillig DR BR84



Tillig DR type Pwg



Tillig DR type Km



New tooling – set of two type laghqs refrigerated bogie vans. (4)

Type Uaa⁹⁹³⁰ low-loader bogie wagon carrying a truss girder. (3)

Type Res³⁹³⁶ bogie lowside with side stakes, loaded with two Robur 1801 lorries for export. (2)

Type OOt^u high capacity side discharge bogie hopper. (2)

New tooling – type Om four-wheel open with steel sides. (3)

Limited edition – set of six goods wagons to mark 80 years of TT with one type Udh tank, one type Ichqs refrigerated van, one type Z tank, one type Ghkms van, one type Eals bogie open, and one type Ibbhss refrigerated van, with six different logos of TT brands Zeuke, BTB, Jatt, A.C.M.E., pmt, and Tillig. (4)

Epoch IV DB

Modified tooling – BR03 Pacific with a 2'2'T34 tender and 850mm leading bogie wheels) with a number of modifications specific to the DB, e.g. thin chimney, angular inlet pipes, Knorr Tolkien-Wülfel air pump, small Witte smoke deflectors, reflector lanterns, also on the tender for the first time, Indusi magnet, and silver boiler bands. (2027) Prototype photo.

Silberlinge ABn⁷⁰³ composite, Bn⁷¹⁹ second, and BDnf²³⁸ second baggage driving trailer. (All 4)

Limited edition – set of second and second baggage driving trailer in City-Bahn orange and pebble grey.

Type Fad¹⁵⁵ high capacity side discharge bogie hopper. (2)

Epoch V

DR BR344 0-8-0 diesel in orange. (1)

BR204 B-B diesel-hydraulic in red. (2)

BR232 'Ludmilla' Co-Co diesel-electric in DB Cargo traffic red. (2) Prototype photo.

Limited edition – diesel 012 of the Karsdorfer Eisenbahngesellschaft GmbH. (4) Prototype photo.

Limited edition – six-wheel reko coach as KEG work train sleeper. (4)

Type Y/B 70 A^{506.1} first still in orange & cream with DBAG emblems. (1)

Type Y/B 70 AB^{512.1} composite and B⁵¹⁸ second still in green & cream with brown roof with DBAG emblems. (Both 3)

Set of Bnrzf⁴⁷⁹ driving trailer second and Bnrz⁴⁵⁰ second in banded mint green. (2)

Type Bybdzf⁴⁸² Wittenberg driving trailer second in traffic red. (1)

Express coaches in red & white – Avmz¹⁰⁷ first (2), two Bpzm²⁹³ seconds (1), and Bpmbdzf^{297.3} driving trailer second (1).

Start set with TRAXX diesel and two Halberstadt bogie coaches in traffic red, oval of ballasted track 70cm x 120cm, simple analogue controller, rerailer, plus voucher towards extension track pack and a free ticket for the Tillig museum. (4)

Epoch VI

BR218 B-B diesel-hydraulic in retro orient red. (1)

BR245 Bo-Bo electric in traffic red. (1)

BR143 Bo-Bo diesel-electric in traffic red. (2)

Prototype photo.

BR193 Vectron Bo-Bo diesel-electric in traffic red. (3)

Prototype photo.

BR248.5 dual mode Bo-Bo in InterCity white. (3)

BR155 Co-Co electric now used by the Erfurter Bahnservice GmbH. (4) Prototype photo.

Limited edition – electric 155 111-8 of Traktion4Rent / BahnBetrieb Gera. (4) Prototype photo.

Limited edition – electric 140 855-8 operated by TRIANGULA Logistik. (4) Prototype photo.

Limited edition – NoHAB diesel MY 1147 in STRABAG Rail GmbH white. (4) Prototype photo.

Limited edition – Co-Co diesel-electric 232 002-8 of the Container Terminal Halle (Saale) GmbH. (4) Prototype photo.

Limited edition – Bo-Bo electric 243 019-7 operated by Wedler Franz Logistik (WFL) in blue. (4) Prototype photo.

Limited edition – driving trailer in S-Bahn Leipzig blue & cream. (4)

DB Regio double-deck coach set with one DABpzbfa⁷⁶⁷ driving trailer composite and one DBpza⁷⁸⁰ second. (3)

Add-on set of two DBpza⁷⁸⁰ seconds. (3)

Limited edition – set of two type DBpza⁷⁸⁰ double-deck seconds in banded mint green with 'alex' branding. (4)

Limited edition – type Bnrzf⁴⁸³ driving trailer second operated by the Eisenbahn-Bau- und Betriebsgesellschaft Pressnitztalbahn. (4) Prototype photo.

Limited edition set – OstSächsische Eisenbahnfreunde e.V. (OSEF) museum train with BR112 B-B diesel, Bghw second, BDwsb second baggage, and type Y/B 70 second. (4) Prototype photos.

Limited edition – OSEF type WRm restaurant car. (2027) With every purchase of this model, €5.00 will be donated to the restoration fund.

Type Ros⁶⁴³ bogie flat with bolsters in traffic red. (3)

Type Ealos-t⁰⁵⁸ bogie open with increased height ends. (2)

Type Rs bogie flat operated by NACCO. (2)

Type Faccns bogie hopper operated by HVLE with 'Holcim' branding. (3)

Type Faccns bogie hopper operated by GATX with 'NRS / Basalt AG' branding. (3)

Modified tooling – InnoWaggon close-coupled pairs of bogie flats operated by VTG loaded with two 40' ScrapTainers in green, blue, and red, the latter two with '20 years' graphics. (All 1)

Premium start set with BR232 'Ludmilla' diesel and three 'KVG' type Uacs bogie hoppers, long oval of ballasted track 70cm x 170cm, analogue (3) or digital (4) controller.

Start set with TRAXX diesel in PRESS blue and four four-wheel freight wagons (type Laps flat, type Kils sliding cover, type Fbs open, and type Lgs container flat), oval of ballasted track 70cm x 120cm, simple analogue controller, rerailer, plus voucher towards extension track pack and a free ticket for the Tillig museum. (4)

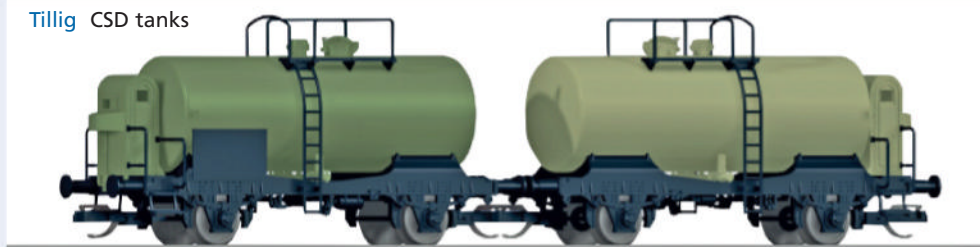
DBAG type Lgs four-wheel flat with a 40" container. START range. (1)

ITL type Fbs four-wheel open, green. START range. (1)

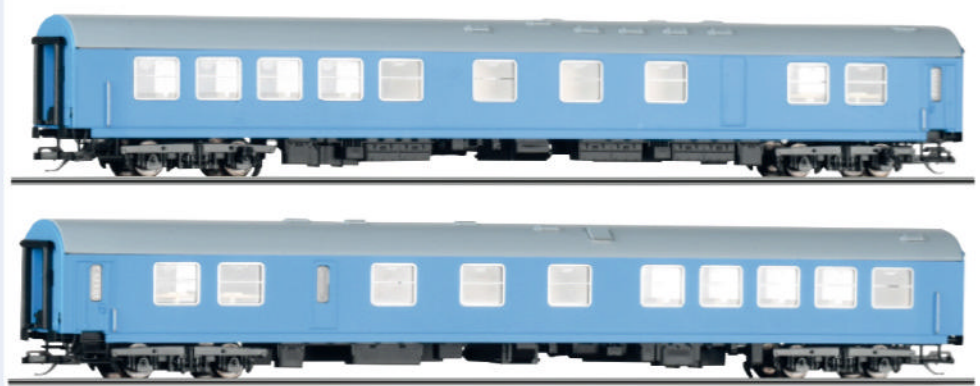
MÁV type Fbs four-wheel open. START range. (1)

Touax type Hbis-tt sliding side four-wheel van, blue. START range. (2)

Tillig CSD tanks



Tillig CSD type WRRm (Bautzen)



Tillig VTG Innowaggon flats with ScrapTainers



Czechoslovakia

Epoch III

CSD class 455.2 2-8-2T (= BR86). (2)

Modified tooling – set of two four-wheel tank wagons with brake cabin. (1)

Type Rt four-wheel tank 'Spolchemie'. (2)

Type Sa high capacity side discharge bogie hopper. (3)

Epoch IV

New tooling – Bautzen-built type WRRm restaurant car.

(4) These 26.4m long vehicles conformed to UIC type X and were approved for speeds of up to 140km/h. They were initially designated WRab, later becoming WRRm. A unique feature was the layout of the kitchen, which was the dining and buffet areas. The CSD often used these cars in international trains, such as the *Vindobona* when they were responsible for providing the dining car. In 1980, the WRRm was converted to a conventional arrangement with a large dining area and the kitchen at one end.

Type Uh four-wheel tank 'Mleko'. (2)

Czech Republic

Epoch V

Type Uacs four silo bogie wagon in 'Novácké chemické závody a.s.' green. (3)

Czechia

Epoch VI

Vectron Bo-Bo electric as class 193. (3) Prototype photo.

Vectron Dual Power class 248 for CD Cargo. (1)

Class 740 diesel used by KZC Doprava s.r.o. (3)

Limited edition – set of Y/B 70 coaches for the KZC Doprava 'Retro train' first, second, and second baggage. (4) Prototype photos.

Start set with TRAXX diesel and two Halberstadt bogie coaches, oval of ballasted track 70cm x 120cm, simple analogue controller, rerailer, plus voucher towards extension track pack and a free ticket for the Tillig museum. (4)

Type Kils sliding cover four-wheel bulkhead flat. (1)

Type Sggmrss^{578.0} articulated intermodal flat carrying two 40' containers. (2)

InnoWaggon close-coupled pair of bogie flats loaded with four WoodTainer XXL. (4)

Type Faccnpps bogie hopper used by Railco (CZ). (3)

Set of two type Eaos bogie opens in 'NACCO' blue. (3)

Hungary

Epoch VI

Type Eas bogie open of the Magyar Magánvasút Zrt. (4)

Poland

Epoch III

Modified tooling – PKP Ty5 2-10-0 with PKP lanterns and new smokebox door. (4)

Type Kddt four-wheel van. (3)

Epoch VI

Type Uacs four silo bogie wagon in PKP Cargo International blue. (2)

Russia

Epoch IV

SZD type WLABm sleeper with ribbed sides, in green. (3)

Denmark

Type car Ze four-wheel tank with brake house in 'Dansk-Norsk Borregaard' yellow. (2)

Tillig PKP Ty5





Roco DR 'Thunderbox' coaches



Roco

Roco already had some TT items and acquired the Kühn range in late 2023. They have published a separate 68-page TT brochure. Delivery quarter in brackets.

Epoch II

BR44 2-10-0 in photographic grey. (3)

Set of two type SSys heavy duty bogie flats with side stakes. (3)

Roco DR E42



Epoch III DR

Update – E42 Bo-Bo electric with four double vents, in green, now with Next18 decoder socket. (4)

Bogie tank with brake house in 'BUNA' blue. (3)

Epoch IV DB

Update – BR103 Co-Co electric, pre-series, with skirts and scissors pantographs, now with Next18 decoder socket. (3)

Roco DB BR103



Roco DB BR261



Update – BR261 0-6-0 diesel in original red. (3)

Type Hbbis sliding side four-wheel van with traces of repairs. (2)

Set of two type Rlmp heavy duty bogie flats with side stakes. (3)

Set of two bogie tanks with brake platform in 'VTG' grey, different shades. (2)

Roco DR BR211



Epoch IV DR

BR44 2-10-0 with wartime austerity cab, new boiler, and small Witte smoke deflectors. (1)

Limited edition of Pacific 18 201 in green to mark 65 years of the unique loco. (2)

To accompany – Ame first, Bme second (two numbers), and BDme second baggage (with guard's lookouts) in green & cream with brown roof. (All 1)

Update – BR211 Bo-Bo electric with four double vents, in red, without Indusi magnets, now with Next18 decoder socket. (4)

BR110 B-B diesel-hydraulic in red, with weathered cab roof. (4)

BR120 Co-Co diesel-electric 'Taigatrommel' with original exhaust silencer, in red with wide stripes. (1)

New tooling – four-wheel 'Thunderbox' four-wheel coaches: type Baai second with enclosed vestibules, type Baai second with open platforms, type Baair second with luggage space with open platforms, and type Daai baggage with raised cupola lookout. (All 4)

Two sets of two double-deck 'Sputnik' coaches in red & cream as used around Berlin, type DBmq second driving trailer and type DBmu second, and two type DBmu seconds. (Both 3)

Set of two bogie coaches in trial liveries, ABme composite in green & beige and Bme second in blue & white. (2)

Set of two type Shimmns sliding cover bogie bulkhead flats. (1)

Set of two type ZZw bogie tanks with brake platform in grey. (2)

Set of three type ZZhs bogie tanks (chromed) with brake platform (4)

Epoch V-VI

ER20 Bo-Bo diesel-electric as BR253 in early PRESS blue. (2)

Set of two type Zaes kinked tank bogie wagons in 'NACCO' black. (4)

Roco DBAG BR111



Roco DBAG BR363



Epoch VI

Update – BR363 0-6-0 diesel in InterCity white. (3)

Update – BR103 Co-Co electric, short cab, with red frame and single arm pantographs, as preserved, now with Next18 decoder socket. (3)

Roco DBAG BR103



Update – BR111 Bo-Bo electric limited edition in 'Touristikzug' livery, as now available for lease, now with Next18 decoder socket. (4)

Update – BR115 Bo-Bo electric limited edition with '80 Jahre Autozug' graphics, now with Next18 decoder socket. (4)

Update – set of two BR140 Bo-Bo electrics in Erfurter Bahn Service black livery, now with Next18 decoder socket. (4)

BR111 Bo-Bo electric with single arm pantographs in Smart Rail livery. (3)

BR232 Co-Co diesel-electric in DB Bahnbau yellow. (3)

ER20 Bo-Bo diesel-electric as Rh2016 in RailAdventure grey. (2)

Stadler RS1 RegioShuttle diesel bogie railcar as BR650 in Waldbahn green and ODEG white/green/yellow. (Both 4)

Type Hbbllns sliding side four-wheel van in DB Cargo traffic red. (1)

Set of two type Shimmns sliding cover bogie bulkhead flats used by 'Captrain'. (1)

Roco DBAG BR115



Set of two type Shimmns sliding cover bogie bulkhead flats in orange with blue 'wascosa' covers, lettered in German one side and English the other. (1)

Set of three type Taosos swing roof bogie limestone hoppers in 'VTG' grey. (3)

Set of three type Taosos swing roof bogie limestone hoppers in 'NACCO' blue. (3)

Austria

Epoch VI

Set of two type Shimmns hooped cover bogie bulkhead flats in Rail Cargo Austria blue with white covers. (1)

Czechoslovakia

Epoch III-IV

Type Ra bogie tank with brake platform in 'VDP' yellow. (3)

Epoch IV

T679.5 'Taigatrommel' Co-Co diesel-electric in red with yellow end panels. (2)

T478 'Goggles' diesel in red with yellow end panels. (3)

To accompany – first, second (two numbers), and second baggage bogie coaches in green. (All 2)

Czech Republic

Epoch V

T749 diesel, third series with ribbed sides to roof level, in special blue & white livery. (3)

Set of two type Bmto double-deck seconds in blue & grey. (3)

Epoch V-VI

T751 'Bardotka' diesel, third series with ribbed sides to roof level, in CD Cargo red/white/grey livery. (3)

Czechia

Epoch VI

Stadler RS1 RegioShuttle diesel railcar as CD class 841 in green & white. (4)

Set of two type Shimmns hooped cover bogie bulkhead flats in CD Cargo grey. (1)

Slovakia

Epoch VI

Limited edition – ER20 Bo-Bo diesel-electric in Metrans special 'past - present - future' livery. (2)

Class 750 'Goggles' diesel equipped with electric train heating in blue/white with yellow 'flash'. (3)

To accompany – second, second (declassified first), and second baggage bogie coaches. (All 2)

Poland

Epoch III-IV

BR44 2-10-0 as PKP Ty4 with large Wagner smoke deflectors. (2)

Epoch IV

Set of two type Bwxzd bogie compartment coaches in green. (2)

Epoch VI

Set of two type B16mnopux double-deck seconds in PolRegio red & orange. (3)

Set of two type Shimmns sliding cover bogie bulkhead flats in PKP Cargo blue. (1)

Set of two type Eanos bogie opens in PKP Cargo blue with new logo. (4)

The Netherlands

Epoch VI

Set of two type Shimmns sliding cover bogie bulkhead flats with purple 'rail release' covers. (1)

Arnold DE18 as SNCF Infra BB79000



Arnold DR 18 314

Arnold Transfesa 'Mega Car Carrier'



Arnold

TT and N are in a separate catalogue, not with the Hornby International HO brands. TT occupies around twenty-six of the 135 pages.

No delivery dates are given.

Many of the items noted as new have been announced before, but 2026 models are marked.

DR Epoch III

New tooling – unique rebuilt Pacific 18 314, coal fired, both in black and in plain green. Prototype photos.

DR Epoch IV

New tooling – rebuilt Pacific 18 314 as 02 0314-1, oil fired, in green with lining. Prototype photo.

Four-wheel refrigerated van in three liveries, 'Halloren', 'KIM / Goldbroiler', and 'Rhöntropfen'.

Epoch V

New tooling – articulated double-deck 'Mega Car Carrier' in blue with original Transfesa logo.

Epoch VI

Class 66 Co-Co diesel in Euro Cargo Rail maroon/yellow. (HHPI grey and HGK red versions are still shown as new tooling from last year.)

New tooling – class 77 variant as Euro Cargo Rail BR247 in white/yellow. Prototype photo. (DBAG traffic red version still shown as new tooling from last year.)

New tooling – articulated double-deck 'Mega Car Carrier' in STVA brown. Prototype picture.

Pack of two bogie container flats in grey loaded with two 20' and one 40' 'MAERSK' containers.

Bogie container flat in grey loaded with 45' 'Norbert Dentressangle' container.

Bogie container flat in grey loaded with 45' 'Warsteiner' container.

Bogie container flat in grey loaded with two 'DB SCHENKER' 20' tanktainers.

Pack of two bogie silos in orange with large 'WASCOSA' logo.

Pack of two round-sided bogie cereal hoppers in 'MILLET' grey.

Pack of two round-sided bogie cereal hoppers in 'MILLET' blue.

Round-sided bogie cereal hopper 'Interfracht', with bird graffiti.

France

Epoch IV

New tooling – CC72000 diesel in original blue/grey.

New tooling – type Ladks articulated single deck vehicle transporter in GEFCO grey.

Epoch IV

New tooling – CC72000 diesel in Fret silver/green.

Epoch V

New tooling – CC72000 diesel in 'en voyage' livery.

Modified tooling – DE18 diesel as BB79000 in SNCF Infra grey & yellow.

New tooling – type Ladks articulated single deck vehicle transporter in GEFCO blue.

Arnold SNCF CC72000



Arnold type Ladks car carrier



Piko DBAG BR143



Saxonia DR BR03¹⁰



Saxonia

The 28 page brochure is mainly TT, with some HO.

New tooling – BR03¹⁰ Pacific with standard T34 tender, in DR Epoch III and IV versions.

The models have cast metal frame, boiler, and tender body, with a coreless motor and gearbox in the boiler. The inside motion will be represented (non-working). The model will come fitted with a loudspeaker and a Next18 decoder socket. Directional lights by LEDs, with switchable cab, firebox, and running gear lights (in digital through the decoder and in analogue by slide switches).

The BR92⁵ (Prussian T13) 0-8-0T is due to a similar specification in DR Epoch III and IV and DB Epoch III versions, taking into account detail differences such as rivetted or welded water tanks, cab back, coal bunker, smokebox door, and lights.

New in Epoch I – Sachsen C4ü Sa07 bogie coaches, set of two and two singles, one with tail lights, all with option of interior lighting. Already produced for Epochs II and III.

The Deutz four-wheel tank with brake platform is offered with MÁV Epoch IV markings.

Igra

Delivery quarter in brackets.

Epoch III sets of two four-wheel wagons, type Gm39 van and Omm39 open: DB (two numbers), DR, and CSD (classified Vtr and Ztr). (All 1)

Further versions of the type Uacs four silo bogie wagon: Epoch IV – Slovceiment (4); Epoch VI – Kotuuc Stramberk (2), – Certovy Schody (4).

Further Epoch VI versions of the type Faccs bogie hopper: CD cargo brown (2), AWT grey (3)*, Chladek a Tintera blue (4).

Further Epoch VI versions of the type Zans88 bogie tank: ERR silver (type Zacens) (2), GATX 'Lotos' white (3), GATX 'Lotos' dark grey (3), Nitro Chem blue (4). All illustrated with drawings, except * prototype photo.

NPE

Epoch IV DR

Type Samms⁴⁸⁶⁰ heavy-duty six axle flat, no load, in two liveries.

Schirmer

A new name to us but seems to have developed quite a range of TT.

New this year – re-run of the PwPosti34a baggage mail van in DRG Epoch II, DR Epoch III, and DR Epoch IV variants. All three are now available for pre-order.

Delivery is expected shortly.

Schirmer DR type PwPosti34a



Piko

There is no separate new items leaflet for TT, but new items are noted in the 40 page A4 size landscape format full catalogue. Delivery quarter in brackets.

Epoch III DB

Type G02 four-wheel van with raised brake house decorated for 'Gebr.Maisel'. (1)

Epoch III DR

BR91³ 2-6-0T with correct lamps, cab, and extended bunker. (2) CAD

Type G02 four-wheel van with raised brake house decorated for 'Hexenkuss'. (1)

Epoch IV DB

BR290 B-VB diesel-hydraulic in Bundeswehr service. (3)

Epoch IV DR

BR118 C-C diesel-hydraulic in 'economy' livery. (1)

BR231 Co-Co diesel with resistance brakes. (2)

BR243 Bo-Bo electric in Bordeaux red. (3)

Epoch V

Type Ucs four-wheel twin silo wagon 'GATX'. (2)

Epoch VI

Modified tooling – BR143 Bo-Bo electric in traffic red. (1)

BR143 Bo-Bo electric in Bahnbau yellow. (3) CAD

BR151 Co-Co electric in HSL livery. (1)

BR118 C-C diesel-hydraulic as used by Cargo Logistik. (1)

G1206 bogie diesel in Vossloh Leasing grey/green. (2)

Set of two bogie chromed tank wagons operated by ermewa. (1)

Czechoslovakia

Epoch III

BR91.3 2-6-0T. (3) CAD

Epoch VI

Class 242 Bo-Bo electric in two-tone blue & white. (4) Prototype photo.

Slovakia

Epoch V

Type Ucs four-wheel twin silo wagon. (2)

Epoch VI

Bogie chromed tank wagon operated by GATX with 'ChemOil' branding. (1)

Hungary

Epoch VI

Taurus Bo-Bo electric in MÁV-Start blue & white. (2)

Poland

Epoch VI

Set of two type Falns bogie side discharge ballast hoppers in PL-CTL grey. (2)

The Netherlands

Epoch VI

Bogie chromed tank wagon operated by RTI. (1)

Piko DR BR91³



Busch DR BR56



Busch

The Prussian G8.1/BR56 2-8-0 announced last year is now expected in the first quarter (analogue) and second quarter (digital).

New tooling – type Samm⁴⁸¹⁸ six-axle heavy duty bogie flat/lowside, with real wood deck, carrying various loads: large wooden crate, prefabricated building panels in KPB-25 transport frames, two T55A tanks, and ballast.

Type Ks four-wheel lowside with side stakes carrying either cable drums or steel girder.

Type Fal side discharge hopper on Niesky bogies, loaded with coal.

Type Fal-zz ore hopper on Niesky bogies.

Type Fakks⁶⁷⁸¹ side tipping bogie open loaded with ballast.

Flat on Niesky bogies carrying three limestone tubs used by Leuna-Werke.

All the above wagons are DR Epoch IV.

DBAG Epoch VI – type Sgns⁶⁹¹ bogie container flat in traffic red carrying three high capacity wood chip containers.

Busch DR type Samm⁴⁸¹⁸



Busch DR type Samm⁴⁸¹⁸



NPE DR type Samms⁴⁸⁶⁰



Lenz V36



Lenz

V36.2 diesel

The Wehrmacht WR 360 C locomotive was developed for the military. After 1949, 63 remained with the DB. They differ from the V 36.4 mainly in their smaller dimensions, shorter wheelbase, lower weight, and a maximum speed of 45km/h. They were used on short distance passenger services, for shunting, and on works trains. The last were taken out of service by the DB in 1981 and by the DR in 1985. Many have been preserved.

The model uses a combination of metal and plastic and is the first diesel from Lenz to feature a smoke generator.

Versions: Epoch IIc*, Epoch III DR, Epoch III Oberpostdirektion Hannover (red)*, Epoch IV DB, Epoch III ÖBB*, and Epoch III SNCF. (* only if there is sufficient demand.)

Lenz BR81



BR81

The BR81 0-8-0T were superheated shunters in the DRG standard programme. Ten were delivered by Hanomag in 1928. All passed to the Deutsche Bundesbahn in 1949 and were used in north-western Germany until 1963. The models feature not only a steam generator but also a separately switchable cylinder steam generator. There will be one DRG and two DB versions.

DRG standard branch line coaches

From the 1920s onwards, the DRG procured several series of standard four-wheel branch line coaches. These were built on a standard underframe which was shorter (12m) than the main line coaches known as 'Donnerbüchsen' (13.92m). Thanks to improvements in welding technology, they were lighter than the riveted Donnerbüchsen so were suitable for use on lines with steep gradients and as railcar trailers.

Both Ci-33 third and BCI-34 second/third will be made in bottle green with Epoch III markings.

Lenz standard branch line coaches

Lenz type ARm²¹⁶ half diner/first

DB 26.4m express coaches

Shortly after the Deutsche Bundesbahn was founded, there was a need to renew the vehicle fleet. After some experiments, it was decided that new coaches would be longer (26.4m) and narrower. This was first applied to express coaches. Due to the narrower body, only six seats per compartment could be installed in third class, which still existed at the time, as in second class. The windows of the 'upholstered class' were 1.2m wide, those of the third class only 1m. Instead of a bellows, the corridor connection was protected with a rubber seal.

The models have plastic bodies and metal bogies for good running. They have a current collector in the axle bearings and digitally switchable buffered interior lighting using warm white LEDs. The lighting in individual compartments can be switched on and off separately under digital control. Close couplings and the Lenz coupling are standard.

Epoch III

A4üm-55 first cobalt blue
 AB4üm-55 composite chrome green
 BPw4ümg second baggage chrome green
 B4üm-63 second chrome green
 Pw4üm-60 baggage van chrome green

Epoch IV

Am²⁰² first cobalt blue
 ABm²²³ composite chrome green
 ARm²¹⁶ half diner first red/blue
 Bm²³⁴ second chrome green
 Dm⁹⁰² baggage van chrome green

D28 pre-war express coaches

For the first time, Lenz will produce the D28 coaches with DR markings. These coaches also travelled to Frankfurt/M and Hamburg on interzonal trains. Due to high demand, some DB versions will be re-run with new numbers.

Epoch 3

DR A4üe first bottle green
 DR B4üpe second bottle green
 DR Pw4üe baggage van bottle green
 DB Pw4üe baggage van bottle green
 DB ABR4üe half diner composite steel blue
 DB AB4üe composite bottle green

Epoch 4

DB Düe⁹²⁷ baggage van chrome green

DSG skirted dining car

In response to numerous requests, the WR4üge dining cars will be re-run in Epoch III form, two DB versions and a Mitropa dining car from the Deutsche Reichsbahn.

Lenz type WR4üge



Lenz type Om



There were many different designs of the type Om12 four-wheel open: with a brake system, with only a through brake pipe, with a brake platform and a handbrake. The following models will be re-run: Epoch II DRG, Epoch III DB standard, with brake platform, and through piped, and Epoch IV DR (through piped).

Lenz type Om



Lenz type G10



The type G10 was the most common four-wheel van in Epochs I to III. A large proportion were through piped, i.e. without continuous brakes. A DB version will be re-run.

Current situation with new editions:

E41 with double lamps: available.
 BR24 2-6-0: first quarter.
 V20 0-4-0D: second quarter.
 E69 four-wheel electric: second quarter.
 ETA150/ESA150 battery railcar: second quarter.

Lenz DB E41



BR245 diesel: second quarter.
Hooped cover bogie flats: second quarter.
VT95 railbus: third quarter.
VT627 railcar: third quarter.
SBB Re4/4^{II} electric: fourth quarter.
Container wagons: fourth quarter.
E03 electric: first quarter 2027.

The Taurus and TRAXX models are being postponed for the time being due to insufficient pre-orders.

BR80 – not all announced versions were popular and demand did not reach the required minimum quantity, so only one Epoch II DRG, one Epoch III DR, and two Epoch III DB variants will be produced. Nevertheless, there will still be a model for each era and each administration:

Lenz BR80



KM1

The Gauge 1 specialist has some projects in O.

Baureihe 98.3 – Premium Edition

The 'Glaskasten' PtL2/2 0-4-0T is now nearing delivery, with a sound decoder and pulsed smoke generator. Production of all versions, from Era I to the preserved, was completed in January, with delivery expected in early February 2026.

The Premium Edition model has high-performance motor, multi-protocol high-performance decoder with energy storage and KM1 high-quality sound, Dynamic Smoke generator, directional headlights, independently switchable red taillights, cab lighting (all with warm-white LEDs), robust drive with smooth ball-bearing gearbox, ball-bearing and sprung drive and axles, stainless steel tyres, wheel centres with elliptical spokes on both sides, sprung buffers, movable cab doors, functional latches, opening smokebox door, finely detailed pipework, detailed, multi-coloured cab, imitation wooden floorboards (depending on version), NEM365 couplings fitted, with prototypical screw couplings supplied, and optional digital remote-controlled couplings.

More O locomotives will be released later in the year.

KM1 PtL2/2



KM1 type BC21



KM1 type D21



KM1 type Pwi29



BC21, D21, Pwi29 four-wheel coaches

When the Reichsbahn was founded in 1920, it took over a very diverse fleet of rolling stock from the various state railway administrations. To keep maintenance costs down, the newly established Standardisation Committee set specifications for new vehicles. Standard underframes were intended to simplify spare parts management. The first standard compartment cars were built in 1921. While the underframes were manu-

factured according to standard specifications, the bodies were still constructed using traditional wooden methods. The frame was assembled from wood, sheathed with boards, and clad externally with sheet metal. As with earlier compartment coaches, continuous running boards ran along the length of the body, while the ends had steps and handrails to allow access to the lamp brackets.

These standard compartment coaches were built in various classes and were not withdrawn from active service by the DB until the 1960s. Some were later converted for maintenance and construction trains.

KM1 offer BC21 composite, D21 baggage, and Pwi29 post vehicles with various period appropriate markings.

The Premium Edition models have functional NEM365 couplings with prototypical screw couplings supplied; optional digital remote-controlled couplings are available. Features include sprung buffers, sprung axles in ball-bearings, detailed interior, complete detailing of the underframe and brake system, a multi-protocol function decoder with energy storage for digital switching of the interior lighting.

The models are not yet in stock. Some types have sold out already, others are still available to order.

KM1 PtL2/2



MBW DB 26.4m middle entrance coach



MBW

The website lists the following projects:

The BR03 Pacific is still listed in fifteen forms, with appropriate detail differences, for DB and DR Epochs III and IV. Prototype photos.

The DB 26.4m centre-entrance coaches are currently under construction.

Sets of two type E36 bogie coaches and three four wheel-vans (DB Glmhs50, DR Gos45) are now in production. Drawings.

The riveted E30 express coaches will be produced in 2027 in a wide variety of variants.

Schnellenkamp



narrow gauge transporter

Schnellenkamp

The O gauge specialist offers models in 1:45 scale of mixed plastic/metal construction.

The narrow gauge transport wagon should be delivered at the end of March. The highly detailed model has wheelsets with side play which allow it to negotiate 900mm radius curves. Two pairs of electrically conductive rails allow both Om and Oe locos to be run onto the wagon. The buffers can be hinged to permit this. The model comes with NEM couplings and scale screw couplings are also provided. DRG, DB or DR versions.

In late autumn there will be a new batch of the DGW266 bogie ballast hopper with new numbers and paint schemes.

NMJ NSB Di3



NMJ

There will be more versions of the NoHAB/AFB diesel in the Topline plastic range, with the option of digital sound. Either scale or Lenz couplings are supplied. NoHAB and AFB machines differ in some body details, e.g headlights, fuel tanks, battery boxes, and bogie frames.

NSB Di3 642 in original wine red.

MY 1142 in red & black with 'CLR' lettering for Luxembourg.

My 1155 in Altmark Rail Borealis livery.

My 1145 in Altmark Rail Tuborg Christmas special livery.

11314 in Altmark Rail red with Olsenbande graphics.

NMJ NSB type Df



NMJ SJ MTR56



In the Superline brass range, expect a model of the SJ MTR56 works draine, with snowplough and crane, in a choice of two numbers.

Also due are NSB former German 'Thunderbox' four-wheel coaches: C3 third with two open balconies (two numbers), BF3 second/baggage with two open balconies, and BFV1 rebuilt second/baggage with one open balcony (four numbers).

The NSB type DF bogie Post/baggage/guards van is coming in Epoch III and IV versions.

NMJ NSB type BFV1



Spur 1 Austria

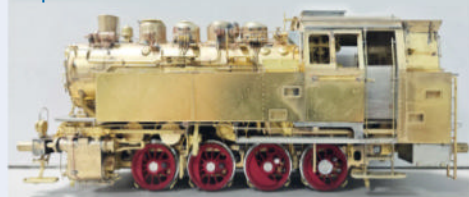
The BR81 0-8-0T is taking shape. The sample is largely complete. The next step is to equip the model with its electronics. These are being developed and manufactured in co-operation with ESU specifically for this model. This ensures that model not only looks stunning, but also delivers the performance expected: smooth acceleration, reliable power pickup, and convincing running characteristics, even during shunting. Delivery is scheduled for the second quarter of 2026.

Production of the BR52 is slightly delayed and completion is now expected in the second quarter.

The E71 is scheduled for completion in 2026.

E94/Rh1020 and Rh1089/1189 – these are proceeding in parallel with the Gauge 1 models.

Spur 1 Austria BR81



Fulgurex BLS Re4/4



Fulgurex

The ongoing French project is the Nord/SNCF TAR 36 ZZ and XF high speed train (as done in other scales previously).

The Bern Lötschberg Simplon Re4/4 electric was delivered in six numbers and names across Epochs III and IV, the latter with reinforced pantographs, and including one with single arm pantographs. The models have a sound decoder, with authentic sound. Limited to a total of 55, the stock list shows just one version left – No.163 *Grenchen*.

Märklin 'Crocodile'



Märklin

Märklin is not usually associated with O now but offer an exclusive limited edition replica of the 'Crocodile' (ref.CCS 66/12920) from 1934/5.

The frame and body are die-cast zinc. Two motors power both trucks, and model has an mfx digital decoder. Dual white headlights change with the direction of travel. Length over buffers 435mm.

Strictly limited to 999 models worldwide, with a numbered certificate of authenticity.

Also a reproduction of the historic Märklin Fuchs excavator (ref.8035) in approximately 1:45. The superstructure, boom, shovel, and body are die-cast metal, the floor is sheet metal. The wheels are turned aluminum with rubber tyres. The headlights, tail lights, window frames, and other details are painted. The model can be rolled, the upper part can be rotated, the outriggers are adjustable, and the raising/lowering function of the shovel can be done using a cable or lever. Limited edition.

Märklin Fuchs excavator



Gauge 1

Märklin Henschel DH500C



Märklin

Gauge 1 occupies four pages in the 134 page new items brochure.

The main new item is a Henschel DH500Ca jackshaft drive 0-6-0 industrial diesel.

Henschel was a relatively late entrant into the market for diesel locomotives, eventually focusing on building rugged industrial types. The most successful was the 500hp DH500Ca, of which 89 were built between 1959 and 1971. They could reach speeds up to 60km/h and customers in Germany and further afield used these locos for a wide variety of applications. The model incorporates an mfx decoder with sound, cab lighting, and remotely operated couplings.

Five versions are offered:

Epoch III

Henschel works loco No.2 in blue.

PTT depot Zürich-Sihlpost, Switzerland, No.6.

Epoch IV

RAG (Ruhrkohle AG) Zechenbahn- und Hafenbetriebe Ruhr-Mitte V 565.

OHE DH 63, leased to DB Braunschweig.

Epoch V

Eisenbahn und Häfen GmbH, Duisburg-Hamborn, No.780.

Most are shown with prototype photos.

Type G11 four-wheel van without hand brake with advertising marking the 70th anniversary of the 'Tannenzäpfle' beer brand brewed by Bad. Staatsbrauerei Rothaus AG.

Museum model for the year – type G four-wheel van without handbrake and without end reinforcements, painted and lettered for the firm Kleemann in Faurnau. Limited edition, available only in the Märklineum Shop in Göppingen.

KM1

The BR50 2-10-0 is to be re-run, with delivery planned for late 2027.

This model was the first Classic Edition in Gauge 1 almost twenty years ago. The all-metal model won many newcomers to Gauge 1, as the level of detail and technical features were amazing for the price. Since the initial delivery, many variants have been developed and delivered. This model is being revived with some updates, but at attractive prices for pre-orders until 30th June 2026.

KM1 DRG BR50



KM1 DB BR50



KM1 DB BR50 with 'Kab' tender



KM1 Vectron

Märklin type G11 van



Märklin type G van



KM1 V20



Joining the existing ten versions with four-dome boilers is a new DR variant.

These models are planned as a final edition and are intended to be the last opportunity to acquire a BR50 from KM1.

The small four-wheel V20 diesel is ideal for shunting on small layouts and dioramas. The Classic Edition all-metal model offers variants from Era IIc to existing preserved examples. The fully digital model, complete with sound, is ideal for both beginners and experienced modellers. It features a finely detailed cab, working doors, and open ventilation grilles, significantly more than is typical for entry-level models. Delivery is scheduled for mid-2026.

Pacific 18 314 has a remarkable history. Originally built for the Baden State Railway as a Class IVh, it continued to operate for the DRG in the Rhine Valley during Epoch II. After the war, it was slated for decommissioning but it was transferred to the DR in exchange for 18 434. It then underwent repairs at Stendal works and in 1951 was transferred to the newly-established Halle Locomotive Testing Institute (VES-M Halle) where high-speed locos were needed for testing express coaches. From 1960, the loco was rebuilt with a *reko* boiler. During this process, it received the conical smokebox door and streamlined fairings on the cylinders, running board, and domes. The striking green paintwork, similar to that of 18 201, gave it a distinctive appearance. It was approved for speeds up to 150km/h and equipped with a counter-pressure brake. From 1961, as well as experimental work, it was also sometimes used on regular services, initially coal-fired. With the installation of oil-firing in 1968, its performance was significantly increased. It was also given a computer number, 02 0314-1. In 1984, it was transferred to the DB and two years later moved to the Sinshiem Auto & Technik Museum, where it can still be admired today. The model was due for delivery in February 2026.

Electric locos have been less of a focus for large scale modelling than steam and diesels, and modern designs even less so! However, new locos are now in demand. KM1 is responding to this trend and has announced the Vectron in no fewer than twelve liveries, a truly European model. It comes fully equipped for digital operation. The model features all-metal construction with a die-cast frame and brass body. It even has illuminated replicas of the displays in the cab! Variants representing DB, ÖBB, SBB, BLS, CD, PKP, MRCE, Locomotion, and HectorRail are offered. The attractive price is intended to appeal to newcomers and fans of modern railways alike. Delivery began in February 2026 with the distinctive 'Shark' design of Rail Force One.

KM1 V20



KM1 18 314



Spur 1 Austria

The BR44 2-10-0 has reached the final assembly stage, focusing on the final details: assembling components, and making fine adjustments. Samples are expected soon. If everything goes according to plan, the work should be finished by mid-March.

Progress is also visible with the BR01¹⁰ Pacifics. The complex soldering work is now largely complete, and the models have already reached the next important phase: the assemblies are currently being painted and surface finished. It is expected to be ready in the second quarter of 2026.

It is already clear that some variants will only be available in very limited quantities. Several versions are already sold out, and there are only a few left of others.

Several other projects are under construction, others are about to open for pre-orders, or are entering the next production phase.

BR86 – completion and delivery have been postponed to the second quarter of 2026.

BR38¹⁰⁻⁴⁰ – pre-orders will open during February.

BR03 – pre-orders will open during March.

BR77/78 – design is progressing well and prototypes are planned for June 2026.

ÖBB Rh1044/1144 – design work is also progressing well and should be completed as planned in April. Prototypes are also planned for June 2026.

E94 / ÖBB Rh1020 – design work for the second series has begun. Updates expected through the year.

ÖBB Rh1089/1189 – design for the new edition began in March.

ÖBB Rh1016/1116/1216 – the selection of variants is being reviewed.

A new, unique construction train vehicle with a special function is in development. The special feature: Made in Austria. The project was scheduled for release in February 2026.

Other projects noted as 'under way' with delivery likely in the first quarter of 2026: BR52 2-10-0, BR52⁸⁰ *reko* 2-10-0, and BR81 0-8-0T.

MBW fireless 0-6-0



MBW

High specification metal models.

Currently listed:

– a fireless 0-6-0 in twenty variants.

– a BR19 2-8-2 in seven variants, due in 2026/2027.

Three of the variants will only be produced if a total of 80 models are ordered:

Epoch I – Länderbahn green, gas lighting;

Epoch II – DRG, electric lighting;

Epoch IIIb – DB, electric lighting (fictitious version).

The express train coaches will be supplemented with further variants, starting with Eras III and IV.

A set of five F-Zug coaches is planned for mid-2027, in two versions.

The E36 express train coaches will be delivered in 2026. Currently sets of three are available, with a choice of wheel standards. In 2027, there will be further variants and a baggage van.

The BCi33 / Ci33 standard branch line four-wheel coach is planned for 2027 with many variants, including foreign. The models will include an ESU decoder and light bar.

These projects are mostly illustrated with drawings.

Spur 1 Austria BR01¹⁰

Narrow gauge

German narrow gauge in 1:87

Bemo

The company is celebrating 50 years.

The new items leaflet is six A4 pages. It begins with Om (1 page), then HOm (2 pages), then HOe (2 pages).

Sachsen HOe

The Metal Collection Exclusive Model for this year (for which orders must be in by 1st May) is another Sachsen IVK with lights and sound – as 99 594 for Epoch III and 99 1594-3 for Epoch IV. The prototype is currently operational on the Preßnitztalbahn.

It has been on many railways in its eventful history. After being retired from the DR, it went to Norway from 1977 to 1984, then to the Öchsle in Baden-Württemberg until around 1994, where it was never used regularly. It then passed into private ownership and was based in Straupitz and Putbus. After being overhauled in Romania in 2006, it remained on the island of Rügen and was acquired by the Preßnitztalbahn in 2014.

99 594 – Kirchberg depot, high water tank inlet, old cab roof with old roof vents and additional open flaps, Heberlein equipment.

99 1594-3 – Aue depot, as rebuilt, high water tank inlet, without Heberlein equipment, hoses for train heating, numbers on the sides and coal bunker, smokebox door number plate with prototypical different fonts.

Both have bunkers filled with real coal.

ESU LokSound 5 Nano decoder with Henning sound, switchable direction-dependent triple headlights, cab lighting, firebox flicker.

Modified tooling – Sachsen IK 0-6-0T

The fifth Sachsen IK was delivered on 6th July 1883 with a round cab. Unlike its predecessors, it lacked the running gear fairing. More striking, however, was its greater length over buffers, which also resulted in a cab that was nearly 30cm longer. It was retired in 1923.

Powered by a coreless motor, with a six-pin digital interface (NEM651) for soldering.

Prototype photos. Orders by 1st May.

Bemo will this year resume production of the *Einheits* (standard) BR9973-76 with riveted water tanks after a hiatus of over twenty years. These locos, built by Hartmann and Schwartzkopff, were delivered with electric lighting, or had it added by the early 1930s.

Three numbers are planned: 99 732, 99 742, and 99 757. All illustrated with prototype photos.

The ready-to-run models will be in early Epoch III condition, with original fittings and without a gas reservoir on the bunker. Typical features include the feed-water heater, the air-operated drain cocks, and the large turbo generator. 742 has a makeshift smokebox door.

The model is powered by a coreless motor, and has a six-pin NEM651 digital interface for soldering.

Tillig

Narrow gauge is on four pages of the combined 24-page HO leaflet.

The expected delivery quarter is given in brackets.

There is no mention of the planned Harz Mallet which last year was expected in 2026.

Set of two type Rf4 transporter wagons, with DR Epoch III markings. Metre gauge (HOm) version with Knorr brake system for the Spreewald network and narrow gauge (HOe) with KE brake system for Saxony. (Both 3)

Tillig HOm/e Rf4 transporter



Bemo HOe DR IVK 99 594 / 99 1594-3



pmt (Technomodel) HOe SDG type KD



Tillig HOm/e HSB 'cabrio'



Limited edition metre gauge version with KE brakes for the Brohltal-Eisenbahn GmbH. (3)

Modified tooling – HSB so-called 'cabrio' wagon No.506, bogie open wagon with bench seats, available in either HOm or HOe. (2)

pmt (formerly Technomodel)

New tooling – type KD bogie baggage van as used by the SDG on the Fichtelbergbahn, *reko* version with original roof shape and with second open platform restored. Epoch VI. (4)

Type KB bogie coach *reko* version with original roof shape, with current Fichtelbergbahn markings. (4)

New tooling – type Ow four-wheel open wagon, 3m wheelbase, with Heberlein brake pulley. DRG Epoch II markings, choice of two numbers. (4)

pmt (Technomodel) HOe DR type Ow



Weinert

The metal kits for the VT302 diesel railcar and VB400 trailer were recently delivered. The railcar was built in 1938 by the Wismar Wagon Factory and initially ran as T4 on the 785mm gauge Rhein-Sieg Railway (Bröltalbahn). After closure, it was acquired by the DEBG in 1960. Following a thorough overhaul and conversion to 750mm gauge, it was then put into service on the Jagsttalbahn. The model is powered by a Mabuchi motor. Interiors are available separately as an option.

Weinert HOm/e HSA 558



Hoya-Syke-Asendorf bogie coach with open vestibules and flat roof. These coaches were built in 1899 by the Uerdingen Wagon Factory. The kit allows you to build either No.558 or No.554, which was converted for railcar service.

These are etched brass kits with window material and lettering, and wheelset for either HOm or HOe.

The models can be fitted with an interior.

Weinert HOm/e HSA 554



Bemo HOe StLB VL22



Bemo HOe StLB VL23



Bemo HOe ZB D10



Panier HOm/e HKB T1



Panier

This narrow gauge specialist is proposing a revised re-issue of Hümmlinger Kreisbahn diesel railcar T1 (original version), later Osterode-Kreisbahn T3 (first and second rebuilds) for either HOm or HOe.

The highly detailed model is whitemetal and brass, powered by a five-pole motor with flywheel, with current collection from all wheels.

Kit or assembled.

Veit HOe DR V36K



Veit

Modellbau Veit produces high quality models of metal construction, with a Faulhaber motor, and a decoder socket, offered both as kits and assembled.

This year they are re-releasing both versions of the V36K diesel. The ready-to-run model has been technically revised with a modified drive system for increased torque; a coreless motor drives all axles. It has directionally controlled white/red LED lighting and a NEM651 interface. The appearance is unchanged. The two models have various design and livery variations – e.g. V36 4801 has a silver cab while V36 4802 has blue. Both have Epoch III markings.

Veit TTe DR Neubaulok



TTe

This year there will be two more versions of the *Neubau* standard 2-10-2T, as 99 787 from Bw Aue (Epoch III) and 99 1784-0 from Bw Nossen (Epoch IV).

The Era III model features angled door, an enclosed coal bunker, a third headlight, and an extended cab.

The Era IV model features steps in the bunker sides, open coal bunker, old roof ventilator, Reichsbahn lamps, and steam heating pipes.

Technically, the model remains unchanged.

Austrian narrow gauge in HOe

Bemo

Bemo has not traditionally been associated with Austrian HOe (more the preserve of 'local' companies Roco and Liliput, plus certain specialists) other than when German stock has migrated.

So their new project is major news: the former Yugoslavian class 740 bogie diesel in three Austrian versions, all with authentic detail differences. The required tooling changes mean it would not be accurate for the original JZ condition but Bemo believe there is no market for that.

Duro Dakovic delivered the first prototype of a new bogie diesel to the Yugoslav State Railways (JZ) for testing in 1968. The aim was to replace steam on the then still extensive 760mm gauge network.

By 1972, forty had been delivered: 740-001-025 without heating equipment and 740-101-115 with a steam heating boiler for passenger services. As in many other countries, however, they could not prevent the decline of the narrow gauge, and some of them found new roles with industrial concerns, track construction firms, or were sold to other countries.

In 1980, the Styrian State Railway (StLB) acquired 740-023 and 024 for freight service on the Thörlerbahn and Feistritzalbahnen lines, renumbering them VL22 and VL23. Both were fitted with new MTU engines. After the Thörlerbahn closed in 1995, VL22 received a more powerful MTU engine and the new red livery. When the Feistritzalbahnen also lost its freight service in 2014, it was transferred to the Murtal line where it still hauls occasional freight and work trains.

The model will depict the loco in red with green/white stripes as it appeared up to approximately 2023, before a switch box and fire extinguisher were installed on the short front section.

After the closure of the Thörlerbahn, VL23 also came to the Feistritzalbahnen. From 1999 to 2003, it was loaned to the Zillertalbahnen for hauling timber on transporter wagons. In 2015, it left the Feistritzal for the Murtal. In preparation for the resumption of timber traffic on the Zillertalbahnen, it was repainted in Murau in the new white/dark blue of the StB and fitted with LED headlights. Since April 2021, it has been the regular loco for timber trains serving Binderholz in Fügen.

The model will depict it before the repaint, in orange with green frame, as it was when loaned to the ZB.

740-007 arrived on the Zillertalbahnen in 1980 and was numbered D10. It was re-engined at the Jenbach works, received a new cab and control panels, and was equipped with train heating for passenger service. In the mid-1990s, the engine was replaced again, and a push-pull control system was installed. It was taken out of service in the early 2010s after an engine failure. Due to the resumption of timber transport to Fügen, restoration work began in the winter of 2021, and an MTU engine was installed. In January 2026, it completed its first test run.

The model will depict the loco after the installation of the push-pull controls, in red with a beige stripe.

Each proposal is illustrated at this stage with a prototype photo and CAD drawing.

Roco HOe ÖBB Bi/s



Roco

The HOe range is presented on eight pages of the 260 page HO brochure.

New tooling – type WW/s *Rollwagen* (transporter wagons). From 1984 onwards, the ÖBB commissioned *Rollwagen* from Jenbacher Werke to replace the old *Rollbock* system used on narrow gauge lines to carry standard gauge wagons without time-consuming transshipment. Over 80 were delivered to the ÖBB in two production series. The two series differed primarily in length: the main series was 9.5m long while the smaller series was 7.5m. All had two three-axle bogies. The standard gauge wagons were secured to the *Rollwagen* using special wheel chocks.

Rollwagen were, and in some cases still are, in use on the Zillertalbahnen and the Pinzgauer Lokalbahn.

The models will have die-cast metal frames, and long coupling bars will be included. They will be sold in pairs – ÖBB Epoch IV-V brown, ZB Epoch V-VI grey. (Both 4) Prototype pictures.

ÖBB Rh2095 B-B diesel in original livery, with raised metal trim. (3)

ÖBB Rh1099 C-C electric carmine red & ivory. (3)

Modified tooling – set of two type Bi/s four-wheel coaches in Epoch III green, with body recess for the Webasto heating. Markings for stock based on the Waldviertel network. (3)

Set of three bogie coaches (AB4ipho/s composite and two B4ipho/s seconds) in Epoch III-IV brown with solebar stripe.

Set of three NÖVOG bogie coaches (two seconds and second baggage) in Epoch VI 'Ötscherbär' brown with waistband stripe. B B BD

Roco HOe ÖBB Rh1099



Liliput

There is no new items leaflet but a re-issue of the autumn 2025 catalogue, 154 pages, covering all scales, with 2025/2026 added to the cover. HOe occupies 26 pages. 2025 new items are marked, with new and modified tooling and new liveries noted; most are still awaited with some just arriving. No delivery dates are given.

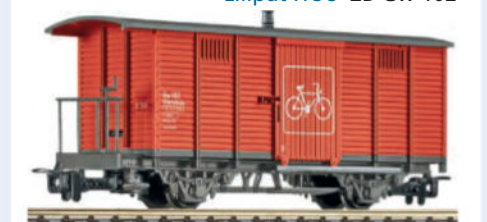
There will be four new versions of the familiar four-wheel van:

Steyrtalbahnen Gw/s 10 070 and Gw/s 10 239 in brown, Epoch III-IV.

Bregenzwaldbahnen Gw/s 200 (ex. 10 050) in grey, Epoch VI.

Zillertalbahnen Gw 102 'Velowagen' (for bicycles) in red, Epoch VI.

Liliput HOe ZB Gw 102





REE HOm CFD BB400

Other narrow gauge in 1:87

REE

The first versions of the CFD BB400 diesel were reported in French shops at the end of 2025. The second run, with different versions, is due soon.

At the main autumn exhibitions in France, samples were shown of the CFD *fourgon* and the 'cage à poule' four-wheel compartment coaches, with and without brake house. They are due in the first quarter.

The De Dion type ND autorail was expected in April and the Billard A80D autorail with the narrower, longer body due in July. Test shots of both were shown at the Mersault exhibition in December 2025

REE have also announced a CFD Vivarais SLM-built 0-6-6-0T Mallet which will allow several versions, but it will only be available direct, and not is expected until December 2028.

Os.Kar HOm/e Fiat AD



Os.Kar

This Italian specialist is apparently working on the Fiat bogie diesel railcars as used on the 950mm gauge in Sardinia, to be sold in sets of one powered, one dummy.

The website header shows an unpainted sample, but there are no photos in the main list, where it is not noted as new. Five livery versions planned for various lines (FDS, FCS, SFS, and FMS) for Epochs IV and V.

Fiat AD railcars are substantially-built, mainly diesel-electric vehicles. They are capable of 75km/h and upgraded track allows such speeds. The streamlined ends are very distinctive. The SFS machines were diesel-mechanical. Matching driving trailers run with the power cars. Six standard Fiat ADe railcars were also delivered to the FMS in 1959. They had different gearing to the FCS and SFS units, giving a top speed of 90km/h.

Ferivan

The Belgian tram and Vicinal (local railway) specialist has a number of new projects.

Brussels PCC 7000 tram, HOm or HO, motorised or unpowered.

Ferivan HO/HOm Brussels PCC 7000



Ferivan HOm Han tourist train



Ferivan HO/HOm MV8 diesel



Ferivan HO/HOm STIC type 300 + Gilly trailer

STIC type 300 tram with type Gilly trailer as used in the city of Charleroi, motorised, HOm or HO.

MV8 four-wheel diesel locomotive in two versions, as used by the SNCV/NMVB for pre-metro works in Charleroi, and as used by contractors Franki for pre-metro works in Antwerp. Motorised, HOm or HO.

Tourist train to the caves of Han, with AR diesel tractor and open *baladeuse* trailers (sold separately). HOm only.

Production of all models is to order.

Swiss metre gauge in HOm

Bemo

The six-page A4 leaflet may not include all that will be announced in the course of the year. There should be further news later.

Most proposals are shown with prototype pictures.

Most motive power has the option of a factory-fitted ESU multi-protocol sound decoder.

Rhätische Bahn

The fiftieth anniversary limited edition, which must be ordered by 1st May, will be a metal model of the unique Berninabahn freight loco.

Ge6/6 81 entered service in 1916. It had a magnetic track brake on a sub-frame between the connecting rod-driven bogies. It was converted from six-axle to four-axle bogies with a jackshaft by SLM in 1928/29.

After being taken out of service in 1965, it found a new home on the Blonay-Chamby museum railway in western Switzerland and is now operational again. It made a guest appearance in its original home on the Bernina line in 2021/22.

The model represents the final operating condition on the RhB after renumbering to Ge4/4 181 in 1961.

The modern Ge4/4^{II} will be re-issued with a new number, 614 *Schiers*.

Ge4/4^{II} 626 *Malans* was repainted in the blue & ivory livery of the 'Alpin Classic Pullman Express' (ACPE) and renamed *Alby Glatt* in autumn 2025 as part of the 25 Years of ACPE anniversary celebrations.

Bemo will make a donation to the Verein pro Salonwagen RhB for each model sold to assist their project of re-upholstering the historic Pullman coaches As 1141-1144.

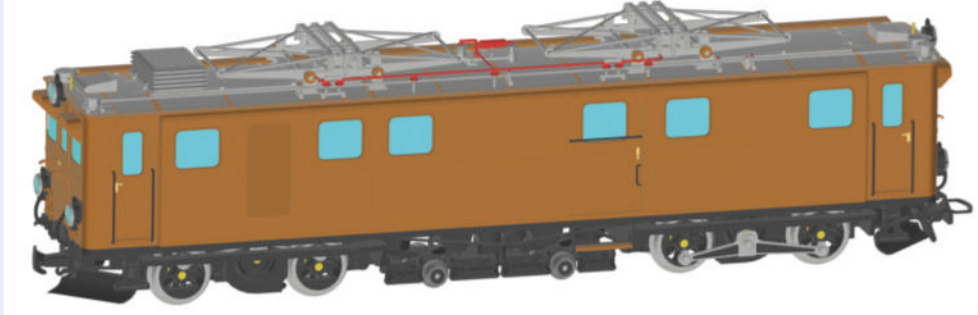
Re-release of the dark blue WR-S 3814 'Gourmino' Pullman car before its conversion to the WR-S 3820 in the two-tone ACPE livery.

WR 3811 re-introduces a red dining car to the range, following the sale of the WR 3810 eight years ago.

EWII standard coaches – following the introduction of two new numbers each for the AB and B coaches in the current new red livery last year, Bemo propose two more firsts this year, in the pre-refit red livery with yellow brake corners. A 1266 will be produced with the old markings while A 1264 will use the later style Futura bold typeface.

New tooling – climate-controlled container wagons. In 2020, the RhB stripped the 'Volg' sliding wall wagon Haiqq-tuyz 5175 of its superstructure and converted it into container wagon Sb-v 65693. It is equipped with a permanently-installed climate-controlled container Y11623. In 2021, three more sliding wall wagons, 5173, 5174, and 5176, were similarly converted, and all four (Sb-v 65691-94) carry advertising'.

Bemo HOm RhB Ge4/4 181



The first four retained the continuous heating connection. In 2024/2025, six more sliding wall wagons, 5171-5172, 5162-5164, and 5169, were converted to Sb 65611-16, but the heating line was removed, evident from the different platform railings. These containers, Y11625-30, exhibit minor detail differences compared to the first four. Co-op and Repower are additional advertisers on the second series.

The photos shows a hand-built test model using sample parts. Note the container will be fixed in place.

The Volg supermarket chain has renewed the fleet of refrigerated containers used to serve its branches in Graubünden in recent years. Two containers transported on four-wheel flats are still in service base at the Landquart distribution centre but have lost their colourful livery and are now a neutral white. Bemo reflect this with new models of Lb-v 7864 with container Y 11601 and Lb-v 7869 with Y 11602.

With the production of the newly painted MGB kinked tank bogie wagons, Bemo are adding two RhB tank wagons in grey with new numbers to the range: Za 8112 with leaf spring bogies and Za 8103 with a newer bogie design.

Matterhorn Gotthard Bahn

In 2024, the RhB main workshop repainted the first of the kinked tank wagons acquired by the MGB in 2016 in their new 'Alpin Cargo' red livery. The other two followed in 2025. Bemo will produce three of these wagons – Uah 2881, Uah 2882, and Uah 2883.

Modified tooling – following a tender process, the MGB awarded a contract for the refurbishment of nine of its original thirteen HGe4/4^{II} rack locos, built between 1986 and 1990, to the SBB. The first was 106, which was transported to Bellinzona in October 2018.

It was completely stripped, and parts that could be re-used were overhauled. The so-called refit includes the replacement of the main components. Externally, the most noticeable changes, besides the slightly modified livery and LED headlights, are the modern air conditioning units between the bogies. Following the completion of the work in 2021 and a successful performance test, two locos at a time were refurbished.

In addition to the eight originally procured by the FO, 101 – 108, the BVZ HGe4/4 1 was also overhauled. Its operation includes hauling the *Glacier Express*, freights to Zermatt, and car-carrying trains through the Furka base tunnel.

105 was the only one to receive advertising livery for the *Glacier Express*. Bemo offer this and 109.

Nm

AB-Modell

AB-Modell continues to focus on its core business, the construction of handcrafted models of metre gauge locos and rolling stock to the correct 1:160 scale on 6.5mm gauge.

They will re-issue the type Uah bogie tank wagon in two advertising variants, Uah 8135 and 8138, each in anthracite grey with advertising panels from oil dealer Conrad / Storz. Although both carry the same panels, these are attached to opposite sides of the tank.

AB-Modell points out that this will be the last time that a small series of tank wagons will be produced with only the vehicle number and the RhB logo.

Weathering is not offered, as there has been hardly any demand for it.

AB-Modell Nm RhB type Uah



Bemo HOM RhB type Sb-v with climate controlled container



Bemo HOM RhB type Sb-v underframe



The wagons run on N-Track bogies with three-point suspension, equipped with metal wheelsets. The MicroTrains knuckle coupling is fitted as standard.

Two other well-known models are the Lb-v (four-wheel) and Sb-v (bogie) container wagons. These will also get new numbers and will be offered with Minitrix Co-op refrigerated swap bodies, which feature a mushroom motif this year.

The models are on the well-known smooth running chassis from Lok-Schlosserei, and are equipped with metal wheelsets and MicroTrains couplings.

The swap body is also available separately. The legs are included separately, so the modeller can decide whether they want to use it as a display model as a load with the legs glued on.

AB-Modell Nm MOB panoramic coaches



The series of Montreux Oberland Bernois vehicles in 1:150 in the latest colour scheme will be continued this year. There are plans to produce a small series of panoramic coaches in pearl white/midnight blue towards the end of the year. The production schedule includes a two-car set with seconds Bs 251 and Bs 252 as well as a single As 114 first. The models are based on the well-known Kato products. They can be ordered for N with the Arnold coupling or converted to Nm with the Kato close coupling. They run on Kato wheelsets in injection moulded bogies. AB-Modell has correctly reproduced the roof air conditioning system, so that a difference can be seen compared to the RhB vehicle.

In response to the increasing number of advertising liveries on RhB locos, AB-Modell offer three decal sets to redecorate the Kato models. For capacity reasons, ready-to-run models will not be produced. The decal sets are described in great detail in PDF files available for download, guiding enthusiasts step by step to achieve an exemplary result.

New this year is the decal set for the Engadin Ski Marathon Ge4/4^{III} 649. The loco was unveiled in early 2024 and now sports a sky blue livery with striking lettering referring to the annual winter sports event.

Another decal set is planned for the BÜGA locomotive 646. The loco has been painted white since summer 2025 and advertises the Graubünden General Abonnement on both sides with two different slogans.

The lettering for the Ge4/4^{II} 626 Pullman loco is also available as decals. This unit was painted ivory/cobalt blue to match the salon coaches, with gold lettering and a decorative line. The prototype has been in service since September 2024.

A final set contains four additional vehicle numbers for the type R-w bogie flat with side stakes released by Kato in autumn 2024. This makes it possible to add further vehicles without having to run duplicates.

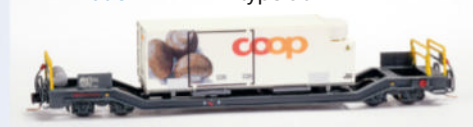
All decals are 1:150 scale for use on the corresponding Kato models.

Nn Kato

Rhätische Bahn 1:150 scale running on 9mm (N) track.

There will be a new version of the ABe8/12 'Allegra' three car unit as 3514 in the triple historic livery.

AB-Modell Nm RhB type Sb-v



AB-Modell Nm RhB type Lb-v





Bemo Om RhB Ge4/4^{II}

O scale

Bemo Om

New tooling – announcement for 2027.

Bemo will produce the *Glacier Express* panoramic coaches. Manufactured by Stadler in 2005/2006 and 2009, these coaches set new standards for comfort of the world-famous and gave it a new look in red and glacier blue with a white Swiss cross. The train includes a service car. These coaches were procured jointly by the neighbouring RhB and MGB and provide the stock for several services between St.Moritz/Davos via Andermatt and Brig to Zermatt at the foot of the Matterhorn. A typical GEX train consists of two firsts and three seconds with a service car between the two classes.

The first release should be firsts Api1311 and Ap1313, seconds Bp2531, Bp2532, and Bp2533, plus WRp 3831 service car.

The models will have with a detailed interior, movable corridor connections, interior lighting with buffer capacitor, and MTC21 digital interface.

Following the initial release in 2019 and a second in 2021, Bemo are to produce a third edition of the Ge4/4^{II} electric in four different liveries:

630 in '100 Jahre Chur - Disentis' green;

611 *Landquart* as preserved by the GRÜN & CHROM group;

616 *Filisur* in red with round lamps;

626 *Malans* in the blue & ivory livery of the Alpine Classic Pullman Express. As with the HOm model, a donation will be made for each model sold to the Verein pro Salonwagen RhB.

All are illustrated with prototype pictures.

The order deadline is 1st May. Note that production will only proceed if there are sufficient orders for all variants.

All are offered in three options – finescale, finescale digital with sound, Fama/Utz digital with sound.

Schnellenkamp

The O gauge specialist continues to develop the range of German metre gauge material.

The four-wheel vans are due to arrive soon. They are available with and without a brakeman's seat and brake system. Since these wagons were and are in service with several railway companies, the models will be delivered unlettered with waterslide decals included. A metal chassis gives the models a low centre of gravity and good running characteristics. They are supplied with Kadee couplers installed, with ZT couplings included as alternatives.



Schnellenkamp Om generic van

G

LGB MOB FZe6/6



LGB

The new items are presented in a 36 page A4 size landscape format brochure.

Most locos now include a dual protocol mfx/DCC decoder with sound.

Germany

Type GGw bogie van and type OOw bogie open in Sachsen red-brown (Epoch I).

LGB Club model 2026 – Saxon-Oberlausitz Railway Company (SOEG) open observation coach in current condition. Figures included.

SOEG restaurant car in present dark red livery.



LGB SOEG open coach

HF110C 0-6-0T+T as operated in the 1980s on the Jagsttalbahn, to mark the line's 125th anniversary. The real loco will visit the line from its current home on the island of Rügen for the celebrations.

To accompany – two four-wheel open platform coaches.

2-6-0T *Spreewald* as presently preserved at Bruchhausen-Vilsen, to mark 60 years of the preservation society, the DEV.

To accompany – four-wheel open with brakeman's seat.

The LGB Museum Car for 2025 is a four-wheel van with graphics marking the DEV anniversary. Only available from the Märklineum in Göppingen.

V10C 0-6-0 jackshaft drive diesel, in Preßnitztal orange as recently overhauled.

Volkswagen minibus on rail wheels as DB Klw20 works vehicle.

Switzerland

Montreux Oberland Bernois

High end model of FZe6/6 articulated Bo-Bo-Bo baggage railcar, in two versions – as delivered in 1933 in dark blue & cream, and as now preserved on the Blonay – Chamby museum line.

To accompany – two sets of two Pullman coaches for the Golden Mountain Pullman Express, with factory-fitted interior lights.

Rhätische Bahn

Ge4/6 No.355, delivered in 1914, in original green.

G4/5 2-8-0 No.107 in current condition.

Ge6/6^{II} Bo-Bo-Bo electric No.703 *St.Moritz* in red.

G6/6^I electric No.415, the legendary 'Crocodile', in current condition. The model features high quality metal construction.

Type Sp-w bogie flat with double side stakes and end bulkheads.

Set of two type Lb four-wheel flats with 'co-op®' refrigerated containers, with Edellieschen and Schefflera plant graphics.

Set of two type Za bogie tanks in dark grey.

America

Steel box car in Union Pacific boxcar red and UP Express Service two-tone grey.

LGB DB Klw20 VW



LGB RhB Ge6/6^I 'Crocodile'



LGB RhB Ge6/6^{II}



Piko DR BR95



Piko DB BR491



Piko

New items are presented in a 20 page A4 landscape format brochure. A few items held over from last year are marked 'new 25/26'.

Anticipated delivery quarter in brackets.

Epoch III

DB BR91³ 2-6-0T. (1) Noted new 25/26.

BR91³ 2-6-0T in private railway blue livery. (3)

Four-wheel open balcony coach in matching livery. (2)

Modified tooling – DR BR95 2-10-2T, coal fired, two dome boiler. (2)

DR V36 0-6-0 diesel in green.

Modified tooling – DB BR491 'Glass Train' observation electric railcar in red-beige. CAD (2)

Bogie coach in 'Rheingold' blue & ivory. (1)

DB type V four-wheel livestock wagon, with opening doors. (1)

DR four-wheel Talbot ballast hopper. (1)

Start set with BR80 0-6-0T with smoke generator, two four-wheel wagons (lowside and open), circle of track, analogue controller and power pack, necessary connections, uncoupler, and smoke fluid. (2)

Epoch IV

DB BR221 B-B diesel-hydraulic in blue-beige. (1)

DSB MY NoHAB diesel in black/red. (1) Noted new 25/26.

DB type Res-x bogie lowside with side stakes. (3)

DB four-wheel tank with brake platform. (4)

Epoch V

VT98 four-wheel diesel railcar in PEG blue & white. CAD (2)

Type Shimmns hooped cover bogie bulkhead flat in 'Railion' traffic red. (3)

Epoch VI

BR232 'Ludmilla' Co-Co diesel-electric in Bahnbau Gruppe yellow. (3) Prototype photo.

New tooling – Vectron dual-power BR248 in Northrail / PIKO / WFL green livery, with doors that open. Digital version with motorised fan, pulsed evaporator, and digital couplers for shunting. (2)

Bogie chemical tank in chromed 'GATX' livery. (2)

America

'Camelback' 2-6-0 lettered for Central of New Jersey. (3)

Steel box car – Pennsylvania RR (2) and Central of New Jersey (3).

Ribbed-side hopper – Baltimore & Ohio (2) and Central of New Jersey (3).

Work car (half gondola, half caboose) – Rio Grande and White Pass. (Both 3)

Flat car carrying a 1950 Chevrolet 310 pick-up. (2)

Caboose – Union Pacific (2) and Central of New Jersey (3).

General Electric 25-ton four-wheel diesel in green with early British Railways lion and wheel emblem. (2)

Piko chemical tank wagon



Piko Vectron



ESU / Pullman

To modernise shunting, the Rhätisch Bahn ordered ten four-wheel diesel-hydraulic tractors from the German manufacturer Schöma between 2001 and 2004, classified Tm2/2 with 111 to 120. The first four were described by the manufacturer as type DFL-250 DCL and are powered by a six-cylinder Cummins KT-1150-L diesel rated at an impressive 317kW, which transmits its power to a three-speed transmission. The last six are designated CFL-250 DA, numbers 115 to 120, have 324kW engines. These units are longer due to a modified cooling system. They are not fitted with radio remote control.

The locos are stationed at larger stations such as Thusis, Ilanz or Davos. With a top speed of 60km/h, they can be used on light freights.

The model will be of robust largely metal construction, with open steps and a fully furnished cab, with interior and console lighting. A powerful five-pole motor drives both axles. A LokSound 5XL decoder controls all drive, sound, and lighting functions, and there is a synchronised smoke generator. Digitally switchable couplings allow realistic shunting.

All-wheel pick-up, sprung axles, and equalisation ensure reliable current collection, with energy storage for uninterrupted power supply.

The minimum radius is 600mm.

Length over buffers: 336mm (short version) or 346mm (long version).

Five numbers are listed, with two short and three long versions. Delivery is not given.

Kiss

Kiss are working on the BR199.8 'Harzkamel' diesel, with variants from DR Epoch IV to HSB Epoch VI, for delivery from summer 2027. Early samples should be shown at the Gießen exhibition in March. The all-metal precision model will feature all six axles driven via cardan shafts and a digital sound decoder.

To accompany, coaches should begin arriving in early March 2026.

Kiss HSB BR199.8



ESU / Pullman RhB Tm2/2



They are made of brass and stainless steel, with interior lighting, digitally switchable with energy storage. The underframe and bogies are fully detailed, with axles sprung and running in ball bearings.

They will have newly-designed narrow hook couplings fitted, with fully movable centre buffer balancing couplings and movable fall plates.

The minimum recommend radius is 1,050mm.

TrainLine

TrainLine are proposing a detailed model of the Harzer Schmalspurbahnen (HSB) 0-6-0T 99 6102 (*Fiffi*) to follow 99 6101 (*Pfiffi*) but it will only be produced if there are sufficient orders.

It will feature the correct smokebox door, sand dome, new pipework on the boiler, the longer water tanks, matching cab with lanterns and without sun visor, and much more.

Detailing kits for HSB coaches should be available in February 2026.

TrainLine HSB 99 6101



Structures and scenics

Faller

The company is celebrating 80 years with a number of models set in the Black Forest, where they are based.

A 40 page A4 brochure presents new items in all scales and ranges. It is titled 'No.1 2025' which suggests there may be more to come later in the year. In the second half of 2026, the blast furnace range will be augmented with a technology kit (lights, etc.)

Dimensions are given for structures.

Delivery month in brackets.

HO

Reichenweier station set, typical station buildings in France or Italy. A matching extension that can be added to the right or left, or used independently if required. The ensemble also includes a covered waiting shelter that can be used flexibly and is equally suitable as a bus or tram shelter. Epoch III. (4)



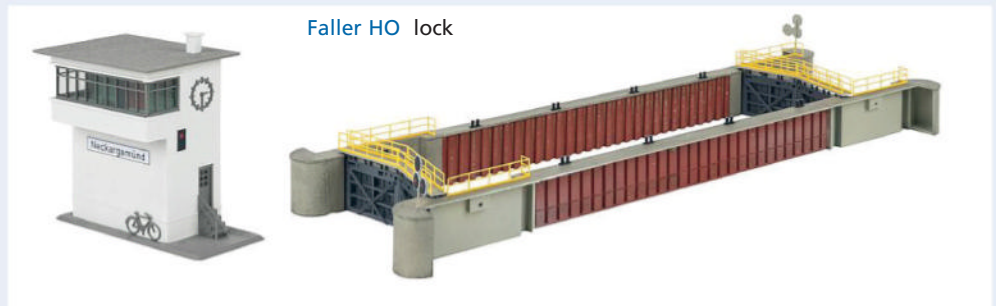
Faller HO Reichenweier set



Faller HO Bergheim signal box

Bergheim signal box – this weathered model is based on a French prototype, on slender supports. The raised design allows it to be placed between the tracks. A detailed interior is included. Epoch II. (1)

Two spindle jacks, so wagons can be effortlessly raised for maintenance. (3) Also available with a wagon.



Faller HO lock

Also not dated:

Town gas cylinder Epoch I

Boiler house Epoch I

Smoke stack Epoch I

Two storage tanks Epoch III

Circular clarifier Epoch III

A detailed model of a lock with associated lock keeper's house. The lock is equipped with two doors through which ships can enter and exit and has a lock chamber with moulded walls. The solid doors are set into robust concrete foundations. The control building has white plastered walls and a modern flat roof. For even more realism, the model can be extended with the quay wall. (4)

River freighter Epoch IV (4)

Police launch Epoch IV (2)

Fire boat Epoch IV (not dated)

North German thatched house, a half-timbered building with brown brick walls and a large window at the rear, a modern interpretation of the traditional hall house. Weathered. Epoch V. (3)

Pizzeria 'Solino', based on a 2002 film. Epoch III. (2)

Apartment block with four residential units, typical of modern flats in suburbs and smaller towns. Epoch IV. (6)

In the Classic range – a modern bank (5), and a city fountain (5).

'Bellevue' hunting lodge. (4)

Garden fountain (3)

Maze (4)

Black Forest anniversary theme

The world's largest cuckoo clock in the Black Forest, in the Untertal valley in Schonach, where master clockmaker Josef Dold and his family spent two years creating a unique piece of work entirely of wood. The model includes a figure in Black Forest costume with a 'Bollenhut' (traditional pom-pom hat). The model is equipped with a real clock; required AA battery not included. (4)

Clockmaker's house – a charming Black Forest house with flower boxes and figure of a clock carrier. (5)

Black Forest farmhouse with low-pitched roof; with a matching figure in Black Forest costume with 'Bollenhut'. (5)

A stately Black Forest farmhouse with a stone base-ment, high driveway, wooden balcony, and thatched and shingled roof. Two dancing figures in traditional costume bring the farmyard to life. (6)

Faller HO St.Niklaus



Models of the month

January two family house

February bell foundry

March tank farm

April seasonal wine tavern

May 'Alpino' house

June storage shed with conveyor

July barrack with coal shed

August petrol station with car wash

September 'St.Niklaus' station

October Halloween carousel

November ski shop

December forester's lodge

Figure sets: paramedics, life guards, bathers, après-ski revellers, standing paddle boarders, dog walkers, horse and rider, people descending stairs, and wild birds. (All 1) (Also criminals, but not dated.)

Small accessories: lattice fence (3), summit cross (3), five stacks of sacks (3), five bundles of wood (3), three small car trailers (4), solar panels (2), two garden barbecues (5), harbour accessories (2), two 20' containers, 'K-Line' and 'P&O' Epoch V (5), five 20' containers, Epoch VI brands (5).

N

'Steinbach' station, with toilet block and wooden extension. The kit consists of a material mix of plastic and wood/special cardboard. Epoch III. (3)

Water mill. (6)

Sawmill. (6)

Windmill. (2)

Hunter's lodge and mountain inn. (5)

'Zur Post' inn with beer garden. (6)

Classic range – café restaurant. (6)

Detached house. (4)

Modern Weber house. (4)

Faller HO spindle jacks



Blast furnace with casting hall – the 2026 anniversary model, inspired by the Meiderich steelworks in Duisburg which celebrated its 100th anniversary in 2025. Pig iron was produced there for decades, until the last of five blast furnaces was shut down in 1985. The model recreates the plant's furnace 2. It includes the blast furnace with revolving frame, the inclined lift with winch house, a dust collector, the Y-pipe with associated pipes, a gas flare, the casting hall with gantry crane, and a small bunker. (10)

To expand the scene, three hot blast stoves, which play a central role in the process. (6)

Also a detailed blower hall with its pipework which brings the hot air essential for the smelting process in the blast furnace, generated with huge fans. The air flowed through an intricate network of pipes to the hot blast stoves. (4)

Gas cleaner – a brick building with elevated tank and elaborate pipework that forms a central element of blast furnace gas cleaning in steelworks. Separately available pipework set. (6)

A gantry crane from the Meiderich steelworks. The design allows construction in four lengths, from 528mm to 798mm. (No date given.)

Faller N Mulheim



Models of the quarter

February 'Siena' house
 May 'Mulheim' station
 September locomotive workshop
 November DHL logistics centre

Black Forest anniversary theme

Black Forest farmhouse with a stone basement, wooden balcony, and thatched and shingled roof. Two dancing figures in traditional costume. (5)

Clockmaker's house – with flower boxes and figure of a clock carrier. (4)

Flour mill situated in the Jostal valley near Titisee-Neustadt, built in 1772. The mill is driven by a water wheel. A figure in traditional costume brings it to life. The model can be powered. (6)

Z

Black Forest anniversary theme

Black Forest farmhouse. (4)
 'Rathenow' station. (2)
 Sawmill and water mill. (6)

Faller Z Rathenow



Scenics

Waterfall (5); model water (2); water effect (2).

Leaf foliage in light green, green, dark green, pine green, and may green. (2)

Flower clusters in dark green, white, yellow, violet, and red. (All 2)

Grass tufts in beige, dark green, and dry grass. (All 2)
 Large grass tufts in beige, light green, and dry grass. (All 2)

4mm scatter fibres in grass green and dark green. (2)
 Winter grass 2-3mm fibres. (3)
 Iron ore and limestone for loading wagons. (5)
 Four deciduous trees 90-110mm tall. (2)
 Three fir trees 100mm tall. (3)

Faller N Steinbach

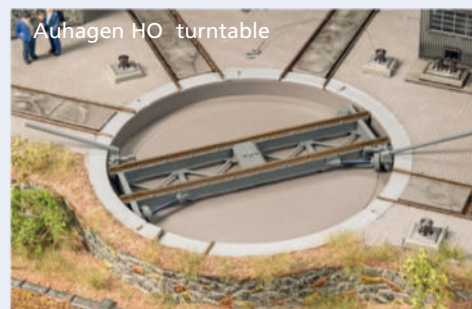


Pola G

New items are presented in a 12 page A4 leaflet.

- Expected delivery month in brackets.
- Signal box, brick built with half-timbered first floor. (6)
- Petrol filling station and garage workshop. (4)
- Village forge. (6)
- Kiosk with beer garden. (3)
- Twenty beer crates, different colours and brands, with bottles. (2)
- Water wheel. (3)
- Swiss station fountain and water trough. (5)
- Telephone box, with figure. (5)
- Pack of two wooden lampposts with curved bracket lamps. (4)
- Pack of two wooden lampposts with lattice bracket lamps. (4)
- Pack of four wall mounting lamps. (5)
- In each of the above, the lamps work, from 12-16V DC or AC.

Figure sets: six seated passengers; four restaurant customers and waiter, in either period or modern versions; two petrol station staff; two telephone box users; three gardeners; miller with donkey; Santa Claus. (All 5)



Auhagen

New items are shown in an 8 page A4 leaflet.

- Helpfully, dimensions of structures are given.
- Delivery month in brackets.

HO

Compact turntable (95mm long deck) for industrial applications, motorised, approach tracks at 90° and 45°. Two and three rail versions. Two rail uses 2.07mm high rail. (3)

There will be a kit to convert the turntable for three-rail, with two adaptor for Märklin C-Gleis. (3)

There will also be a manual two rail version, intended for wagons. (1)

'Hüttengrund' halt, with two corrugated iron huts and a small shed, platforms, and base plate, plus many small accessories. (3)

Schmidtstraße 28, a five storey city building with a shop on the ground floor which can be fitted out either as a toy shop or a 'Tanzlokal', optionally with a passage through to a rear courtyard. Suitable LED signs are optional extras. (3)

Six garages with accessories. (3)
 Two modern bus stops with glass shelters, seats, signs, etc. (4)
 Four small boats, each 50mm long. (1)

Pola G signal box



DFG 1002 fork lift, with alternative hoist positions, with pallets. (1)

Building site set including piles of bulk materials, pallets of bricks, traffic cones, warning beacons, as well as cement mixer, silo, roller, shovels, scoops, and tools, and portable toilets. (2)

Recycling site with accessories – privacy fence, two paper recycling containers, three bottle recycling containers, bundles of paper, and bottles in various colours. (2)

HO/TT

Peggy's photographic shop, a typical house with a shop on the ground floor. (3)

Kebab and barber shop – a mixed-use building with apartments. 3D-printed barber chairs are included for the interior. A familiar structure in a new guise. (3)

TT

Modern townhouse passage with large glass front, with a comprehensive interior. A bistro is located on the upper floor. A walkway leads to a terrace with tables and chairs in the courtyard. (2)

Radio station, with a mast and solar panels on the roof. (2)

Deutz F1M414 tractor with trailer, based on the three-speed pre-war version, with a water tank trailer. (3)

Waran 1500 front tipper with a gravity-fed tipping mechanism, as used in the construction industry. The compressor trailer supplies the compressed air needed on many construction sites. (3)

Under the 'minicar' label: Ikarus 280 'bendy' bus.

Kit for Ikarus 260 bus in Dresden, Karl-Marx-Stadt, and Berlin versions. (All 1)

Six variants of a Goliath Expr. 1100 flatbed lorry, assembled. (All 1)

Six variants of a Robur LD3000 lorry as kits. (All 2)



Vollmer HO end loading ramp



Vollmer

There is a 6 page combined leaflet with Kibri and Viessmann.

Already available is a kit for an end loading ramp for use with heavy duty bogie flat wagons. It is designed to be permanently installed, specifically loading and unloading CarMotion vehicles. The road surface is made of 'Steinkunst' asphalt for maximum durability and slip resistance.

Viessmann

Combined 6 page A4 brochure with Kibri (nothing listed this year) and Vollmer. Mostly CarMotion working vehicles and accessories.

HO – SBB/RhB type L multiple aspect colour light departure signal, 70mm high (left). (2)

Magnetic couplings for NEM pockets. (2)

Joswood

New items are in an eight page A4 size brochure, which gives dimensions of all items but no estimated delivery dates.

Structures and accessories for industries often served by rail, notably coal, steel, and chemicals.

Structure kits in laser-cut architectural card, ready coloured, from environmentally friendly sustainable sources.

HO – steelworks workshop; administration building for large industrial sites; large silo; reinforced concrete support legs; square tower base made from such supports; pair of wide steel girder supports; pair of narrow steel girder supports; corner tower for conveyor belt systems; Stadthaus Bügeleisen 135 – four storey triangular city building; La Ververt – modern twelve-storey eco-friendly apartment block; Stammhaus Krupp half-timbered single storey detached house; three small sheds.

Small stone arch footbridge, with railings. (Romantics series.)

Roof lights/access hatches.

Wooden three rail fencing.

Type SSt575 low-load depressed centre girder frame for use with heavy duty five axle bogies.

Joswood HO Stammhaus Krupp



Loads: small and large cable drums; sheets of steel mesh; large wooden export crates, various brands; crane jib triangular girder.

Coming in autumn: chapel at the LVR Lindlar open museum; Kalmar town house (Sweden); Wimmerby town house (Sweden).

O – large wooden export crate with 'NOHAB' branding.

Schreiber-Bogen

A huge range of ingenious traditional printed card kits – few directly railway related structures but many old town buildings, churches, and castles that might serve as backgrounds. Not all are in railway modelling scales.

New in 1:160 (N) – Black Forest village set, five different houses.

Schreiber-Bogen N Black Forest village



Loewe HO girders load



Loewe HO large pipes load



frameworks; transformers; ship's diesel engine – complete and just motor block.

TT – large wooden export crate; two smaller wooden export crates; three round casting crucibles; short and long sheets of steel reinforcing mesh; large transformers; ship's diesel engine complete and just motor block.

N – short and long steel girders with 'Hoesch' lettering; short and long steel large square tubes with 'Hoesch' lettering; 'Rheinstahl' steel plates; three round casting crucibles; large transformers; ship's diesel engine complete and just motor block.

Also sets of advertising posters, billboards, information signs, warning signs, etc. Ten sheets in approximate A6 format printed on self-adhesive specialty paper, with diverse and varied motifs from West Germany from approximately 1950 to 1990. HO and TT versions.

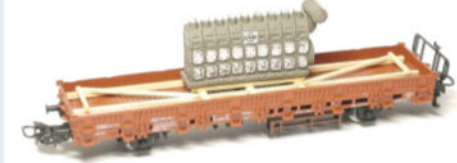
Loewe HO large crate load



Loewe HO transformer load



Loewe HO ship's diesel engine load



Joswood HO Stadthaus Bügeleisen 135

Joswood HO stone arch footbridge



Below: Joswood HO crane jib load



Artitec HO conveyor belt loader



Artitec

There is a sixteen page new items leaflet for civilian items. (There is a similar one for military vehicles.)

Models are assembled and painted unless noted otherwise.

HO

Mobile conveyor belt loader; drink vending machine and figure; photo booth and figure; vegetable market stall and figures; candy floss seller and customers; wheelie bins (4) and figures (2); old car tyres (loose and in stacks); kitchen interior; couple in rowing boat; anglers in rowing boat; 31 ton river/canal freighter

Artitec HO Atlas 1302 road/rail excavator



Kits – 31 ton river/canal freighter; Atlas 1302 road/rail excavator; Fuchs 110 mobile crane; garage workshop with interior in Dutch, Belgian, French, and German versions; café interior; Fokker F.11 single engine high wing monoplane, Lufthansa.

Figure sets painted

HO – amateur car mechanics; car mechanics; miners at the end of a shift; mine workers 1980s/1990s; asphalt workers; modern tractor drivers; barge dwelling family; "What's for dinner?" family group; snowball fight; greasers with Zündapp mopeds; old geezers on a park bench; drawing office draftsmen; pioneer aviators; cowboy lassoing longhorns.

TT – DDR 'Bastei' caravan, under way and on site versions; street sweeper and cart; period haymakers (with scythes); hay loaders; wheat harvest; lunch break in the field; miners at the end of a shift; car mechanics; market trader with crates; house movers; Ice cream vendor with mother and child; camping barbecue; Santa Claus with wrapped Christmas trees.

Artitec HO Fuchs 110 mobile crane



Artitec HO 31 ton river/canal freighter

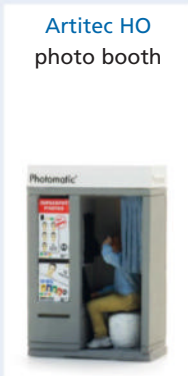


Artitec HO anglers in rowing boat

N – period haymakers (with scythes); hay loaders; wheat harvest; lunch break in the field; handshake over cattle sale; street sweeper and cart; house painters; car mechanics; miners at the end of a shift; riders for delivery tricycles; cyclists in the rain; waiting cyclists; petrol station staff; market trader with crates; admirers round a pram; buskers; camping barbecue; Santa Claus with wrapped Christmas trees

Z – period haymakers (with scythes); hay loaders; wheat harvest; lunch break in the field; handshake over cattle sale; street sweeper and cart; buskers; cyclists in the rain; waiting cyclists; market trader with crates; car mechanics; house painters; house movers; kebab trailer; sausage stall; Santa Claus with wrapped Christmas trees.

Artitec HO photo booth



Weinert

HO

Recently delivered –

New to the range are mechanical signals with a replica electro-mechanical motor drive. Instead of being worked by cables from the signal box, these signals are powered by electric motors. Three different drive units, depending on the prototype. The model has one servo motor for two-aspect signals or two for three-aspect. Illuminated with LEDs. Main signals (right) with prototypical 8m or 10m tall lattice or narrow masts; distant signals with 3.4m or 5.4m masts.

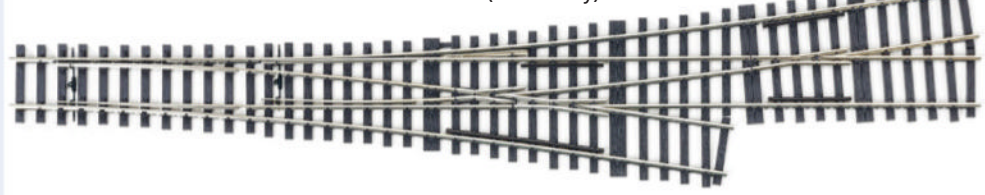
Corrugated steel structural walls, 100mm x195mm, rust red or black.

In the *mein Gleis* HO track range, the new double turnout (three-way) on wooden sleepers replicates the most common variant, with a right-hand diverging track followed by a left-hand diverging track. A short version is now available. They also offer the other type. The radius of the diverging tracks is 2,180mm, each with an 8.6° angle. Length 352mm.

Weinert HO corrugated steel structural walls



Weinert HO mein Gleis short double turnout (three-way)



Noch HO & TT Nidderau



Noch HO & TT Herdorf



Noch HO weighbridge



Noch HO diesel fuel point



Noch HO platform canopy



Noch HO loading gauge



Noch

The 48 page A4 brochure includes some items already available.

Noch are celebrating 115 years of the company and 65 years at their base in Wangen im Allgäu.

Laser-cut kits

Nidderau signal box – HO and N

Herdorf modern loco shed – HO and N

Platform canopy – HO

Diesel fuel point – HO

Tool shed – HO

Expected in October.

Observatory – limited edition detailed model based on an original in Tübingen. At the touch of a button, the small planet projector displays the moon on the ceiling of the room. Shortly afterwards, the dome is set in motion and the telescope is raised and lowered. The kit consists of laser-cut card and 3D-printed parts.

Included are exclusive 3D-printed figures of great personalities from astronomy and physics: Galileo Galilei, Isaac Newton, Albert Einstein, Erwin Schrödinger, Stephen Hawking, and Vera Rubin – plus a live and a dead cat, as a tongue-in-cheek homage to Schrödinger's famous thought experiment.

Expected release: November.

Laser-Cut minis Expected release October.

HO

Loading gauge; weighbridge; platform edges; garden shed (old coach); walkway grid, in yellow or grey; stack of old sleepers.

N

Walkway grid, in yellow or grey; sleepers.

3D-printed Minis Expected release October.

HO

Fouling point marker; trackside electrical boxes; electric point motors; point lever with lantern (left and right); train pre-heating equipment; air conditioning units

N

Electric point motors; point lever with lantern (left and right); train pre-heating equipment.

Figure sets in HO, TT, and N – already available:

Seated travellers, refuse collection, cyclists, bicycles, in the forest, bears and wolves.

HO only – first day at school, senior citizens with walking frames, moped riders, roofers, forensic police team with corpse, carnival,

Mega economy sets in HO – at the station (30 figures); at work (29); people standing and walking (30); In the mountains (31 figures and accessories); wild animals (45). Expected release: October.

Advent calendar with figures and platform accessories. Expected September.

Themed figure sets in HO, with accessories. THW flood relief operation; fire brigade operation; cycle race; in the gym; film set; Christmas. Expected October.



Noch HO observatory



Noch HO walkway grid



Noch HO sleeper stack



Noch HO fouling point marker



Noch HO point lever with lantern



Noch HO point motor, electrical box





oak 20cm



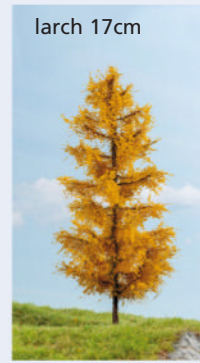
birch 21cm



larch 22cm



larch 19cm



larch 17cm



maple 15cm

Sound Scenes – HO and N

The popular Sound Scenes have been extensively revised with improved sound quality and new sounds. There are also highly detailed figures that are only available with the packs.

The sound is triggered by pressing a button. You can choose between simple playback or continuous loop. The volume can be adjusted.

Busker; church bells; tree felling with power saw; alpenhorns; cowbells; chickens.

Expected release: November 2026

Individual colour 3D-printed figures in HO

Models characterised by the highest level of detail and sophisticated colour schemes.

Fifteen different highly detailed motorcycles, from racing machines to tourers, choppers, café racers, and emergency vehicles.

Expected release: November.

3D Master Figures

The new 3D Master Figures use full colour 3D printing to create extremely detailed miniatures – from finely striped shirts and vividly printed dresses to incredibly realistic uniforms.

HO – bicycle policeman; seniors on bench; boozers; homeless person; man on e-scooter; King Ludwig II of Bavaria; 'Sisi' (Elisabeth of Austria-Hungary); vampire count. Expected release: February.

N – steam loco drivers (6); electric loco drivers (no legs) (6); nudists (6); dogs (8). Expected release: November

N and Z
Road workers (6); mountaineers (6); cycle racers (3); mountain bikers (3); motor bikes (3).

3D kit part packs offer lots of content at an affordable price. They will be available exclusively from participating NOCH retailers from October. From September, you can find out from www.noch.com which retailers are taking part.

'Station & Platform' – bench, three rubbish bins, four luggage trolleys, six suitcases, train timetable/schedule display board, mesh trolley, three ticket validators, three signs, three three-seater benches.

'On the Track' – twelve Indusi track magnets, twelve rail anchors, seven wall-mounted intercoms, seven intercoms on stands, two wheel chock stands with chocks, eight individual chocks.

'Industry & Business' – workbench, filing cabinet, two sets of welding equipment, metal shelf, generator, wheelbarrow, six gas bottles, two wooden barrels, four metal barrels, two shovels, two brooms, two pallets, pallet truck, sack truck.

'Cargo Set Pallets & Crates' – six loaded pallets, three empty pallets, three mesh boxes, five wooden crates, three sack trucks.

'Cargo Set Barrels & Gas Cylinders' – twenty-five metal barrels, five wooden barrels, twenty gas cylinders.

'Bicycles' – ten bicycles, four post office bicycles, cycle stand

'Accessories for Use' – three Hamburg barriers, three lightweight barriers, power generator, floodlight, traffic sign, two speed cameras, shovel, broom, four beacon stands, four small construction site barriers, three large construction site barriers, four traffic cones.

'At the Market' – market umbrella, three sales tables, four tables, two open folding chairs, two closed folding chairs, two rubbish bins, four baskets, two sales signs

'In the Mountains' – four signposts, three summit crosses, two fountains, wooden bench.

'Camping' – two tents, parasol, table, eight folding chairs, four barbecues, two beer crates

'On the Beach' – two open parasols, one closed parasol, three barbecues, three rubbish bins, two sun loungers, two chairs, three bar tables, three sales signs, three beer crates.

'In Winter' – two snowmen, two snow blowers, five sledges, nine snow shovels, three snowboards, ski rack.

Concrete portal single track, 7.1cm x 10.1cm
Concrete portal double track, 13cm x 10.1cm
Concrete wall 30cm x 10.1cm
Concrete arcade wall open, 30cm x 10.1cm
Concrete arcade wall closed, 30cm x 10.1cm
Expected release: November.

Two open staircases which can be used in parks, squares, or in front of stately buildings, made of hard foam which can be easily modified with craft tools and adapted to the installation situation. They are hand-coloured for maximum realism. Already available.

Scenics

Tree with moving hammock, driven by a motor under the baseboard. Electronics included. The speed can be adjusted. Expected release: October

Master Trees in autumn colours (above). In addition to the deciduous trees – a stately maple 15cm high, a delicate birch 21cm and an impressive oak 20cm – three dainty autumn larches 17cm, 19cm, 22cm.

Master Trees are made of twisted wire so you can change the shape of the finished tree.

Expected release: August

Tall flexible hedges which can be curved. The flocking gives the hedges a realistic look. The pack contains two sections each 50cm long, and is offered in two shades of green.

Expected release: March.

The easy TRACK baseboard system is augmented with new kits for a helix – the basic unit is one and a half turns, with an add-on of one turn. It will be available with a choice of five radii, for single or double track. The rise per turn is 135mm in HO, 85mm in N; clearance is 93mm in HO, 50mm in N.

Due in October.

Noch N steam loco drivers



Noch HO 'On the track' set



Noch HO 'At the station' mega set



Concrete walls and portals made of Structured Hard Foam offer the perfect combination of stability and ease of use. The material can be easily cut, sanded and customised without the need for heavy tools.

Each concrete wall and portal is realistically coloured by hand and features the typical surface of real form-work.

Noch HO arcade wall closed





Busch evergreen trees



Busch shrubs and bushes

Busch

The 32 page A4 landscape format brochure includes six devoted to road vehicles. It is titled 2026/1, and there should be more news in the second quarter.

Concrete road overbridge with delicate railings. It can carry railway track or a road.

A version with greater height clearance is suitable for spanning railway tracks.

Both available for HO, TT, and N.

HO – set for a coal store, suitable for railway stations, depots, inland ports, or coal merchants. Includes concrete base, fencing made of T-beams and real wooden planks, 'coal', two 'mushroom' yard lights (dummy), and a Weimar mobile crane with bucket.

Storage area for coal at railway stations, depots, mines, inland ports, or coal merchants. The base is a concrete plinth on which 36 real wood planks are loosely inserted into the profiles of rusted T-beams (perfectly replicated) to form the walls. The kit also includes 'coal' and an IFA HW 60 trailer (ready made).

Highly detailed kit for a rustic inn based on an original from the Ore Mountains in Saxony, where charcoal burning was a widespread craft for centuries. The elaborate façades, windows, and doors are made of real wood. All parts are pre-coloured.

Outdoor catering set for all kinds of outdoor celebrations two figures (unpainted), sales booth, pavilion, beer garden furniture, standing tables, barbecue grills, sales signs, dishes, crates, rubbish bins and bags.

Kit for a weathered memorial with a crumbling obelisk; also included are an information panel, a bench, a rubbish bin, and four fir trees.

Working station and street lamps, two lamp head styles, white or yellow light, two lengths of wooden posts, and lattice posts in both new and rusted versions. Lamp heads are also available for wall mounting. In both HO and TT.

Overhead power equipment linking transformers and masts with fine cables and delicate insulators, in HO and TT: concrete mast; lattice mast; wooden masts; connection to house, both wall and roof mounted; fine wire for power lines; transformer house (peaked roof); transformer tower (flat roof).

Eight traffic cones, trailer, two workmen.

Safety barriers in red and blue, and orange and yellow.

Roadside crash barriers (also N).

Picket fencing (also N).

Busch HO, TT, N concrete bridge



Busch HO coal store set



Busch HO yard lamps



Action sets (figures and accessories) in HO: asphalt rolling; vibrating plate compactor; barrier transport; transport frames with barriers; surveying; charcoal burner at work; charcoal burner stacking wood; extinguishing the fire; fire barrel; camp fire set.

Cemetery theme

Brick wall for enclosing private and public areas and squares, with delicate gates. Kit.

Place of silence – kit containing a large stone cross with a figure, an angel statue on a pedestal, two park benches, and a wastebasket.

Related action sets of figures and accessories: pallbearers; grave digging; grave maintenance; widows' gathering; visiting a grave. All in HO and TT.

TT

Steel bowstring girder bridge.

City church.

Cemetery chapel.

Cemetery wall with gate plus headstones, flowers, and foliage, three deciduous trees, and a water trough.

Warning beacons – sets of LEDs with and without flashing electronics.

Busch O track worker's house



O

Wooden kit for a lineside maintenance man's house.

Workshop with shed. Real wood parts, pre-painted.

Kit for a brick loading ramp for transferring goods onto various rail vehicles. Includes ramp and buffers for two tracks. Suitable for use at train stations, freight yards, industrial areas, ports, etc.

Busch O loading ramp



A kit for a ramp and loading dock for use with the type SSy45 heavy-duty bogie flat wagons by Lenz.

As a load, a Leopard 1 tank which entered service in 1964 and was frequently transported to training areas by rail. This action set depicts a loading scene. It includes the tank and three soldiers in various work poses. Decals for the tank are included.

The figure set is available separately.

Kit for a finely detailed high-voltage pylon.

Scenics

Sets of eight small bushes in spring, summer, late summer, and autumn versions.

Sets of three bushes in spring, summer, late summer, and autumn versions.

Evergreen trees in three sizes (80mm, 140mm, 220mm) – fir, spruce, and larch, the latter also in two-colour autumn version.

Dry undergrowth/brush.

Busch TT girder bridge



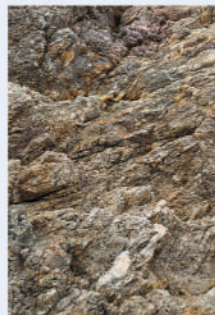
Heki

There is no new items leaflet but the website lists:

'Crinkle rocks' foil in granite and sandstone, each two sizes (40cm x 60cm and 60cm x 80cm). These printed sheets in realistic colours are designed to be crumpled to simulate rocks.

Old weather-beaten spruce trees – pack of ten 70-110mm high, pack of seven 100-140mm high.

Model landscape renovation set, saving compared to buying the items individually – one ref.1551 HEKI flor, one ref.1576 Decovlies Wild Grass, one ref.1594 Decovlies Meadow Grass, one ref.1676 Leafy Flora, and one small pack of delicate natural bushes.



Heki crinkle rocks – granite, sandstone

Heki weather-beaten spruce trees

Useful addresses

The following list gives the addresses of firms mentioned in our report whose products may not be widely known or readily available in the UK. Brands which should be familiar from regular advertisements and reviews in the magazine have been omitted. Websites are included if known, or an e-mail address if available. If contacting companies in Europe, it should not be assumed that English is understood.

AB-Modell (Anja Bange Modellbau)
Im Stuckenhahn 6, D-58769 Nachrodt, Germany
www.n-schmalspur.de

A.C.M.E. srl
Via Belluno, 24, I-20132 Milano (MI), Italy
www.acmetreni.it

Albert Modell
2900 Komárom, Felvidéki u. 8., Hungary
www.albertmodell.com

ASM (Arndt Spezial-Modelle)
Auf der Rübekuhle 23A,
D-21335 Lüneburg, Germany
<https://as-modell.de>

Artitec Models
Papaverweg 29b,
NL-1032 KE, Amsterdam, The Netherlands
www.artitec.nl

B-Models (Van Biervliet)
Bruggestraat 66, B-8770 Ingelmunster, Belgium
www.vanbiervliet.com
www.b-models.be

Dekas
Reskavej 6, 4220 Korsør, Denmark
<https://dekas.dk>

ESU (electronic solutions ulm)
Edisonallee 29, D-89231 Neu-Ulm, Germany
www.esu.eu

Exact-train
Ijsvogellaan 15,
NL-4143 AT Leerdam, The Netherlands
www.exacttrain.eu

Ferivan Modelbouw
Vrijheid 34 C Hoogstraten, B-2320 Belgium
www.ferivan-modelbouw.be

Fulgurex
Ch. du Reposoir 16, CH-1007 Lausanne, Switzerland
www.fulgurex.ch

Heljan
Rebslugervej 6, 5471 Sønderød, Denmark.
<https://heljan.dk>

Igra Model s. r. o.
Barevná 258, 671 81 Nový Šaldorf, česká republika
www.igramodel.cz

Jägerndorfer Spielwaren GmbH
Bundesstrasse 20, A-2563 Pottenstein, Austria
www.jaegerndorfer.at

Joswood – Jörg Schmidt
Steinbeck 54 (Hinterhaus),
D-42119 Wuppertal, Germany
www.joswood-gmbh.de

Kato/Hobbytrain – see Lemke

Kiss (Fine Models GmbH)
Raiffeisenstrasse 2, D-64853 Otzberg, Germany.
www.kiss-modellbahnen.net

KM1 Modellbau
Ludwigstraße 14, D-89415 Lauingen, Germany
www.km-1.de

Lemke (Kato/Hobbytrain/Mehano)
Schallbruch 34a, D-42781 Haan, Germany
www.lemkecollection.de

Loewe Modellbahnzubehör
Steinschrotweg 7, D-96450 Coburg, Germany
www.loewe-modellbahnzubehoer.de

LS Models / Models World
Rue Bosfagnes 31, B-4950 Sourbrodt, Belgium
www.lsmodels.com

MBW
Wolfsbank 6, D-45472 Mülheim, Germany
<https://mbw-modellbahnen.de>

Mehano
Polje 9, 6310, Izola, Slovenia
www.mehano.si

Mistral
Avenue Winston Churchill, 92,
B-1180 Bruxelles, Belgium
www.mistraltrains.be

NMJ (Norsk Modell Jernbane)
Postboks 6651, Etterstad, N-0609 Oslo, Norway
www.nmj.no

NPE
Geschwister-Scholl-Straße 29,
D-91452 Wilhermsdorf, Germany
www.npe-modellbau.de

Os.Kar
Raxo S.r.l., Via G. Marradi, 4 57126 Livorno, Italy
www.oskartrains.eu

Panier
Oeringer Weg 11, D-23845 Itzstedt, Germany
www.carocar.com

profi model thyrow (pmt)
Thyrower Bahnhofstraße 6
D-14959 Trebbin OT Thyrow, Germany
www.pmt-modelle.de

REE Modèles / Mikado Train
46, Route de Paris, F-77370 Nangis, France
www.ree-modeles.com

Saxonia Modellbau
Baudenweg 2, D-01328 Dresden, Germany
<https://saxonia-modellbau.de>

Schirmer
Hauptstrasse 7, 04552 Borna (OT Zedtlitz), Germany.
www.modelleisenbahn-schirmer.de

Schnellenkamp
Treiser Pfad 1, D-35418 Buseck, Germany
spur-0-kaufhaus.de

Schreiber-Bogen Aue-Verlag GmbH,
Korber Straße 20, D-74219 Möckmühl, Germany
www.schreiber-bogen.com

Spur 1 Austria Spur 1 Modellbahnen GmbH
Freileiten 5, A-4840 Vöcklabruck, Austria
www.spur-1.at

SudExpress
AVALIARE Engenharia Lda.
Centro Comercial da Estação
Praça Camilo Castelo Branco, 31
2º Andar - Sala 48, 4700-209 Braga, Portugal
www.sudexpressmodels.eu

Train Line Gartenbahnen GmbH
Hüllerstraße 25, D-32278 Kirchlengern, Germany
www.train-line45.de

Treinshop Olaerts
Nieuwstraat 192, B-3590 Diepenbeek, Belgium
<https://treinshopolaerts.be>

ViTrains
21. I O s.r.l. Via Montonale Basso, 5/g
I-25015 Desenzano del Garda, Italy
www.vitrains.it

Veit Modellbau
Volkshausstraße 1,
D-08297 Zwönitz (OT Brünlos), Germany
www.modellbau-veit.de

Weinert
Mittelwending 7, D-28833 Weyhe/Dreye, Germany
www.weinert-modellbau.de



Stadler Euro 9000 from Märklin



Märklin and Trix have announced an exclusive version of their new model of the Stadler Euro 9000 (BR2019) bi-modal Co-Co in the livery of the Leonhard Weiss construction company of Göppingen.

The metal bodied model has many separately applied details, with a highly detailed roof.

Buffer height is to NEM standards.

The model comes fitted with the mfx+ digital decoder with extensive operating and sound functions, with energy storage to bridge short power outages.

High beam, cab, and equipment room lighting are digitally switchable.

Switchable shunting and special signals for the Netherlands, Belgium, Switzerland, and Italy.

The roof fans are motorised, and all four pantographs can be raised and lowered separately via digital control.

Brake pipes, screw couplings, and closed snowplough are included as separately attachable parts.

Length over buffers 26.4cm.

Märklin ref.38905.

This model is also available in a DC version in the Trix range ref.25985.

www.maerklin.de

www.trix.de

Latest HO trams by Halling



Typically Viennese!

The model of the seven-part Viennese ULF with its unique design, highly innovative drive concept, and the lowest entry height in the world, is now available as Type B, the first delivery series. In addition to two different numbers, the new edition of this classic also features a NEM652 digital interface, new lines and up-to-date destinations, and much

more! Each model comes with its own sheet of decals but others are available for purchase separately so you can employ this typical Viennese tram on your preferred route.

Halling Modelle
Leopoldgasse 15-17,
A-1230 Wien, Austria.
www.halling.at

Kaeserberg

train of the month May

SBB express with all green stock

The United Nations declared 1983 the Year of Communication, which inspired the artist Daniel Bourret to paint an SBB Re4/4^{II} loco (11181) in an appealing and cheerful style. The theme was the *Röstigraben*, the cultural divide between German and French speaking Switzerland, which the 'mobile canvas' would repeatedly cross. The 'art loco' brought colour to everyday SBB operations for the first time on 7th July 1983.

Kaeserberg is looking a little further back into the past as Re4/4^{II} 11181 hauls a 120km/h express made up of ten standard coaches with a total capacity of

622 seats, all in green livery. Some still display the Swiss cross, others the new logo introduced from 1981. The new SBB look was gaining momentum!

The first SBB loco appeared in red in November 1983 (Re4/4^{II} 11178).

The Bourret loco was similarly reliveried in February 1985, and since 2005 it has been in the blue and red livery of SBB Cargo and used primarily for freight trains.

Kaeserberg
Impasse des Ecureuils 9,
CH-1763 Granges-Paccot,
Switzerland.
www.kaeserberg.ch



New Faller grass applicator



New from Faller is the Gras-Fix Grass Spreader (ref.180691).

Suitable for all scales, it is intended for covering moderate areas, and has an open hopper with a sieve base. It is supplied with a funnel attachment for more precise applications.

This device charges the grass fibres electrostatically, causing them to stand upright on the surface.

Use is straightforward: first coat the area to be grassed with suitable glue – Faller Colofix is recommended, available in clear, green, and brown versions.

Fill the Gras-Fix device with fibres, either a single colour or a mixture.

Take a pin or small nail and stick it in the layout near the area to be treated. Attach the ground wire to it with the clamp.

Switch on the device, hold it approximately 30-50mm above the surface, and shake it gently. The fibres will fall and stand neatly and vertically in the glue.

If you need to work with large quantities, or simply store other colours ready for use, add-on containers with clip-on lids and bases are available (ref.170680). Capacity is not quoted.

www.faller.de
www.gaugemasterretail.com



Wagon kits for HOe from Halling



Last October, Halling introduced the so-called 'almost-finished' kits for Austrian narrow gauge goods wagons. They sold out very quickly, but now all versions are available again.

The models are laser-cut from real wood, which is nothing new, but then they are painted and printed. They look extremely realistic and are superior to plastic models.

The 'almost-finished' kit includes a fully functional pre-assembled chassis, a laser-engraved roof, and fine yet very sturdy accessories made of burnished

spring bronze. You do not have to paint anything or apply decals.

Assembly is possible without tools other than a modelling knife and tweezers. The kit even comes with a piece of sandpaper and glue – everything you need to build the model.

Assembly is simple and well documented.

Halling Modelle
Leopoldgasse 15-17,
A-1230 Wien, Austria.
www.halling.at



Gearbox kit from micromotor

micromotor have expanded their range of ingenious re-motoring kits to include a multi-stage reduction gearbox for motorised accessories, available with different output speeds.

Dimensions, drawings, and performance data are available on line so you can check exactly what you need.

<https://micromotor.eu>

These kits are distributed in the UK by Peter's Spares.

www.petersspares.com



Lettering decals from Matho

Matho offer new sets of letters in white, suitable for all scales.

ref.80051 – upper case, 1.5mm, type 1.

ref.80052 – upper case, 3mm, type 1.

www.mathomodels.com



American Z Line latest releases



This is a first for AZL – a high-hood GM-EMD GP30 for the Norfolk & Western, with two road numbers, #522 and #530.

The models come DCC ready and feature the AZL 7mm diameter motor, dual flywheels, prototype specific details, upgraded p.c.b., directionally controlled LED lighting, pre-installed pilot, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers.



Sante Fe 'Super Chief'

AZL is offering a new set of eight ATSF 'Super Chief' passenger cars. The pack includes slots for four GM-EMD F7 locos.

The cars in the set are:

#3459 baggage

#87 RPO

Palm Path 10-6 sleeper

Regal Corps 4-4-2 sleeper

#503 dome observation

#604 diner

#1339 dormitory – lounge

Vista Heights observation

There is a unique new version of the Chicago & North Western General Electric C44-9W #9666 during the transition to Union Pacific ownership with the patched cabside number.

The models come DCC ready and feature the AZL 7mm diameter motor, dual flywheels, prototype specific details, separately applied grab irons, directionally controlled LED lighting, ditch lights, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers.



The GM EMD F7 is offered for the Denver & Rio Grande Western as an A&B set (F7A #5444 + F7B #5763) as well as separate A (#5561) in the one stripe livery.

The models are DCC ready and have the AZL 7mm diameter motor, dual flywheels, prototype specific details, metal stirrups, directionally controlled LED lighting, optional front truck with mounted coupler, blackened metal wheels, and AutoLatch™ couplers. Both the A and B units are powered.



The 40' container is offered in 'Crowley' brown livery.

The bay window caboose is available with two Conrail numbers, #21524 and #21532.



www.americanzline.com

Exhibition Diary

Dates, events, and information

Please send details for possible inclusion to:

Peco Publications, Beer, near Seaton, Devon, EX12 3NA.

E-mail: clubs@railwaymodeller.co.uk

Saturday 18 & Sunday 19 April SALISBURY, Wiltshire

Organiser: Rob Hampton.

Venue: Winterslow Village Hall, Middleton Road, Salisbury, SP5 1PQ.

Open: Saturday 1030-1700
Sunday 1030-1600

Admission: adults £8.00, children £4.00, U5s free, family (2+2) 20.00. (Cash and cards accepted).

Amenities: ample free parking; disabled access; refreshments.

Features: 14 layouts in various scales and gauges including *Carolann* (US HO) and *Rosenbach* (LGB). Figure painting demonstration. Trade.

Contact: Rob Hampton, 01980 862387.

E-mail: hamptonrob1951@outlook.com

Website:

www.winterslowmodelrailex.com

Saturday 25 April EASTLEIGH, Hampshire NARROW GAUGE SOUTH

Organiser:

Wessex Narrow Gauge Modellers.

Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5BX.

Open: 1000-1700

Admission: adults £10.00, U16s £3.00 with accompanying adult, family (2+2) £23.00.

Amenities: on-site parking. Venue is on local bus routes, close to Eastleigh and Southampton Airport Parkway stations. Park and ride available using Eastleigh Lakeside Miniature Railway. Accessible venue. Catering.

Features: around 30 layouts in a variety of scales and gauges, including *Falschzähne* (HOe), *Keindorf* (Austrian HOe), *Kaninchenbau* (alpine HOe, CM February 2022), *Santa Maria* (Swiss HOm, CM September 2025), and *Porcupine Creek* (Canadian HOm30). Heritage railway & society stands. Trade. 009 Society AGM at 14.00.

E-mail:

secretary@narrowgaugesouth.co.uk

Website: www.narrowgaugesouth.co.uk/wp/narrow-gauge-south-2026/

Saturday 25 April STONELEIGH PARK, Warwickshire NATIONAL GARDEN RAILWAY SHOW

Organiser: The Association of 16mm Narrow Gauge Modellers Limited.

Venue: National Agricultural and Exhibition Centre (NAEC), Stoneleigh Park, Kenilworth, CV8 2LH.

Open: 0930-1700

Admission: advance ticket price – adults £18.00, accompanied U18s free. To book up to 0830 on the day of the show, visit www.eventbrite.co.uk/e/the-national-garden-railway-show-2026-tickets-1964862212771?aff=16mmwebsite.

On the day (card payment preferred) – adults £20.00, accompanied U18s free. A companion's ticket is offered for disabled visitors who require a full-time companion but supporting documents will need to be e-mailed to worinfo@warnersgroup.co.uk by 17 April 2026

and confirmation will be e-mailed prior to the event.

All ticket holders will be entered into a prize draw for an Accucraft Mini Planet 0-4-0 diesel model worth £685.00.

Amenities: the NAEC is located on the B4113, between Coventry and Royal Leamington Spa, in Stoneleigh Park (sat nav postcode CV8 2LH; What3Words: costs.doing.skinny). There are road closures in the area for HS2 works, so from M40 – leave at J15 and take A46 towards Coventry; leave A46 at Thickthorn Roundabout (exit for Leamington & Kenilworth) and follow the diversion for local traffic to travel along A452, then B4113 to approach Stoneleigh Park. From M6/M69 – leave M6 at J2 and take A46 towards Warwick, or at end of M69 take A46 towards Warwick; at Tollbar End roundabout take A45 towards Ryton-on-Dunsmore and shortly afterwards follow diversion for local traffic along the A423, then A445 until signage for Stoneleigh Park. From M1 (Northbound) – leave at J17 and take M45 towards Coventry; pick up signs for A45 Coventry (NOT Daventry) and at Ryton-on-Dunsmore, take A445 and follow diversion for local traffic along the A445 until signage for Stoneleigh Park.

If travelling by rail, take West Coast Main Line to Coventry station where a dedicated shuttle bus service will be operating from 0900 at 45 minute intervals until a final departure from the venue at 1710. Unlimited use tickets can be purchased on the day for £10.00. If using the London Marylebone line, the nearest stations are Royal Leamington Spa, Warwick, or Warwick Parkway, all requiring a short taxi ride to reach the NAEC.

Venue has full disabled access and is all on one level. Only official guide/assistance dogs. Refreshments.

Features: garden railway layouts in a variety of larger scales, both narrow and standard gauge. Plus secondhand sales, 50+ retailers, manufacturers, and specialists. Narrow gauge preservation groups.

E-mail: any.questions@16mm.org.uk

Website:

www.nationalgardenrailwayshow.org.uk

Saturday 25 & Sunday 26 April BURTON-ON-TRENT Americana weekend

Organiser: Mech Models in conjunction NMRA Black Diamonds.

Venue: Unit 9, Lancaster Park, Newborough Road, Burton-on-Trent, DE13 9PD.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £3.00 (includes a tea or coffee). Children must be supervised.

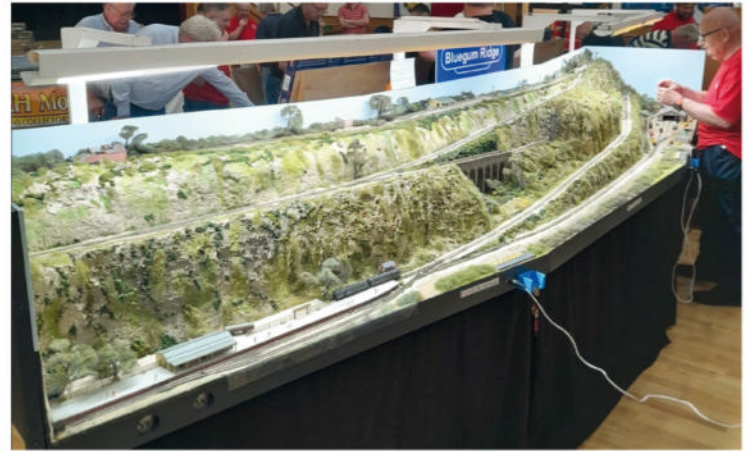
Amenities: on-site parking.

Features: American layouts in a variety of scales and gauges.

Contact: 01283 575444

E-mail: admin@mech.co.uk

Website: www.mech-models.com



Saturday 2 May BECCLLES, Suffolk

Organiser: Norfolk & Suffolk Narrow Gauge Modellers.

Venue: Blyburgate Hall (former St. John Ambulance Hall), Blyburgate, Beccles, Suffolk, NR34 9TF.

Open: 1000-1600

Admission: adults £5.00 (cash only please), accompanied U16s free.

Amenities: only disabled parking at the hall – visitors should use the nearby local public car park (behind the library, near to the Roys Store) signposted just up from the hall on opposite side of the road. Show in three rooms, one unfortunately not accessible to wheelchairs.

Features: a selection of narrow gauge model railways in various scales including: *Apadobe Mine* (O9). Societies, trade.

Contact: Richard Doe, 01502 471760.

E-mail: nsngm@yahoo.co.uk

Website: www.nsngm.org.uk

Saturday 9 May BUSHEY, Hertfordshire

Organiser: South-West Herts MRS.

Venue: Queens School, Aldenham Road, Bushey, Hertfordshire, WD23 2TY.

Open: 1000-1630

Admission: adults £8.00, up to two accompanied U16s free with each paying adult.

Amenities: venue is close to M1 J5 (A41) and has on-site parking. Wheelchair access throughout. Refreshments.

Features: over 20 layouts including *Tamzynowo Wlk* (Polish HO) and *Fire Creek* (US On30). Societies, trade.

Contact: Exhibition Manager Phil Chown, 07377 188329.

E-mail: PC.SWHMRSr41n@gmail.com

Website:

www.southwesthertsmrs.org.uk

Saturday 9 May STAFFORD, Staffordshire

Organiser: Stafford Railway Circle.

Venue: Berkswich Methodist Church Hall, The Rise, Stafford, ST17 0LH.

Open: 1000-1600

Admission: adults £6.00, U16s free.

Amenities: free parking; light refreshments.

Features: 11 layouts including *Branston Sub* (US N). Displays, trade.

Contact: Terry Robinson.

E-mail: tcr.robinson@icloud.com

Website: www.staffordrailwaycircle.org.uk/exhibition-2026/spring-show-2026/

Saturday 9 & Sunday 10 May STAMFORD, Lincolnshire

Organiser: Market Deeping MRC.

Venue: Stamford Welland Academy, Green Lane, Stamford, PE9 1HE.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £10.00, children (5-17) £5.00, U5s free, registered disabled £5.00, parent and child £12.50, family £28.00 (2 adults & up to 3 children). Discounted advance on-line tickets (adults £8.00, children 5-17 £4.00, U5s free, registered £4.00, family £22.00) available via website.

Amenities: good disabled access; refreshments

Features: layouts include *Blue Gum Ridge* (Australian N, above), *Brusio Viaduct* (Swiss HOm), and *Innsdorf* (Swiss HOm). Demonstrations, workshops, societies, trade.

E-mail: showman@MDMRC.org

Website: www.mdsrc.org

Saturday 9 & Sunday 10 May IMMINGHAM, Lincolnshire

Organiser: Immingham Museum.

Venue: Immingham Museum & Civic Centre, Pelham Road, Immingham, DN40 1QF.

Open: Saturday 1000-1700

Sunday 1000-1600

Admission: adults £7.00, accompanied U16s free.

Amenities: large free car park (satnav DN40 1QF). No.5 bus from Grimsby Town railway station. Disabled access to exhibition area but unfortunately not to museum layouts. Refreshments.

Features: visiting layouts including *Tyskie-Wielkopolska* (Polish HO, CM September 2017). Societies, trade.

Contact: 07518 899048 or use 'Get in Touch' contact form on website.

Website:

www.imminghammuseum.org

Saturday 16 & Sunday 17 May JARROW, Tyne & Wear

Organiser: Jarrow MRC.

Venue: Primrose Community Association, Lambton Terrace, Jarrow, Tyne and Wear, NE32 5QY.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £7.00, children £3.00, family £14.00. Card payment.

Amenities: free limited on-site parking with limited disabled parking; on street parking permitted. Disabled access. Refreshments, bar.

Features: layouts include *Nazareth Portland Cement* (US N, coming next month in CM) and *Neuburg 1913 and 2013* exhibited side by side (Swiss HOm, CM Swiss Special November 2018, November 2020, and November 2022). Societies, trade.

Website: <http://jarrowmrc.org>

Saturday 16 & Sunday 17 May RUDDINGTON, Nottinghamshire

Organisers: Nottingham Transport Heritage Centre in partnership with Nottingham MRS & Ruddington MRC.

Venue: Nottingham Transport Heritage Centre, Mere Way, Ruddington, NG11 6JS.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £8.00, children 5-16 £2.00, accompanied U5s free.

Amenities: the venue, base for Great Central Railway (Nottingham), is just off the A60. From M1 J24 take A453 Remembrance Way towards Nottingham, then in Clifton Village take Green Lane towards Ruddington; turn right at the Victoria Tavern onto B680 and follow it left at the Frame Breakers (Kirk Lane); next turn right at the traffic lights onto A60 Loughborough Road, right at the roundabout onto Mere Way, and then right again at the next roundabout. On-site parking is available – fee £3.00. By public transport, the nearest railway stations are all 3-5 miles away so it is recommended to travel to Nottingham station and then catch a bus. For Saturday, catch Nottingham City Transport (NCT) Nos.3, 3A, or 10 to Ruddington Green, then walk down Asher Lane and through Rushcliffe Country Park; on Sunday, NCT bus No.10C runs to Rushcliffe Country Park. Alternatively, Kinchbus No.9 passes Ruddington Business Park with a stop at the nearby Scout Hut. The Heritage Café will be open both days serving breakfasts and lunches, and full roasts on Sunday.

Features: new, larger show as this year has seen the opening of a new exhibition hall, with over 10,000sq.ft. of displays. Layouts include *Dreileben* (German HO, in this issue). Demonstrations, societies, trade.

Contact: 0115 9405705.

E-mail: nthcmrx@gmail.com

Website: www.exhibadmin@nottingham-modelrailway.org.uk
www.gcrn.co.uk/events

Saturday 16 & Sunday 17 May SHEFFIELD

Organiser: Neepsend MRS.

Venue: Grenoside Community Centre, Main Street, Sheffield, S35 8PR.

Open: Saturday 1000-1700
Sunday 1000-1630

Admission: adults £8.00, children £2.00. Card payment accepted.

Amenities: disabled access; café.

Features: 15+ layouts including



Nordhafen (German HO, CM July 2019), *Harrachov* (Czech HO), and *Soo Falls* (US HO, above). 12+ demonstrations, trade.

Website: www.neepsendmrs.weebly.com

Saturday 16 & Sunday 17 May ORPINGTON, Kent

Organiser: Orpington & District MRS.

Venue: Pratts Bottom Village Hall, Norsted Lane, off Rushmore Hill, Pratts Bottom, Orpington, Kent, BR6 7PQ.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £6.00, children £1.50, under 3 free, family (2+2) £13.50.

Amenities: free parking; main hall stage not accessible to wheelchairs; refreshments.

Features: layouts in N, OO, and O including *Japan in Bloom* (N), *Somewhere in France* (WWI OO9), *Alpspitzbahn* (German HO), and *Genetmont* (French O). Demonstrations, loco repair workshop, club sales, trade.

E-mail: exhibitions@odmrs.uk

Website: www.odmrs.uk

Sunday 17 May STOW-ON-THE-WOLD, Gloucestershire STOWRAIL

Organiser: StowRail Organising Group.

Venue: St.Edward's Hall, The Square, Stow-on-the-Wold, Gloucestershire, GL54 1AF.

Open: 1030-1600

Admission: adults £5.00, children free. Raising funds for Stow Primary School.

Amenities: disabled access lifts from the pavement to the hall.

Features: layouts include *Kleindorf* (Z), *Postcard from Mallorca* (1:100 on 9mm), *Roundhouse* (HO), and *Yellow Ridge Uranium Mine* (Gn15). Demonstrations, pre-loved sales stand.

E-mail: model26@GWSR.com

Tuesday 19 May BEER, Devon

Silver Experience Peco factory tour.

Organiser: Peco Model Railways.

Venue: Peco, Underleys, Beer, near Seaton, Devon, EX12 3NA.

Open: 0915-1200

Cost: £40.00 per person.

Amenities: free parking. Visitors must be over the age of 10 and, as this is a working factory, they must wear closed shoes. Note also that this tour involves walking around the site, with flights of stairs and standing for long periods.

Features: after meeting a tour leader in the 'Golden Arrow' Pullman car *Orion* for refreshments and a safety briefing, join a two-hour behind-the-scenes experience. From raw materials to finished products, see where model railway track, wagons, and accessories have been rolling off the production line for the last 80 years. You will watch track components being assembled, learn about the different machines used, and see the finished products being packaged, ready for shipping around the world.

Website: www.peco-uk.com

E-mail: tina.bishop@peco.co

Wednesday 20 May BEER, Devon

Gold Experience Peco factory tour.

Organiser: Peco Model Railways.

Venue: Peco, Underleys, Beer, near Seaton, Devon, EX12 3NA.

Open: 0915-1500

Cost: £65.00 per person;
£120.00 for two booking together.

Amenities: free parking. Visitors must be over the age of 10 and, as this is a working factory, they must wear closed shoes. Note also that this tour involves walking around the site, with flights of stairs and standing for long periods.

Features: after meeting a tour leader in the former 'Golden Arrow' Pullman car *Orion* for refreshments and a safety briefing, join a full-day behind-the-scenes experience. It begins with a two-hour tour, during which participants will see track components being assembled and learn about the different machines used, with finished products being packaged ready for shipping to countries around the world. Refreshments will be provided throughout the day, including a light lunch served in *Orion*, followed by a 30-minute Q&A session with a member of the Peco management team. There will then be an opportunity to get 'hands-on' making a souvenir limited edition OO9 wagon to take home. Finally, there will be the opportunity to visit the Peco model railway exhibition and shop, and take advantage of a 10% discount.

Website: www.peco-uk.com

E-mail: tina.bishop@peco.co

Saturday 23 May SAFFRON WALDEN, Essex

Organiser: Saffron Walden MRC.

Venue: Abbey Lane URC Hall, Abbey Lane, Saffron Walden, CB10 1AG.

Open: 1000-1600

Admission: free but organisers welcome a donation to the chosen charity (St.Johns Ambulance Brigade).

Amenities: parking at Swan Meadow Car Park, satnav CB10 1DA, c.400m from the venue and signposted; card only pay & display.

Features: up to 7 layouts including *Varicourt* (First World War French Village scene, OO9) and *Deyton Valley Railroad* (US N). Club secondhand stall with American and British N, and one trader.

Website: www.lawlogg.uk

Saturday 23 & Sunday 24 May GLASGOW

SCOTTISH FESTIVAL

OF RAILWAY MODELLING

Organiser: Renfrewshire MRC.

Venue: Braehead Arena, Kings Inch Road, Glasgow, G51 4BN.

Open: both days 1000-1700

Admission: adults £12.00, accompanied children free.

Amenities: from M8 eastbound J25, M8 westbound J25a. Multiple car parks around the shopping centre, with free parking. Railway stations a short bus ride away include Paisley Gilmour Street, Partick and Govan subway station. Buses to the venue include McGills Nos.23/23A/X23, 26/26B, 514, 901, 906, 907, X7 or First Glasgow Nos.9A, 77. See website 'Location' page.

Features: over 40 layouts including *Auswiss* (Austrian/Swiss HO, right). Demonstrations, trade.

Contact: use contact form on website.

E-mail: info@renfrewshiemrc.co.uk

Website: www.thescottishfestivalofrailwaymodellng.co.uk



Saturday 23 & Sunday 24 May ANDOVER, Hampshire

Organiser: Salisbury & South Wilts Railway Society.

Venue: Thrupton Centre, Thrupton Circuit, Andover, Hampshire SP11 8PN.

Open: Saturday 1000-1630
Sunday 0930-1600

Admission: adults £10.00, children 5-16 £2.00, accompanied U5s free, family (2+2) £22.00.

Amenities: free parking; full disabled access; catering.

Features: 20+ layouts including *Kaninchenbau* (automated alpine HOe, CM February 2022, above).

Contact: Exhibition Publicity Manager David Graney, 07768 448369.

Website: www.sandswrs.co.uk

Saturday 30 & Sunday 31 May HULL, East Riding of Yorkshire

Organiser: Hull MRS CIO.

Venue: The Event Space, Princes Quay, Hull city centre, HU1 2PQ.

Open: Saturday 1000-1700
Sunday 1000-1600

Admission: adults £8.00, one child free with each adult, additional children £1.00.

Amenities: entry to large on-site car park is via Waterhouse Lane (sat-nav HU1 2PS/what3words: atomic.figure.salon). 10 minute walk from bus and rail at Hull Paragon Interchange.

Features: 14 layouts including *Megsdorf* (German HO, CM August 2025). Trade.

E-mail: hullmrsshow@gmail.com

Website: www.hullmrs.org

Meetings

Friday 1 May – 1900 Stephenson Locomotive Society

San Francisco Trams by Tom Ingall.

Venue: Nunthorpe Methodist Church, Connaught Road, Nunthorpe TS7 0BP.

Details from: 01429 270591.

Wednesday 20 May – 1930 The Grimsby & Cleethorpes Railway Group

Basel to Brig by Rob Morrey.

Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.

Small entrance fee.

Details from: Stuart Blackburn, 07745 961538 or sc.blackbourn@ntlworld.com



Coming next month

out 21st May

Berkshire new from Märklin



In 1925, LIMA Locomotive Works developed the popular Mikado 2-8-2 design into the first super-power locomotive. It boasted a much larger firebox, which massively increased the boiler output.

To comply with the maximum axle loads, a four-wheel trailing truck was installed.

The prototype was intensively tested by the Boston & Albany Railroad on its main line that ran through the Berkshire Mountains on the east coast. The new loco demonstrated a substantial increase in performance. The B&A was so impressed that it immediately placed an order for twenty-five. Other railroads followed suit, and this type soon became known as the 'Berkshire'. Over six hundred operated throughout the US, and production continued until 1949.

Most had a normal surface feedwater heater mounted transversely on the smokebox. But the twenty-five 'Berkshires' delivered to the Boston & Maine Railroad in 1928/29 had unusual Coffin feedwater heaters, which were U-shaped and mounted upside down on the smokebox.

In 1945, the B&M sold ten of these to the Southern Pacific Railroad, which was faced with a sudden increase in traffic. In keeping with the SP paint scheme for steam locos, the smokebox and feedwater heater were painted silver. Unfortunately, they only served with the SP for a few years, after which all were scrapped.

Several 'Berkshires' can be admired in various museums today, and two are still operational: #765 of the former Nickel Plate Road and #1225 which LIMA built for the Pere Marquette Railroad in 1941.

The surprise new model from Märklin and Trix is completely new tooling. The first version represents Southern Pacific #3505 as it looked between 1945 and 1950.

The model is mainly metal, with many separately added detail parts including



bell, lamps, and illuminated number boards. The cab windows are coloured, and there are engineer and fireman figures.

It comes with a factory-installed smoke generator with speed-dependent, dynamic exhaust.

The loco has a highly detailed tender, with delicate rows of rivets, grab rails, and access ladders.

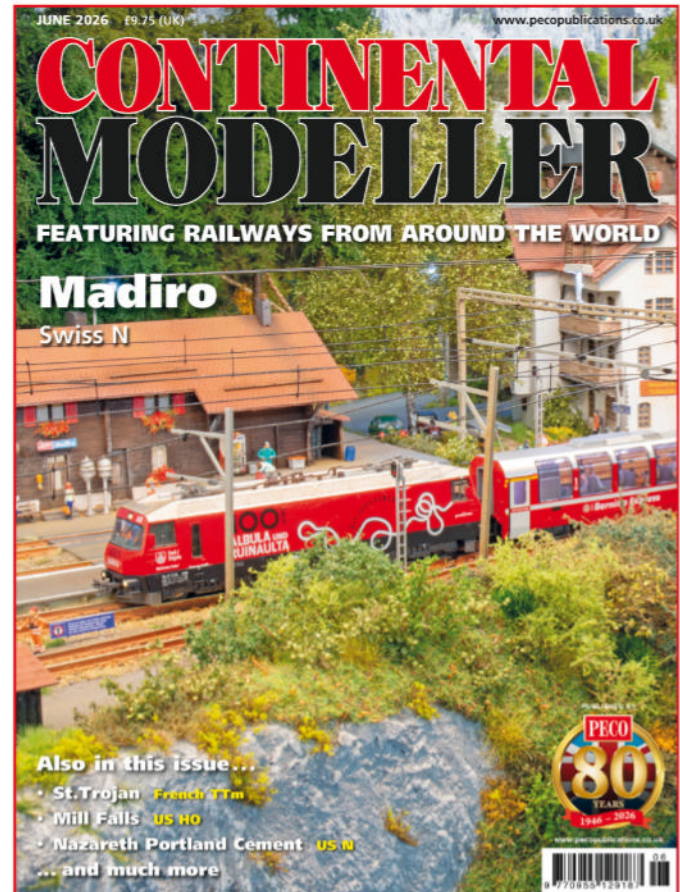
Sets of detailed freight cars with sliding doors that can be opened, and a caboose, are being produced to accompany the loco.

Märklin ref.37983

Trix ref.25983

www.maerklin.de

www.trix.de



• Madiro

Inspired by holidays in the canton of Graubünden, experienced modeller Diger Rossel decided to investigate the potential of the Kato Rhätische Bahn models.

• Saint-Trojan-les-Bains

A small coastal terminus in Charente-Maritime – Robert Barnard presents an impression of a French metre gauge *secondaire* modelled in 1:100.

• Mill Falls

New England in the 1950s: Mike Carter created a portable American HO layout to accommodate a wonderful collection of highly detailed structure kits.

• Borch-am-Rhein

Rails through the vines – Philip Roberts introduces his N gauge layout, a Rhine side scene set in Epoch IV.

• Nazareth Portland Cement

Phil Baggley has represented in N the cement industry served by the Lehigh & New England and other railroads in north-east Pennsylvania in the 1970s.

... and much more!

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To buy, sell or exchange through the columns of Great Britain's best selling magazine for enthusiasts modelling overseas railways

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If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:

Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

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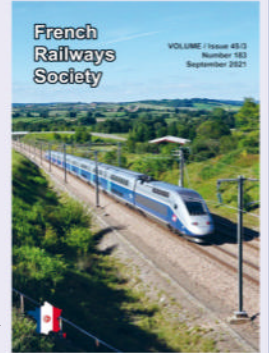
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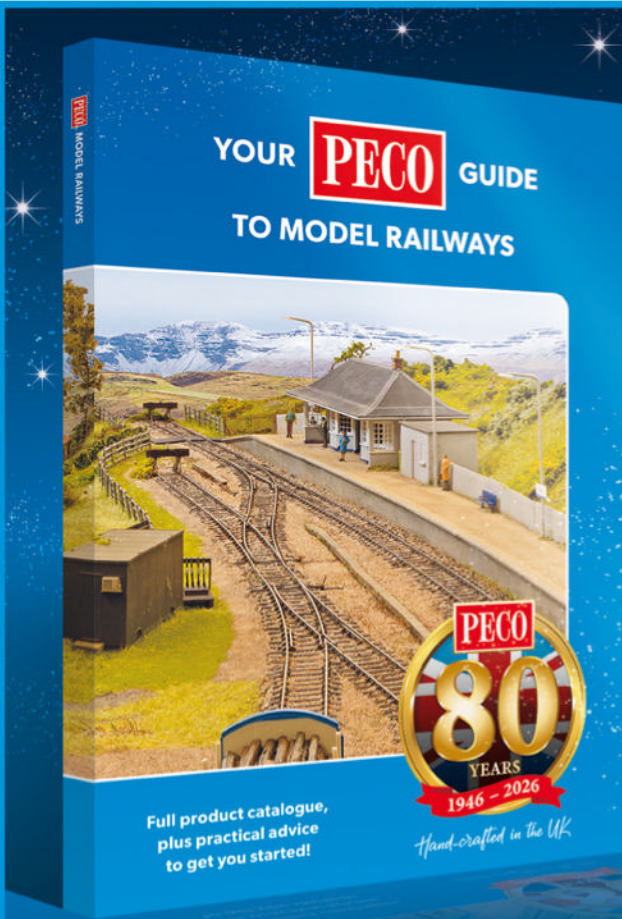
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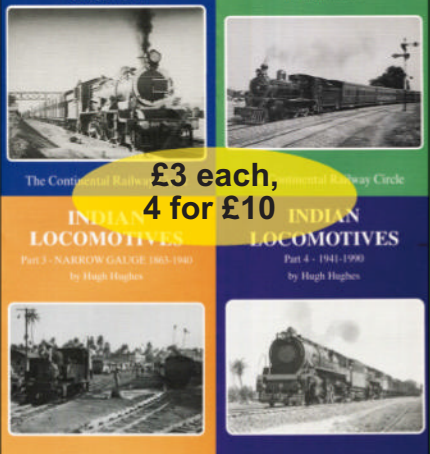
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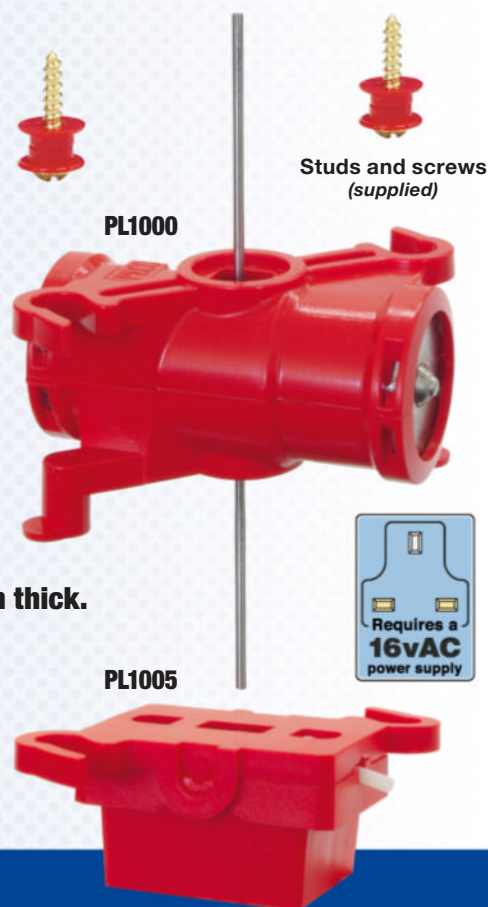
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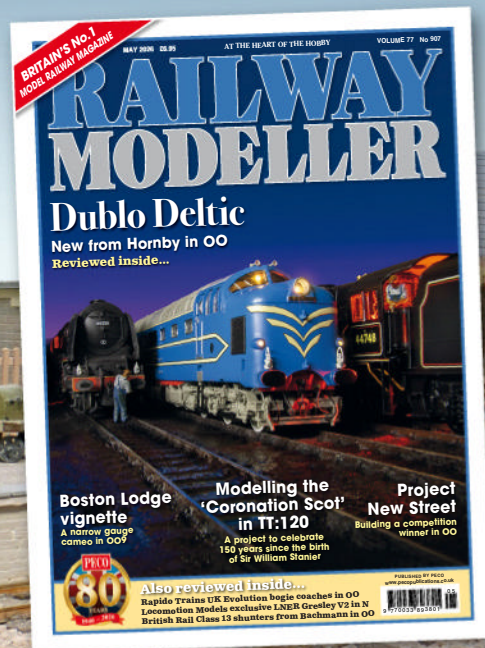
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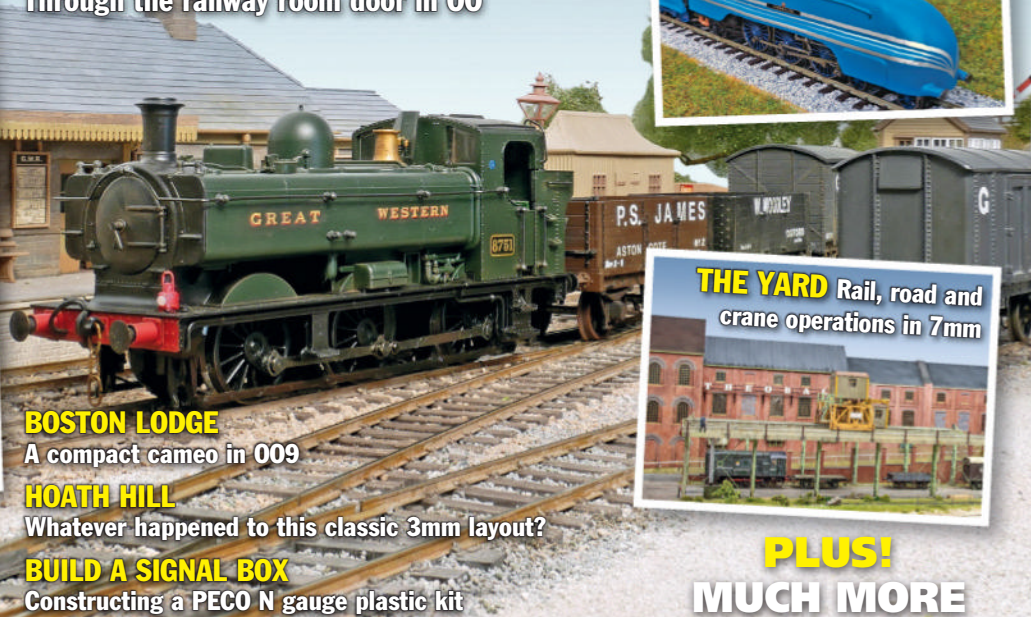


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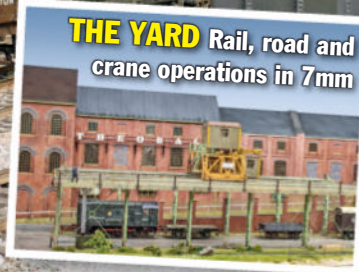
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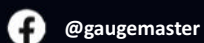
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