JANUARY 2011 CONTINENTAL MODELLER

VOLUME 33

CONTINENTAL MODELLER

JANUARY 2011 | £3.65 (UK)

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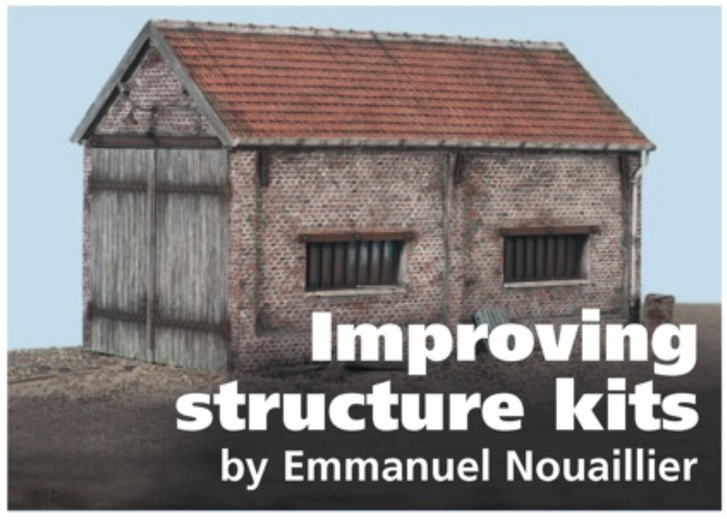

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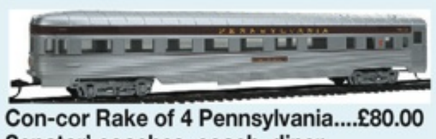

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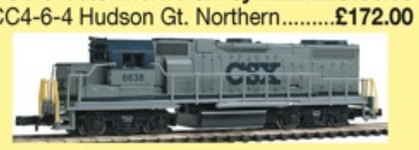

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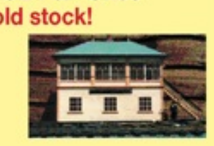

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Volume 33
Number 1

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Published on the third Thursday of the preceding month by

Peco Publications & Publicity Ltd.,
Beer, Seaton, Devon, EX12 3NA, England.
Telephone: **01297 20580**.
Fax: **01297 20229**.
Website: **www.pecopublications.co.uk**

Distribution to the model trade, & direct subscriptions (Home & Overseas): Pritchard Patent Product Co.Ltd. (address and telephone as above)

Distribution to the newsagency trade (Home & Overseas): COMAG, Tavistock Road, West Drayton, Middlesex, UB7 7QE. Telephone: 01895 433600.

Printed by
William Gibbons & Sons Ltd., P.O.Box 103,
26, Planetary Road, Willenhall, West Midlands, WV13 3XT.

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ISSN 0955 - 1298

Annual subscription (12 issues):
United Kingdom £43.80, post free.
Overseas (including Eire) £64.20.
Single copies: enquire for current rate.
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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday of the preceding month.

Cover
On the Zauberwaldbahn, 0-4-0T 99 4609 departs from Eulendorf with a local passenger train for Bad Besenbach.
Photograph: Steve Flint.

Happy New Year!

Although this January issue, starting another new volume, appears before Christmas, as is traditional we wish all our readers, contributors, and advertisers a happy new year, in which we hope railway modelling will continue to be an important source of pleasure and relaxation - after all, that is the primary purpose of a hobby.

The underlying interest in railway modelling seems perennial and support remains high, as we were pleased to observe at another successful Warley show at the NEC in November, which must be some indication of the relatively healthy state of the hobby. While there may be concerns about recruiting youngsters, in general we are encouraged for the future: new recruits may be older yet with little experience, or indeed returners rather than absolute beginners but who also need guidance in current markets and technologies. There can be no denying that the average age of those active in the hobby is getting older (as the evidence of the mirror daily reminds us!), but this is true of the population as a whole in most countries. On the positive side older participants tend to have more resources, space, and time (though not so much of the latter, according to many of the retired folk we meet!). Certainly the profile will change but the hobby can remain buoyant. However clever a computer simulation, there is still no substitute for being able to inspect a model to admire the detail, and to watch it glide along the track, responsive to your hand on the controller - even though that may now be a piece of advanced digital technology.

Computer aided design has transformed the production process for proprietary models, and there are interesting developments in the fast-emerging technology of 3D printing, but the purpose is still to produce a physical object. And there is still an important place for craft skills, with techniques old and new, because ultimately it is the creative process which is most satisfying, and a major part of the lasting appeal of our hobby.

CM Cup competition

Now is the time to send in your entry for the 2010 CM Cup Competition. Full details and the entry form can be found on page 21a, and your entry should reach us by 31st January, to enable the results to be announced in the April issue.

As before, we are looking for the articles - of whatever type, complete layout, single model, plan, or prototype - that you found most inspiring. The winning article will be awarded the prestigious Continental Modeller Cup.

All valid entries will be entered in the prize draw, which features prizes of increased value this year. The lucky winner will receive £400, and there will be prizes of £200 and £75 for the second and third places. To allow maximum flexibility, these prizes will be awarded in the form of £25 vouchers which can be 'spent' on model railway equipment with any of the retailers advertising in the magazine. In addition, for the first time this year there is an attractive selection of prizes for seven runners-up.

You can send in your entry by post, e-mail, or through the website.

Please vote: we do find it useful to know which subjects have interested you most. Analysing the entries shows which topics are popular and helps us to continue to offer the right mix, reflecting your prototype interests and modelling activities, as far as they are represented by what is submitted.

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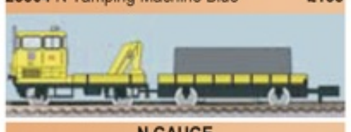

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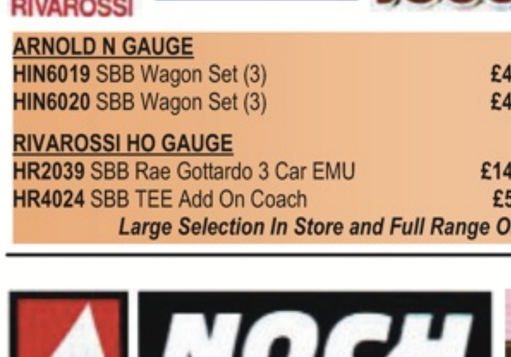

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TF158 4 × Tipper Buckets – grey **£8.25**
TF159 2 × Tipper Trucks – grey **£18.75**
TF160 2 × Tipper Trucks – brown **£18.75**

ORGIGINAL GERARD HOn3 Rack Railway

This system is all based on the Austrian Schafberg & Schneeberg Mountain Railways – ***All items are in kit form***

STEAM LOCO – various Epoche – kit **£50.00**

FERRO TRAIN HOn3 Rack System

9504 *"SCHAFBERG"* Rack Set – EpV – Loco 999 104 *"Bergprimal"* (green)/2 × Coaches – (red)/1 × metre Track **£310.00**
9505 *"SCHAFBERG"* Rack Set – EpV – Loco 999 105 *"Almrausche"* (blue)/1 × Coach – (green)/1 × metre Track **£263.00**
1020-03 Coach – blue **£60.50**

TRACK: Kit form

1-metre 4 pieces rail/track bed/fishplates **£12.00**
Y-Points **£60.00**
Fishplates (pack of 10) **£1.60**

ALPINE LINE Om (from ROCO)

50518 LSE (Luzern-Stans-Engelberg) 2nd Cl. EW II Coach **£64.40**
50521 RhB 1st Class *"Bernina Express"* Coach **£55.00**

MAGIC TRAIN Oe

2320 2-axle Passenger Coach *"Oktober-fest Munchen"* **£26.60**
2430 2-axle Container Wagon with Open Container **£17.75**
2481 2-axle Tanker – yellow **£22.35**
2482 2-axle Tank Wagon – red/grey with Brakeman's Cab **£15.00**

LGB IIm

33664 RhB *"Glacier Express 2006"* Restaurant Coach **£309.25**
39073 *"TEDDY ROOSEVELT"* Coach **£162.00**
40813 RhB Xk 9043 Works Material Wagon – yellow **£100.00**
41810 RhB Closed Goods Van Gb5805 – brown **£100.00**
44880 RhB 2-axle Open Wagon E 6611 – brown **£77.50**
45893 RhB *CoOp* Refrigerated Van *"Strawberry"* **£114.75**
45894 RhB *CoOp* Refrigerated Van *"Gerbera Flower"* **£114.75**
45895 RhB *CoOp* Refrigerated Van *"Broccoli"* **£116.65**
45896 RhB *CoOp* Refrigerated Van *"Orange"* **£105.25**
46893 RhB Refrigerated Container Wagon *"Bergkas"* **£116.65**
47891 RhB Container Wagon *"POST"* **£122.50**

PIKO IIm

37410 DB-AG Class 182 Taurus Electric **£175.00**

NAROBAHN IIm (G Scale)

TG153 OBB Class X711 *PUCH* Motorbike Draisine – 2 Seater Inspection Vehicle **£245.00**

PREISER-G Scale Figures

45029 Pair of Hikers with Back-packs **£14.90**
45033 3 × Passengers **£20.00**
45034 3 × Passengers with luggage **£20.00**
45036 3 × Seated Figures **£18.70**
45038 Bricklayer/Workman **£15.30**
45040 Pair of Golfers **£15.30**
45177 6 × Passengers (unpainted) **£17.00**
45178 6 × Passers-by (unpainted) **£17.00**
45180 Wedding Couple and attendants (unpainted) **£17.00**
45181 Bride's Parents and guests (unpainted) **£17.00**

Please see our Website –
www.winco.uk.com
for all the latest stock items

N GAUGE SELECTION

KATO (Lemke)

137110 SBB Class 460 115-9 – red **£159.45**
137111 SBB Class 460 006-0 *"100 Jahre Postauto PTT"* **£181.20**
K11601 SBB Re 4/4 I Electric No. 10040 – green **£159.50**
K11602 SBB Re 4/4 I Electric No. 10038 – red **£159.50**
K11603 SBB Re 4/4 I Pendelzug No. 10024 – green **£159.50**
K11604 SBB Re 4/4 I Pendelzug No. 10012 – red **£159.50**
K11605 SBB Re 4/4 I Electric No. 10034 – TEE livery **£166.70**
23000 SBB *Arlberg-Express* 3-unit Coach Set – 2nd/Sleeping Coach/Restaurant Coach **£123.20**
23111 SBB 1st Class RIC Coach with new logo – green **£31.50**
23112 SBB 2nd Class RIC Coach with new logo – green **£31.50**
23113 SBB 1st/2nd RIC Coach with new logo – green **£31.50**
23201 SBB 2nd Class Couchette – EpIV – orange **£34.10**
23202 SBB 2nd Class Couchette – EpV – blue **£34.10**

HOBBYTRAIN by Lemke

H2710 OBB Class 1216 001-8 TAURUS **£114.00**
H2712 OBB Class 1216 226-1 TAURUS *"EU-AT"* **£116.00**
H2713 OBB Class 1216 902-7 TAURUS *"RTS"* **£116.00**
H2761 Class BR182 TAURUS – **LIMITED MODEL** – *"175 Jahre Bahn II"* – black livery **£72.50**
H2901 DB BR189 Electric – *RAILION* **£101.45**
H2904 Class ES64 F4 *SBB CARGO* – yellow ends **£108.00**
H2906 Class BR Re 474 NF-Cargo (Italian/Swiss) **£116.00**
H2907 Class ES64 F4 *"CREAM – Moving EUROPE"* **£108.00**
H2908 DB BR189 Railion – *"Transport Schoner Tulpenlok"* (Germany/Holland) **£108.00**
H2909 Class ES64 F4 Electric *MRCE* Dispolok – *"Bosphorus Europe Express"* **£108.00**
H5001 4-unit *"TRANSPETROL"* Set – Class 66 HGK DE 672/3 × Bogie Tank Wagons **£159.00**
H5007 4-unit "Set – MRCE Taurus *"Dyckerhoff"*/3 × *"VTG"* Cereal Wagons **£123.25**
10100 SBB Re 6/6 11665 *"ZIEGELBRUCKE"* – green **£135.00**
10101 SBB Re 6/6 11642 *"MONTHEY"* – green **£135.00**
10171 SBB Re 6/6 11639 *"HERZOGENBUCHSEE"* – red **£174.00**
23021 SBB Gms Closed Van – brown **£13.60**
23025 SBB Gms Closed Van – *Rail Constructeur* – blue **£15.40**
23041 SBB DB Sputnik 99-29 216-6 – green **£17.50**
23042 SBB DB Sputnik 99-29 419-6 – green **£17.50**
23707 AAE Double Container Wagon Type Sggnos 715 – Swiss *"PTT"* **£42.00**
23716 Double Container Wagon Type Sggnos 715 – DB *"BTT"*/ *"CrossRail"* **£37.75**

LEMKE MINIS – *Swiss Outline 1950-60's Model Vehicles*

OPEL Blitz *"PTT"* Van **£12.00**
BUSSING LU-11 *"Mobel Pfister"* Furniture Lorry **£13.50**
MERCEDES BENZ L322 *"ELMER CITRO"* Open-back Lorry **£12.00**
MERCEDES BENZ L322 *"Jacky MAEDER"* Delivery Lorry **£12.50**
MERCEDES BENZ L322 *"ROSSLI"* Delivery Lorry **£12.50**

CREANORM – *Swiss Model of the Year 2008*

SBB Flat Type Lgnss with 2 × "PTT Post" Containers

5010 Zuverlassig/rund um die Uhr **£24.65**
5011 Pakete unterwegws/bei Sonne und Regen **£24.65**
5012 Zugig/durch Stadt und Land **£24.65**
5013 Landesweit/okologish **£24.65**
5014 Rapide/per pacchi esigenti **£24.65**
5015 Qualite assuree/24 pre su 24 ..... **£24.65**
5016 Rapido/conpioggia o sole **£24.65**
5017 Jour et nuit/dans tout le pays **£24.65**
5021 Set of 2 × 2 "PTT" Post Wagons – 2 × yellow/ 2 × white containers (no wording) **£46.50**
9011 Set 4 × Individual POST Containers – 2 × yellow/2 × white **£14.00**

MEHANO

55538 VOSSLOH G2000 – *"SERFER"* Livery **£106.95**

ARNOLD

2441 DB Class E16 08 Electric – green **£99.50**
4675 DB Omm Open Wagon with Coal load **£12.00**

ARNOLD (Hornby)

2014 SBB Tm II Diesel Shunter – red **£89.90**

BEMO (RegioLine)

9030901 RAB 650 101 RegioShuttle Railcar **£151.25**

FLEISCHMANN

722003 BLS Em 845 *CARGO* Diesel **£115.00**
7323 SBB Class BR481 005-7 Electric *"CARGO"* Livery **£118.35**
775301 SBB Class 450 045-0 – new livery **£173.30**
726008 *Rail CARGO Austria* Class 2016 Diesel – *"Stern Hafferl"* Livery **£170.00**
737201 SBB Class Ae 6/6 No. 11443 *"CHUR"* – green **£200.00**
737205 SBB Class Ae 6/6 No. 11424 *"NEUCHATEL"* – red **£202.50**
737302 OBB Class 1010 Electric – jaffa **£203.70**
738507 BLS CARGO Class 485 003 Electric – *"Die Alpinisten"* **£243.50**
7386 SBB Re 482 019-7 *"CARGO"* Livery **£166.15**
867385 Class 185 541 *Rail4Chem "EUROPEAN BULLS"* Livery **£154.30**
813001 SBB Type D Express Train Baggage Coach **£37.85**
8143 DB *RegionalBahn* 2nd Class Driving Trailer **£31.45**
815381 SBB S-Bahn 2nd Class Double-deck Driving Trailer **£75.35**
8154 SBB S-Bahn 1st/2nd Class Double-deck Coach **£39.50**
815401 SBB S-Bahn 1st/2nd Class Double-deck Coach **£46.75**
8155 SBB S-Bahn 2nd Class Double-deck Coach **£39.50**
815501 SBB S-Bahn 2nd Class Double-deck Coach **£46.75**
825305 Double-Container Wagon *"HANGARTNER"* **£57.45**
825306 Double-Container Wagon *"HANGARTNER"* **£57.45**
823510 DB Double-Container Wagon *"CROSSRAIL"* **£57.45**
8270 DB 8-axle Rolling Road Flat Wagon **£34.25**
8272 DB-AG Low-floor Wagon with *"SCHENKER"* Lorry **£41.15**
827302 *HUPAC* Wagon with *"KIESERLING"* Lorry Load **£35.70**
827309 *HUPAC* Wagon with *"BRIT-EUROPEAN"* Lorry Load **£39.65**
827402 Low-floor Wagon with *"ENGLJAHRINGER"* Lorry **£35.75**
827403 Low-floor Wagon with *"TATSCHL"* Lorry Load **£35.75**
8363 DR Type G Closed Goods Wagon **£10.45**
860601 CityNightLine Wrm 137 Restaurant Coach **£52.50**
860701 CityNightLine T2S Sleeping Car **£39.85**
860801 CityNightLine Dms 905 Baggage Van **£32.85**
8615 DB-AG IC/EC Restaurant Coach **£30.90**
8620 DB-AG 2nd Class Double-Deck Driving Trailer **£87.05**
864702 Set 2 × SBB WLAB Sleeping Cars – Stars & Moon **£73.90**
8702 DR Guards Van **£24.00**
8755 *SihltalBahn* Double-deck Coach **£31.35**
878240 DB 2-axle Container Wagon *"Wurth"* **£15.45**
9574 Close Coupling additional pack **£4.25**

BRAWA

1610 DR Class BR 65 10 Steam Loco **£159.50**
1820 Set 3 × DB Low-sided Wagons **£41.00**
4564 Telephone Kiosk **£7.55**
47052 DB Tank Wagon *"Hexawa"* – EpIII **£27.25**
65026 SBB C4 Passenger Coach No. 9305 ..... **£41.60**
6560 N Gauge Cable Car Set **£88.75**
6570 N Building Set (for 6560 Cable Car Set) **£20.60**

PREISER FIGURES

79050 Women Hanging Out Washing **£8.05**
79056 Engine Drivers and Firemen **£6.25**
79064 Swingboat Passengers **£4.50**

HO SELECTION

ACME Italian Models

60031 FS Class E402.002 Electric XMPR Livery £155.00
60040 FS Class E464.008 Electric XMPR EpV £148.00
60041 FS Class E464.126 Electric XMPR EpV £148.00
60042 FS Class E464.901 Electric – *"FER"* Livery £155.50
60060 FS Class D461 1001 Diesel – white/green £165.75
60072 Class E483 Electric *"Rail Traction Company"* £158.85
60076 Class 119 002 TRAXX Electric – *"CargoNet"* £194.90
60081 FS Class E656 069 Electric – dark blue/grey £153.20
60084 FS *CARGO* Cl. E655.081 Electric – *XMPR* Livery .. £152.85
70008 FS *"Eurostar City Italia"* 4-unit Set – E444.089/ 2×Grand Comfort 1st/1×Z Type 2nd Cl. Coach .. £320.50
40098 Yugoslavian Closed Goods Wagon – EpIII £22.45
50026 FS Self-Service Coach 88 98 121 ..... £50.50
50027 FS Self-Service Coach 88 90 008 ..... £50.50
50050 Set 4×FS Push-pull Coaches – 1973 grey livery £125.00
50051 Set 4×FS Push-pull Coaches – dark grey livery – EpIV/V £125.00
50053 Set 4×FS Push-pull Coaches – drk gry lvry – EpIII .. £135.00
50207 FS 2nd Class Coach – EpIII – dark grey £39.50
50232 FS Baggage Coach – EpIII – grey £39.50
50251 FS di First Class Coach – EpIV/V – ½ & ½ red/grey £38.50
50341 FS 1st Class Inter-City Plus Coach £38.95
50345 FS 1st Class Type Z Coach – XMPR livery £47.35
50362 FS Mail Van Type 1934 – grey livery £52.00
50410 FS 1st Class Inter-City Plus Coach – EpV £38.95
50502 FS Couchette Type × – XMPR Livery – EpV £52.40
50680 Italian 3rd Class Coach Cz44000 – green – EpII £53.25
52010 MAV 2nd Class EuroCity Coach £50.75
52020 MAV 2nd Class EuroCity Couchette Coach £48.85
52030 MAV EuroCity Sleeping Coach £50.45
52601 OBB 2nd Class Type Bmz Coach – red/dark grey ... £51.60
52602 OBB 2nd Class Type Bmz Coach – red/dark grey – (different running number to 52601) £51.60

PIKO

54400 DB *CARGO* Type Hbis-tt 293 Wagon £24.25
54506 SBB *"CARGO"* Sliding Wall Wagon £29.40
54874 DB CARGO Container Wagon *"Capri-Sonne"* £23.35
57422 Class ES64 U2-017 *"RAG Bahn-Hafen"* Livery £40.95
57433 Class BR185 007 Electric *"Rail4Chem"* Livery £48.55
57434 Class BR185 005 Electric *"HOYER RailServ"* £48.55
57445 Class BR185 543-6 Electric *"Transpetrol"* £50.25
57461 Class ES64 F4-011 Electric *"CTL Logistics"* £75.50
57477 Class BR185 578-2 Electric *"CROSSRAIL"* £71.90
57483 Class ES64 U2-200 *"SINALCO"* Livery £44.25
57486 Class ES64 U2-038 *SIEMENS "EVB"* Livery £44.25
57489 Class ES64 U2-029 *SIEMENS "KOMBI"* Livery £42.75
57490 Class ES64 U2-033 *SIEMENS "HWB"* Livery £42.75
57491 Class ES64 U2-082 *SIEMENS "Knorr-Bremse"* Livery .. £65.60
59406 G1700 Diesel 2170 001-8 *"LTE"* Livery £82.65
59411 BLS Class Am 843 Diesel No. 502-6 ..... £89.70
95945 OBB Refrigerated Wagon *"MOHREN BRAU"* £24.25

TRIX

22084 Class BR 185 004 Electric *"HOYER RailServ"* £74.50
22086 Class BR 185 009 Electric *"RAG Bahn-Hafen"* £80.95
22092 STLB *Hercules* Class 2016 901-7 Diesel £80.95
22093 Class 185 428-7 Electric *"LTE"* Livery £74.50
22141 DB AG Class BR 141 061-2 Electric £249.80
22636 Cl. BR 185 578-2 Electric *"CROSSRAIL"* – white .. £166.50
23345 SBB 1st/2nd ABt 50 85 38-33 Driving Trailer £68.45
23862 DB Wagon *"Nesquik"* £23.25
23863 DB Wagon *"Kellogg's Chocos"* £25.05
23866 DB Wagon *"DELIAL"* £21.50
23977 DB Bogie Hopper Wagon £23.00

RIVAROSSI

2039 SBB RAe *"TEE"* 3-unit EMU £195.70
6089 SBB Bogie Silo Wagon Type Uas *"MILLET 2000"* £22.80

LILIPUT

102901 HENSCHEL B-fl 1 2/2.5 Steam Loco £84.00
114414 RBDe 4/4 2-Car EMU – *"Mittelthurgaubahn"* £110.00
114424 SOB 2-unit EMU – green/cream livery £120.00
221750 SBB Type L7 Open Coal Wagon with load – grey .. £13.20
221751 SBB Type L7 Open Coal Wgn with load – brown ... £13.20
222304 SBB Type Xas Bogie Hopper Wagon £15.80
224613 SBB 4-axle Hopper Wagon *"MAKIES AG"* £14.90
224697 SBB 4-axle Hopper Wagon *"WEIACHER KIES"* £14.50
225844 SBB 4-axle Graffiti Tank Wagon *"WASCOSA"* £32.00
225896 SBB 4-axle Tank Wagon *"CICA"* £15.40
235482 KWSt.E 3-axle Wurttemberg Sugar Tanker – EpI £19.00
235574 SBB Twin-Bogie Tipper Wagon – grey £24.95
235580 *"Wiener Lokalbahn AG"* Tipper Wagon – EpV £23.80
240026 2×SBB Glass Recycling Wagons *"VETRO"* £27.70
240125 *125 Year GOTTHARDBAHN* 6×Wagon Set £74.35
334030 DB 2nd Class 2-axle Coach B21 – EpIII £19.80
334033 DB 3rd Class 2-axle Coach C21 – EpIII £19.80
334038 DB 3rd Class 2-axle Coach Cd27 – EpIII £19.80
334472 SBB 2-axle Old Timer 3rd Class 6086 Coach £17.75
334483 SBB 2-axle Old Timer 2nd Class 3521 Coach £17.75
334488 SBB 2-axle Old Timer 2nd Class 3872 Coach £20.00
334945 BLS EWI 1st Class Passenger Coach – green £26.50
334949 SBB EW I IR 1st Class Coach – multi-colour £25.35
334963 SBB 2nd Class EW I NPZ Passenger Coach £27.25
350116 3×*GOTTARDBAHN* Coach Set – green – EpI £100.00
387514 SBB 1st/steel Museum Restaurant Coach – red £26.00
387600 STLB 2nd Class light steel Coach £20.70
387804 SBB 1st Class light steel Coach £22.20
388004 SBB WRm RIC Restaurant Coach – orange £33.00
388114 SBB RIC 1st Class Coach £27.75
388204 SBB RIC Sleeper £29.50
388556 SBB EW III 1st Class Coach – *SWISS EXPRESS* £28.10
388596 BLS EW III 1st Class Coach – *NINA* £29.40
388614 SBB *MITROPA* Restaurant Coach – EpV £31.65
388884 SBB EW III 2nd Driving Trailer – *SWISS EXPRESS* £42.75
388886 SBB EW III 2nd Driving Trailer – *SWISS EXPRESS* £44.45
388896 BLS EW III 2nd Class Drving Trailer – *NINA* £42.75
388986 SBB EW III 1st/Baggage Coach – *SWISS EXPRESS* £30.00
388996 BLS EW III 1st/Baggage Coach – *NINA* £30.00

LILIPUT Switzerland

988104 *"Rail-in Club"* Restaurant Coach £33.30
988204 *"Rail-in Club"* Baggage Coach £33.30
990076 *"Bella Italia"* Car Carrier £32.65
995573 *"Alptransit"* Set – BLS Tipper Wagon & Lorry £33.30

KLEIN Modellbahn

0162 GKB Class 56 3147 tender loco EpIII £145.00
0384 BBO 1080.103 Electric EpII – green £86.00
0481 DRG E88.107 Electric EpII – green £86.00
0521 OBB 2068.005 Diesel Shunter EpV £106.25
5006 OBB 2068.006 Diesel Shunter EpV £106.25
5007 OBB 2068.012 Diesel Shunter EpV £106.25
5008 OBB 2068.039 Diesel Shunter EpV £106.25
5009 OBB 2068.025 Diesel Shunter EpV £106.25
5010 OBB 2068.014 Diesel Shunter EpV £106.25
5011 OBB 2068.048 Diesel Shunter EpV £106.25

ROCO

62400 SBB Class Ae 3/6 II No. 10439 HISTORIC £255.50
62635 SBB Ae 6/6 No. 11424 *"NEUCHATEL"* – red £171.75
62665 SBB Ee 3/3 16409 Electric Shunter £143.05
62666 SBB Ee 3/3 16409 Electric Shunter – **DIGITAL** £201.80
62690 SBB Class 420 11109 Elctric – *SWISS EXPRESS* .. £189.85
62691 BLS Class 420 504-3 Electric – silver £194.40
62696 SBB Class 460 021-9 – *"Lokfuhrer"* livery £170.00
62699 SBB Class 460 016-9 – red with new logo £170.00
63150 SBB ICN Electric 5-part Multiple Unit £359.00
63536i SEETAL De 4/4 No. 1670 *"Vallee du Joux"* £120.70
62635 SBB Ae 6/6 No. 11424 *"Neuchatel"* – red £168.85
63770 SBB *CARGO* Ae 6/6 610 463-2 Electric – blu/rd £162.10
63849 SBB Be 6/8 II No. 13265 – green 220.65
63879 SBB De 4/4 1661 Electric Railcar – yellow ends £157.75
63886 BLS Ae 4/4 No. 258 Electric 201.25
63887 BLS Ae 8/8 No. 271 Electric 291.95
63899 SBB Fe 4/4 No. 18518 Electric Railcar – blue £157.75
44495 SBB 1st Class IR EW II Coach – tri-colour £35.25
44730 SBB SEETAL 1st/2nd Class Coach £24.30
44770 SBB EC 2nd Class Coach – 2 tone grey £42.85
44771 SBB EC 1st Class Coach 268-6 – 2 tone grey £42.85
44889 SBB 2nd Class EW IV *"Kinder"* Coach £42.95
45088 SBB Luggage Van with Bicycle Loco – tri colour £26.85
45196i BLS Type MC76 Baggage Van 060-1 ..... £30.20
45306 SBB 2nd Class Couchette Coach – current livery £20.85
45319 BLS 1st Class EW IV Passenger Coach £55.30
45321 BLS 2nd Class EW IV Passenger Coach £55.30
45326 SBB 1st Class ICN Coach with Service Comptmt ... £54.00
45327 SBB 1st Class ICN Coach £54.00
45329 SBB EW IV Restaurant Coach 110-3 – red/white £54.30
45330 SBB 1st Class ICN Livery Coach 207-2 ..... £36.00
45332 SBB 2nd Class ICN Livery Coach 083-4 ..... £36.00
45592 BLS MC 76 Baggage Van £54.30
45836 SBB EC 2nd Class Coach with built-in tail light £63.00
46400 SBB Type Hbis *"ROCO Clean"* Trk Cleaning Wgn ... £27.75
46658 SBB Type Uacs Bogie Cement Silo Wagon – blue ... £28.25
47447 SBB Sliding Wall Wagon – *"SBB CARGO"* £21.00
47502i SBB Closed Type K3 Strawberry Wagon with brakeman's cab – white £14.40
47586 SBB Goods Wagons *"PEPSI"* £10.50
47611 SBB Sliding Wall Wagon *"HACO Farmer"* £12.00
47830 SBB *CARGO* Open Goods Wagon – blue/red £10.60
66208 SBB Closed Works Wagon *"Gleisbauer"* £19.70
66321 SBB Bogie Tarpaulin Wagon £28.65
66340 SBB Sliding Wall/Sliding Roof Wagon £21.95
66467 SBB Bogie *"WASCOSA"* Gas Tanker £28.45
66469 SBB Bogie *"WASCOSA"* Gas Tanker £29.50
66501 SBB High-sided Open Wagon – pink £16.85
66506 SBB Bogie Wagon *"NACCO"* £19.35
66532 SBB *"SIFTA"* Car Transporter £27.25
66567 SBB Double Container Wagon – *"NYK Logistics/ China Shipping"* £58.60
66604 SBB *HUPAC* Double Container Wagon *"SCHONI"* .. £58.75
66629 SBB Bogie *HUPAC* Wgn with *"DREIER"* Cntners £49.35
66714 SBB HUPAC Wagon with *"GIEZENDANNER"* Containers £37.20
66783 SBB 2-axle Swivel Stake Wagon with 2×VW *Swiss Army* Vehicles load £33.45
66951 SBB Type Eaos Open Wagon – grey £23.75
67797 SBB Stake Wagon – grey £16.35
67799 SBB Telescopic Roof Wagon – brown £20.45
67801 SBB Bogie Gas Tanker *"Garbagas"* £28.65
67802 SBB 2-axle Tank Wagon *"CICA"* £23.75
43655WU SBB Class 460 042-5 *"Western Union II"* £155.00
43682 SOB BR243.992 *"SUDOSTBAHN"* Electric £102.00
63591.1 SBB Re 482 028-8 *"ChemOil"* £204.00
44144 *"Radio Romandie"* 2-Coach Set £45.00
44346 Sudostbahn EW IV 1st Class Coach £12.50
44348 BT EW IV 1st Class Coach £12.50
45312 SMB EW II 2nd Class Coach £23.35
46602 SBB Goods Wagon *"Richina Transport"* £13.50
46962 BT DB *"Sputnik"* Service Wagon £18.75
62361 OBB Class 1116 208-08 Electric – *"railjet"* £206.10
62365 OBB/GySEV 1047 504-4 Electric – *"HAYDN"* £206.00
62446 OBB Class 1670.11 Electric – green £228.65
63582 OBB Class 1044 282 *"Children's Art"* Loco £143.65
43532 OBB/MBS Class 1045.03 Electric – orange £105.00
43731 OBB Class 1020.20 Electric – green £112.75
44665 OBB 1st Class Passenger Coach – red/grey £40.90
44666 OBB 2nd Class Passenger Coach – red/grey £40.90
44850.2 OBB 2nd Class – trial colours (pink/grey) £34.00
45018 OBB 2nd Class *"City Shuttle"* Push-Pull Coach £35.40
47183 OBB Flat Wagon with Class 1099 Body Shell load .. £63.40
47254 2-axle Container Wagon *"SALZBURGER Beire"* £15.25
47354 2-axle Tank Wagon *"JLC Chemie"* £17.60
47358 OBB Bogie Tank Wagon *"BP"* £17.75
64780 OBB 1st Class IR Coach – jaffa/cream £47.50
64781 OBB 2nd Class IR Coach – jaffa/cream £47.50
64782 OBB 2nd Class IR Coach – jaffa/cream £47.50
64783 OBB 1st/2nd Class IR Coach – jaffa/cream £47.50
64784 OBB 2nd/Baggage IR Coach – jaffa/cream £47.50
64785 OBB 2nd Restaurant IR Coach – jaffa/cream £47.50
66633 OBB Cntner Wgn – 2×*"DANZAS"* Swap Bodies £46.75
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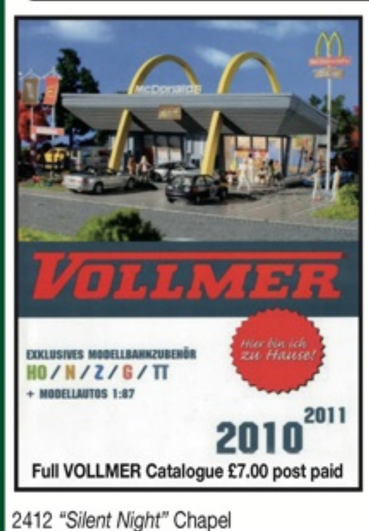

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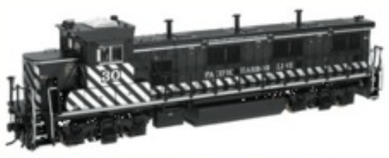

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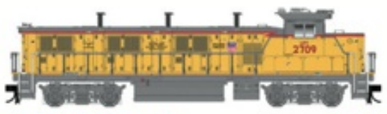

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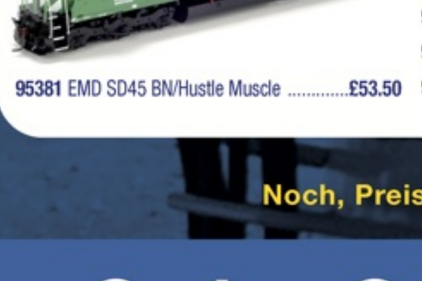

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PECO 00 CODE 100 FLEXI TRACK

SI100 25 Yrds N/S Wood Sleeper	£55.25
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SL102 25 Yrds N/S Concrete Sleeper	£57.25
SL102 12 Yrds N/S Concrete Sleeper	£30.65
SL10 Rail Joiners X24	£1.95
SL11 Insulated Joiners	£1.95
Xuron Track Cut	£14.30

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SL80 Single Slip	£23.50
SL86 R/H Large Curve Point	£9.95
SL87 L/H Large Curve Point	£9.95
SL88 R/H Large Radius Point	£9.50
SL89 L/H Large Radius Point	£9.50
SL90 Double Slip	£25.55
SL91 R/H Small Radius Point	£7.55
SL92 L/H Small Radius Point	£7.55
SL93 Short Crossing	£6.90
SL94 Long Crossing	£7.90
SL95 R/H Medium Radius Point	£8.35
SL96 L/H Medium Radius Point	£8.35
SL97 Small Y Point	£7.40
SL98 Large Y Point	£8.70
SL99 Three Way Point	£20.20
Underlays	£1.80

PECO 00 CODE 100 ELECTROFROG POINTS

SLE86 R/H Large Curve Point	£10.20
SLE87 L/H Large Curve Point	£10.20
SLE88 R/H Large Radius Point	£9.50
SLE89 L/H Large Radius Point	£9.50
SLE91 R/H Small Radius Point	£7.65
SLE92 L/H Small Radius Point	£7.65
SLE95 R/H Medium Radius Point	£8.45
SLE96 L/H Medium Radius Point	£8.45
SLE97 Small Y Point	£7.55
SLE98 Large Y Point	£8.65
SLE99 Three Way Point	£20.45
Underlays	£1.80

PECO 00 FINESCALE CODE 75

SL100F 25 Yrds N/S Wooden Sleeper	£59.25
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SL102F 12 Yrds N/S Concrete Sleeper	£35.75
SL110 Code 75 N/S Joiners x24	£2.05
SL111 Code 75 Insulated Joiners	£2.05
SL112 Code 75 to Code 100 Joiners	£2.05
SLE180 Single Slip	£28.60
SLE186 R/H Large Curve Point	£9.95
SLE187 L/H Large Curve Point	£9.95
SLE188 R/H Large Radius Point	£9.75
SLE189 L/H Large Radius Point	£9.75
SLE190 Double Slip	£29.90
SLE191 R/H Small Radius Point	£8.15
SLE192 L/H Small Radius Point	£8.15
SLE193 Short Crossing	£8.15
SLE194 Long Crossing	£8.95
SLE195 R/H Medium Radius Point	£8.15
SLE196 L/H Medium Radius Point	£8.15
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SL700BH 12 Yds N/S Wooden Sleeper	£61.30
SL700BH 6 Yds N/S Wooden Sleeper	£33.75
SLE786BH Curved R/H Point	£43.45
SLE787BH Curved L/H Point	£43.45
SLE791BH Medium R/H Point	£33.20
SLE792BH Medium L/H Point	£33.20
SLE794BH Long Crossing	£37.80
SLE797BH Medium Y Point	£33.20
SL10 Rail Joiners x24	£1.95
SL11 Insulated Joiners	£1.95

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SL300 25 Yds N/S Wooden Sleeper	£55.20
SL300 12 Yds N/S Wooden Sleeper	£28.60
SL302 25 Yds N/S Concrete Sleeper	£55.20
SL302 12 Yds N/S Concrete Sleeper	£29.65

PECO N CODE 80 INSULFROG POINTS

SL386 R/H Curve Point	£8.30
SL387 L/H Curve Point	£8.30
SL388 R/H Large Radius	£8.30
SL389 L/H Large Radius	£8.30
SL394 Long Crossing	£7.65
SL395 R/H Medium Radius Point	£7.35
SL396 L/H Medium Radius Point	£7.35
SL397 Medium Y Point	£7.25

PECO N CODE 80 ELECTROFROG POINTS

SLE386 R/H Curve Point	£8.45
SLE387 L/H Curve Point	£8.45
SLE388 R/H Large Radius	£8.45
SLE389 L/H Large Radius	£8.45
SLE394 Long Crossing	£8.25
SLE395 R/H Medium Radius Point	£7.40
SLE396 L/H Medium Radius Point	£7.40
SLE397 Medium Y Point	£7.25

PECO N CODE 55 FINESCALE FLEXI TRACK

SL300F 30 Yds N/S Wooden Sleeper	£70.50
SL300F 15 Yds N/S Wooden Sleeper	£37.30
SL302F 30 Yds N/S Concrete Sleeper	£77.60
SL302F 15 Yds N/S Concrete Sleeper	£41.90

PECO N CODE 55 FINESCALE POINTS

SLE380F Single Slip	£28.10
SLE383F Scissors Crossover	£50.00
SLE386F R/H Curved Point	£9.20
SLE387F L/H Curved point	£9.20
SLE388F R/H Large Radius Point	£9.20
SLE389F L/H Large Radius Point	£9.30
SLE390F Double Slip	£29.10
SLE391F R/H Small Radius Point	£7.15
SLE392F L/H Small Radius Point	£7.15
SLE393F Short Crossing	£7.40
SLE394F Long Crossing	£8.25
SLE395F R/H Medium Radius Point	£8.15
SLE396F L/H Medium Radius Point	£8.15
SLE397F Medium Y Point	£9.05

PECO ELECTRICAL ACCESSORIES

PL9 Mounting Plates for PL10	£2.05
PL10 Point Motor £4.30 6 or More	£4.05
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PL10WE Low Amp PM	£5.45
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PL11 Side Mounted PM	£6.65
6 of More	£6.35
PL12 Motor Adaptor	£1.65
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PL18 Studs, Tags & Washers	£2.80
PL20 Isolating Switch	£1.90
PL22 On/Off Switch	£4.55
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PL23 On/On Switch	£4.55
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PL24 Switch Joining Bars	£2.25
PL25 Electro Uncoupler	£4.10
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PL26 Point Motor Switch Red, Black, White or Yellow	£4.55
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PL27 Switch Console	£3.20
PL28 Mounting Plates (x6)	£2.15
PL31 Connectors/Shrouds	£2.05
PL34 Wiring Loom	£3.60
PL35 CDU	£11.25
PL37 Cable Clips (20)	£2.15
PL38 Wire 7m (Asstd Colours)	£2.05
PL39 Screw Terminal Block (x2)	£1.70
PL40 Wheel Cleaning Brush	£7.15
PL41 Track Clean Rubber	£2.45
PL50 Turnout Switch Module	£13.80
PL51 Switch Module Add-On	£4.85
PL64 Power Lube Oil	£5.10
PL70 Loco Service Cradle	£5.10
26210 Motor & Gearbox for Turntable	£12.25
Expo Layout Wire 10m –Red, Black, Green, Brown, Yellow, Blue, White, Orange, Grey	£1.55
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PECO 009

SL400 25 Yds N/S Wooden Sleeper	£67.45
SL400 12 Yds N/S Wooden Sleeper	£37.30
SL404 25 Yds N/S Mainline Track	£77.65
SL404 12 Yds N/S Mainline Track	£42.40
SLE491 R/H Point	£7.40
SLE492 L/H Point	£7.40
SLE495 L/H Mainline Point	£8.70
SLE496 R/H Mainline Point	£8.70
SLE497 Y Point	£7.40

PECO H0m

SL1400 25 Yds N/S Wooden Sleeper	£78.10
SL1400 12Yds N/S Wooden Sleeper	£42.40
SL1440 Rail Built Buffer Stop x2	£1.45
SL1441 Steel Box Buffer Stop x2	£1.65
SLE1486 R/H Curved Point	£12.50
SLE1487 L/H Curved Point	£12.50
SLE1490 Double Slip	£29.90
SLE1493 Crossing	£7.40
SLE1495 R/H Medium Point	£9.80
SLE1496 L/H Medium Point	£9.80
SL110 Rail Joiners x24	£2.05
SL111 Insulated Joiners	£2.05
LK1455 Turntable	£33.45

PECO 0 - 16.5 TRACK

SL500 12 Yds N/S Track	£39.35
SLE595 R/H Point	£10.99
SLE596 L/H Point	£10.99
SL10 Rail Joiners x24	£1.95
SL11 Insulated Joiners	£1.95
LK555 Turntable	£35.25

PECO SM32 TRACK

SL600 12 Yds N/S Track	£81.25
SL810 Rail Joiners x24	£3.20
SLE695 R/H Point	£35.25
SLE696 L/H Point	£35.25
SLE697 Y Point	£35.25

PECO G1 TRACK

SL800 12 Yds N/S Track	£94.99
SL810 Rail Joiners x24	£3.20
SLE895 R/H Point	£64.50
SLE696 L/H Point	£64.50

PECO G45 TRACK

SL900 6 Yds N/S Track	£66.25
SL910 Rail Joiners x18	£6.15
SL911 Insulated Joiners	£2.75
SL940 Buffer Stop	£4.19
SL995 L/H Point	£45.25
SL996 R/H Point	£45.25

PECO CODE 85 NORTH AMERICAN TRACK

SL8300 25 Yds N/S Wooden Sleeper	£61.85
SL8302 25 Yds N/S Concrete Sleeper	£67.95
SL8310 Rail Joiners x24	£2.05
SL8311 Insulated Joiners	£2.05
SL8314 Track Pins	£1.45
SL8340 Hayes Bumper	£1.82
SL8356 Inspection Pit	£6.40
SLE8348 No4 Wye Turnout	£12.60
SLE8351 No5 R/H Turnout	£12.40
SLE8352 No5 L/H Turnout	£12.40
SLE8361 No6 R/H Turnout	£12.60
SLE8362 No6 L/H Turnout	£12.60
SLE8364 No6 Diamond Crossing	£13.80
SLE8376 R/H Curved Turnout	£14.55
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SLE8381 No8 R/H Turnout	£14.25
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PECO — THE WORLD'S FAVOURITE TRACK SYSTEM

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707001 DB BR90 Tank — Was £151.99 **NOW £142.99**

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7152 DR BR55 Locomotive	Was £134.99 **NOW £106.99**
716002 KPEV P8	**BARGAIN £139.99**
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722503 DB Cl260 Diesel	Was £109.99 **NOW £91.99**
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735501 DB AG BR101 Electric	Was £149.99 **NOW £112.50**
737201 SBB Ae6/6 Electric	Was £179.99 **NOW £153.99**
738501 Crossrail BR185 Electric	Was £169.99 **NOW £142.99**
781004 Gambrinus Train Pack	Was £244.99 **NOW £199.99**
781007 Maxhutte Train Pack	Was £144.99 **NOW £121.99**

N GAUGE ROLLING STOCK

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825401 DB AG Bogie Flat	Was £28.75 **NOW £22.99**
825402 OnRail Bogie Flat	Was £28.75 **NOW £22.99**
837401 Car Transporter	Was £41.99 **NOW £33.75**
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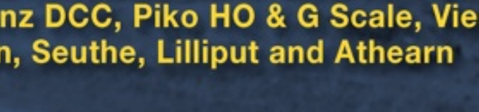

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8686 DB AG IC 2nd Coach	**BARGAIN £20.50**
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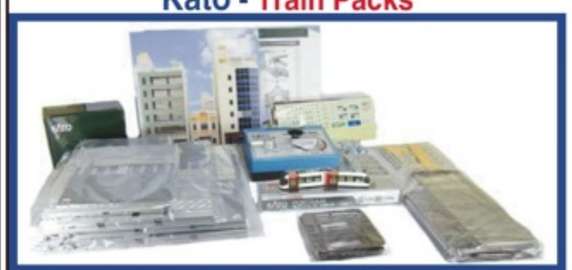
N Gauge

Kato - Train Packs



40-900 UniTram starter set a Power Pack and Portram Tram TLR0601 in Red/White £249

USA - Bachmann (USA) - Diesel locos

85054 American GE Dash 8-40C diesel loco Norfolk & Southern (list £84.40) . . . . . BARGAIN £39

85052 American GE Dash 8-40C diesel loco in Union Pacific (list £84.40) . . . . . BARGAIN £56
86060 American GE Dash 8-40CW diesel loco Union Pacific (list £71.05) . . . . . BARGAIN £32

61454 American H16-44 diesel loco 33 in Virginian . £31

82754 American SD45 diesel loco in Pennsylvania RR (list £56.25) . . . . . BARGAIN £34
82753 American SD45 diesel loco in Reading Lines Bee Line service (list £56.25) . . . . . BARGAIN £34

Steam locos

51151 American 4-4-0 steam loco 119 & tender in Union Pacific £48

81169 American Baldwin 2-8-0 Consolidation steam loco 723 & tender in Union Pacific silver & black . . . £81
82651 American USRA 2-6-6-2 H5 articulated steam loco & USRA tender painted in black - unlettered (list £166.70) BARGAIN £64

1:144 Scale

Corgi Collectables - Aviation Archive

AA33501 Boeing B-52C Stratofortress USAF 7th BW, Carswell AFB, TX (list £70) . . . . . BARGAIN £29
AA32911 Boeing VC-137A Stratolifter USAF MATS 1254 ATW, Andrews AFB, 1959 (list £55) . . . . . BARGAIN £25

HO Gauge

Liliput - Coaches

L383605 Skirted salon coach of the Austrian OBB in orange & beige Jaffa - Era V (list £26.50) . . . . . BARGAIN £9

Era 4 - Liliput - Coaches

L388105 RIC couchette coach of the Austrian OBB Era IV (list £31.50) . . . . . BARGAIN £16
L383105 Skirted 1st class coach of the Austrian OBB in orange and beige Jaffa Era IV (list £26.50) . . . . . BARGAIN £12

China - Bachmann (China) - Coaches

CP00807 25T Coach Real #554058 Shenyang £17
CP00813 25T Coach Real #554401 Xian £17

CP00410 Sleeping Coach 553721(list £25.40)BARGAIN £14

Diesel locos

CD00710 DF7G Diesel Locomotive Nanchang #5048 (list £113.70) . . . . . BARGAIN £49
CD00706 DF7G Diesel Locomotive Shenyang #5008 (list £113.70) . . . . . BARGAIN £49
CD00709 DF7G Diesel Locomotive Wuhan #5143 (list £113.70) . . . . . BARGAIN £49

Electric locos

CE00302 SS9G Electric Locomotive 0089 (list £114.95) . . . . . BARGAIN £50
CE00305 SS9G Electric Locomotive 0099 (list £114.95)BARGAIN . £50
CE00303 SS9G Electric Locomotive 0110 (list £114.95)BARGAIN . £50

Wagons

CT17801 40ft Dome Tank Car Black £7.90

CF00204 P65 Boxcar 3500036 Green (list £16.70) . . . . . BARGAIN £7
CF00205 P65 Boxcar 3500037 Green (list £9.65) BARGAIN £7
CF00206 P65 Boxcar 3500038 Green (list £16.70)BARGAIN £7

CF00203 P65 Boxcar 3501279 Green (list £16.70) . . . . . BARGAIN £7

France - Rivarossi - Wagons

HR6114 Tarpaulin covered wagon 4 axle type Rilnss NEW £28

Era 5 - Jouef - Train Packs

HJ800100 Blister pack of diesel loco and wagon (list £20) . . . . . BARGAIN £14

Wagons

HJ600200 Blister pack of 4 wagons (1 container) (list £14) . . . . . BARGAIN £12

Germany - Liliput - Wagons

L235993 Bogie tank wagon DR Era III light grey. (list £21.90)BARGAIN . . £10
L235990 Bogie tank wagon DR Era II grey. (list £21.90)BARGAIN . £10
L224805 Covered wagon "Brauerei" Era II (list £13.95)BARGAIN . . . £6
L334010 Passenger coach 4 wheel DB Era III. 1st class (list £21.50) . . . . . BARGAIN £11
L235061 Self unloading wagom DB Era III brown. (list £21.20)BARGAIN £10

Era 2 - Liliput - Coaches

L384603 Class AB4ü 1st/2nd class coach of the German DRG in green Era II (list £29.50) . . . . . BARGAIN £10
L384703 Class AB4ü 3rd class coach of the German DRG in green Era II (list £29.50) . . . . . BARGAIN £9
L384803 Type ABC4ü mixed class coach of the German DRG in green Era II (list £29.50) . . . . . BARGAIN £9

Diesel locos

L112803 Class VT137 240 diesel railcar "Aussichtstrie-bwagon" of the German DR in white , Era II (list £119.95) . . . . . BARGAIN £52

Train Packs

L136512 Panzer train set 3 (motorised) of the German DRG Era II . £49

Era 3 - Liliput - Coaches

L352010 2 coach set US army in Germany USTC Era III (list £51) . . . . . BARGAIN £19
L328601 Fast train 2nd class coach of the German DB Era IV (list £26.50) . . . . . BARGAIN £11
L328511 Fast train testing coach of the German DB in green Era III (list £24.60) . . . . . BARGAIN £17

L385101 Salon coach of the German DB green Era III (list £30.50) . . . . . BARGAIN £15

L384801 Type Baden Bauart mixed class coach of the German DB in green Era III (list £29.50) . . . . . BARGAIN £9
L384601 Type Badish Bauart 1st class coach of the German DB in green - Era III (list £29.50) . . . . . BARGAIN £10

L384901 Type Badish Bauart 1st/2nd class coach of the German DB Era III (list £29) . . . . . BARGAIN £9
L384201 Type Ep3B express coach of the German DB - Era III (list £26.50) . . . . . BARGAIN £18

Wagons

L231131 Ferry wagon cover operated by the German DB in "Schenker & Co" green - Era III (list £20.50) . . . . . BARGAIN £10

Era 4 - Liliput - Coaches

L383451 1st/2nd class fast train carriage of the German DB in green & silver Era IV £11
L383355 2nd class fast train carriage of the German DB in green & silver Era IV (with rear LED's fitted) £14
L328701 Fast train 1st/2nd class coach of the German DB - Era IV (list £26.50) . . . . . BARGAIN £11
L328711 Signal monitoring test coach of the German DB - Era IV (list £26.50) . . . . . BARGAIN £12
L383412 Skirted mes wagon of the German DB - Era IV (list £26.50) . . . . . BARGAIN £12

L328721 Survery coach of the German DB yellow - Era IV (list £26.50) . . . . . BARGAIN £12
L328731 Training coach of the German DB Era IV (list £26.50)BARGAIN £11

Era 5 - Liliput - Coaches

L383811 Escort van for goliath crane of the German DB red - Era V (list £28) . . . . . BARGAIN £14

Lima - Wagons

HL6019 Closed wagon in DB brown £11

Hong Kong

Peak Horse Hong Kong Buses

Road vehicles: Hong Kong Buses

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Japan - Bachmann - Diesel locos

JKS0010 Kawasaki DB3 Class 4-4-4 tank engine in purple and yellow (list £160) . . . . . BARGAIN £84

Spain - Electrotren - Wagons

HE1572 Wagon Toldo Transfesa Envejecido. £19

Era 5 - Electrotren - Wagons

HE6016 Vagón porta autos STVA £29

Switzerland - Liliput - Wagons

L221751 Open wagon SBB/CFF Era III brown (list £14.95)BARGAIN £7
L221752 Open wagon SBB/CFF Era IV brown (list £14.95)BARGAIN £7
L221750 Open wagon SBB/CFF Era.III grey (list £14.95)BARGAIN. . £7

Era 4 - Rivarossi - Wagons

HR6039 Flat Wagon of SBB-CFF-FFS aluminium pipe load £37.10

USA - Bachmann (USA) - Diesel locos

86030 American GE Dash 8-40CW diesel loco in LMS blue (list £84.48) . . . . . BARGAIN £50
62804 EMD GP9 Diesel - Canadian National #1701 . NEW £54

62802 EMD GP9 Diesel - PRR #7046 . NEW £54

E-R Models - Diesel locos

ER.4108 American Baldwin RF16 Sharknose BO-BO diesel "Baltimore & Ohio" (list £81.80) . . . . . BARGAIN £27

Bachmann (USA)

Spares, repairs, couplings, sundries etc

78021 12 pairs of EZ mate mark 2 magnetic knuckle couplers metal coil springs. Over Shank - Long (list £13.70) . . . . . BARGAIN £6
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78125 Centre Shank - Medium Economy Pack (25 Pair). £19
78028 Under Shank - Medium (12 Pair/Card) (list £13.70)BARGAIN £6

Steam locos

82926 Climax 70 Ton 3 Truck - Black Unlt. - DCC Sound. NEW £289
82927 Climax 70 Ton 3 Truck - Unlettered black stripes - DCC Sound. NEW £289

Wagons

18549 50ft Humane Livestock Car (list £11.30) . . BARGAIN £6
17718 American 36ft wide vision caboose in CSX (list £7.40)BARGAIN . . . £5
17828 American 40ft single dome tank wagon in Texaco £9

Con-Cor - Wagons

CON1000511 3 Bay 100 Ton Hopper, BNSF-Black "Swoosh" 3-Car Set #1 NEW £29
CON1000515 3 Bay 100 Ton Hopper, BNSF-Oxide Red "Swoosh" 3-Car Set #1 NEW £29
CON1000519 3 Bay 100 Ton Hopper, Pennsylvania Power & Light Redi Kilowatt 3-Car Set #1 NEW £29

HOe Gauge

Era 5 - Liliput - Diesel locos

L142120 Diesel shunting loco MV15 D11 in Zillertalbahn red (HOe scale). £54

OO Gauge

Creative Master Northcord - Buses

AU1002 Volvo B12BLE/Custom Coaches CB60 "Sydney Buses" £34

EFE Diecast Buses & Vehicles - Buses

27211A Leyland Titan TD1 open staircase "Bondi Beach" £18

China - Britbus - Buses

AS1005 Guy Arab MKIV blue & cream 2 Door d/deck bus "CMB" (list £31) . . . . . BARGAIN £15

Corgi Collectables - Buses

32702COR AEC Routemaster - KMB Hong Kong Christmas all over NEW . £15
44302 Alexander Trident 'Citybus' £15
44403COR Dennis Trident Comic Figure KMB NEW. £18
44510COR Dennis Trident Duple 'Citybus Millenium' NEW. £14
44513COR Dennis Trident Duple'Citybus Dragon' NEW. £14
44504COR Duple Metsec Trident 'City Flyer' (New Gold Livery) NEW . . . £18
44509COR Duple Metsec Trident 'Citybus Hong Kong' NEW £21
44502COR Duple Metsec Trident 'Hong Kong City Flyer' NEW £16
44801 Guy Victory - China Motorbus NEW £19
43218 Leyland 3 Axle Olympian - KCRC NEW £16
44601 Leyland Atlantean 'Happy Valley' NEW. £20
44603COR Leyland Atlantean 'Hong Kong Citybus' NEW. £14
43206 Leyland Olympian 'China Motorbus' NEW £14
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43216 Leyland Olympian - CMB Airport NEW £21
43210COR Leyland Olympian - CMB Handover NEW. £14
43224 Leyland Olympian - KMB 50th Anniversary NEW £12
45004COR Leyland Olympian 3 Axle Set - CMB NEW £49
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OM45403 MAN 24.350/Volgren CR221LD 'Citybus- Year of the Snake' NEW £21
45006COR Network 26 Set - 'Citybus' NEW £21
43202 Olympian 3 Axle K.C.R.C NEW. £14
45005COR Stagecoach Handover Set 'Citybus' NEW. £21
43217 Volvo 3 Axle Olympian - Hong Kong NEW £16

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AS1008 Guy Arab Tow Truck - China Motor Bus (red) (list £25.99) ..... BARGAIN £12

Era 5 - BR steam - Late Crest
Britbus - Buses

DL-CM1 Dennis Loline III d/deck "China Motor Bus" £29

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Corgi Collectables
Original Omnibus Company - Bus Range

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44512 (C) Hong Kong Trident/Duple Metsec d/deck bus Millenium "Citybus" NEW £18

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Original Omnibus Company - Bus Range

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Britbus - Buses

AS103 AEC Swift in yellow & white s/deck bus. Ltd ed of 1008 pcs cert. "Malta" (list £28) .. BARGAIN £14

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43219 Leyland Olympian 'Singapore Gold star' NEW £19

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Murphy Models - Coaches

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MM5407 Irish MkII restaurant coach in IE Orange Roof NEW £39

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R703 Volvo Olympian Alexander d/deck bus "Dublin Buses" (list £33) ..... BARGAIN £15

EFE Diecast Buses & Vehicles - Buses

16126 Leyland PD2 Highbridge d/deck "CIE Dublin" £15

Oxford Diecast Ltd
Commercial & Public Services

76TEA003 Ferguson TEA "Emerald Green" (Ireland) . £3

Era 4 - Murphy Models - Coaches

MM1149 Cravens 1st class coach in original £39
MM1504 Cravens 2nd class coach in original £39

Diesel locos

MM0161 Irish Class 141/181 diesel 161SA in 2nd CIE black & orange Commissioned by Murphy Models of Dublin £84

MM0182 Irish Class 141/181 diesel 182 in 2nd CIE black & orange Commissioned by Murphy Models of Dublin . . £89

Era 6 - Murphy Models - Coaches

MM1508 Irish Cravens buffet coach/snack car in orange & black . . . £45
MM1544 Irish Cravens open coach in orange & black £42

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IE0004 ADL Enviro200 - Bus Eireann (AM103 - 09-D-3732) £31
UK0003 Open top Dennis Trident/Plaxton President d/deck bus "Dublin city sight seeing tour" (list £27). ..... BARGAIN £12

Era 9 - Post-privatisation
Creative Master Northcord - Buses

UK5006 Mercedes Citaro rigid s/deck bus "Bus Eireann" (list £25). ..... BARGAIN £11

Corgi Collectables
Original Omnibus Company - Bus Range

OM46202a Scania Irizar PB "National Express Irish Bus" - destination London. Registration YN05 WJJ . £26

1:72 Scale
Corgi Collectables - Aviation Archive

AA36606 Lockheed F-4-1-LO Lightning - 1st PRU, RAAF, A55-3 (list £42.30) ..... BARGAIN £19

East Germany
Corgi Collectables - Aviation Archive

AA37501 MiG 29 Fulcrum-A - East German Air Force, JG3, Vladimir Komarow, Preschen Air Base, 1990. ..... £33

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AC005 Focke Wulf 190 ..... £11
AC002 Masserschmitt Bf109E-4 ..... £11

Corgi Collectables - Aviation Archive

AA38801 Dornier Do17Z - 1 Staffel, 1 Gruppe, KG76, Beauvais-Tille Nth, France, Sept 1940 - NEW TOOL . £60

AA34312 FW190 A5 "Major Josef Priller - GK". Production run of <1500 . £26

AA36906 Ju52 - 2/KGzbV1, Milos - Greece, 1941. Production run of <1000 ..... £66

AA38505 Messerschmitt BF110C-1 ZG26 'Horst Wessel' - Fw. Hermann Brinkmann/Bordfunker Uffz. Erwin Grüschow, Sept 1940 - NEW £38

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HG3908 German Opel Blitz Cargo Truck 1 Panzer Division , early spring 1940 "Fuel Transporter". £14

Era 2 - Oxford Diecast Ltd - Aircraft

AC010 Messerschmitt BF109G £11

Russia - Oxford Diecast Ltd - Aircraft

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Corgi Collectables - Aviation Archive

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AC012 Focke Wulf 190-A4 NEW £10

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WB99634 Mustang P-51D - 334th FS, USAAF, 1945. Non limited (list £9.99) ..... BARGAIN £8

Aviation Archive

AA36105 Canadian-Vickers SA-10A Catalina - 4th Air Rescue Sqn.,USAF, Hamilton AFB, CA., 1949 (list £84.16) BARGAIN. £39
AA37104^ NA P-51B Mustang III - 'Tommy's Dad', Maj. John C. Herbst, CO of the 74th FS/23rd FG, Luliang, January 1945 (list £31.73) ..... BARGAIN £24

AA36602 P-38J 'Droop Snoot' Lightning - 'Eze Does it', Capt. Hershell Ezell, 77th FS/20th FG, Kings Cliffe, England 1944 (list £40). ..... BARGAIN £15
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Corgi Collectables - Aviation Archive

AA31927 Supermarine Spitfire MkVB - No.538/EP310, 57 GvIAP, Russian Air Force, Caucase, USSR 1943 (list £32) ..... BARGAIN £14

1:48 Scale
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AA37901 Spad XIII S4489, Capt Charles J Biddle, French Air Service, 13th Aero Squadron, October 1918 (list £38.99) . BARGAIN £27

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AA37804 Albatross DV "Uffz Paul Baeumer". Production run of <2000. ..... £33

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G Gauge
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L235654	Refrigerated Wagon – Selters livery	£22.96
L235760	Steel Coil Carrying Wagon – DB	£22.95
L235761	6 Axles Wagon Sahmms DB	£20.95
L235765	Steel Coil Transport Wagon DB	£16.96
L235771	6 axle Transport Wagon Sahimms 901 – DB	£24.96
L235960	Tank Wagon – DR	£20.00
L235970	Tank Wagon VTG – DB	£16.95
L235981	Tank Wagon Shell DB	£19.00
L235982	Tank wagon "OMV" violet – OBB	£21.95
L235983	Bogie Tank Wagon – Leuna DR	£21.95
L235989	4 axle bogie tank – DR Camouflage	£22.95
L235990	Tank Wagon Munchen DR livery	£21.95
L235991	OMV Tank Wagon OBB	£21.95
L235992	Tank wagon "OMV" yellow – OBB	£21.95
L235993	BogieTank Wagon – DR	£21.95
L235994	4 axle bogie tank – Esso – DB	£21.95
L235995	Tank Wagon 630 hl – Shell livery	£21.95
L236000	DB Weed Clearing Train (4 wagon set)	£67.96
L236001	Weedkilling Train Pack – DB	£76.95
L236490	Track Cleaning Wagon (ex tender) DB	£30.95
L236491	Track Cleaning Wagon – DB	£30.96
L240005	2-part set horse transport wagon K.P.E.V	£37.96
L240026	Hopper Wagon Set – Vetro Recycling – SBB	£29.96
L240063	Wounded Transportation Car DR	£21.95
L240077	Car Transporter Wagon Set – BLS	£31.96
L240078	Car Transport Wagon Set BLS	£36.95
L240085	Ballast Wagon Set of 2 SBB-CFF	£32.95
L240086	Ballast Wagon Set – BLS	£36.95
L240101	Set of 3 different wagons in DB livery	£44.95
L240111	Set of 2 flat wagons with loads DB	£22.99
L240125	Boxcar-Set "125 years Gotthardbahn" – GB	£82.95
L240131	Hilfszug Oldarm DB	£15.75
L240150	Meat Wagon Set of 2 SBB "Bell"	£32.95
L240151	Refrigerator wagon 2 part set 'Schaerlig Emmental'	£32.95
L240154	Swiss Beer Transport Van Set	£64.95
L240155	SBB Beer Wagon Set (Pack of 6)	£80.95

Liliput HO Coaches

L327399	2nd Class Coach DR Camouflage	£19.95
L328405	Coach with buffet OBB	£27.95
L328501	Coach for local services 2nd Class DB	£13.25
L328511	Mess Coach DB	£23.99
L328590	Coach for local services 2nd Class DB	£27.95
L328601	Coach for local services 2nd Class DB	£13.25
L328699	Military coach 3rd Class camouflage – DR	£28.95
L328701	Coach for local services DB	£13.25
L328711	Signal Technical Coach DB	£13.25
L328721	Mess Coach DB	£13.25
L328731	Instruction Coach DB	£13.25
L328792	Coach for local services DR	£27.95
L328901	Baggage Coach DB	£25.95
L329003	Parcel Coach DRG	£28.95
L329353	Baggage/Post Office Coach DB	£30.95
L329351	Baggage/Post Coach DB	£29.95
L329355	Baggage/Post Coach DB (LED rear lights)	£35.95
L329356	Baggage/Post Coach DB (LED rear lights)	£35.95
L334000	Passenger Coach 2nd Class – DRG	£20.95
L334001	Passenger Coach 2nd & 3rd Class – DRG	£20.95
L334002	Passenger Coach 3rd Class – DRG	£20.95
L334003	Passenger Coach 3rd Class – DRG	£20.95
L334011	2 Axle Passenger Coach 1st and 2nd Class – DB	£20.95
L334012	2 Axle Passenger Coach 2nd Class – DB	£20.95
L334013	2 Axle Passenger Coach 2nd Class – DB	£20.95
L334015	Passenger Coach 2nd Class Bip 330-528 – DR	£20.95
L334016	Passenger Coach 2nd Class Bip 330-486 – DR	£20.95
L334017	Passenger Coach 2nd Class Bitrp 330-433 – DR	£20.95
L334018	Passenger Coach 2nd Class Bitrp 330-475 – DR	£20.95
L334030	Passenger coach 2nd Class DB	£21.95
L334033	Passenger coach 3rd Class DB	£21.95
L334035	Passenger coach 3rd Class DB	£21.95
L334038	Passenger coach 3rd class DB	£21.95
L334401	Baggage car Pw3 Pr11 in DR livery	NEW £23.95
L334403	Baggage car Pw3 Pr11 DB	£23.95
L334478	3rd Class 3 axle Coach – SBB	£18.95
L334485	3 Axle 2nd Class Coach SBB	£21.95
L334488	2nd Class 3 axle Coach – SBB	£18.95
L334496	3 axle Baggage Coach – SBB	£22.95
L334501	Passenger Carriage 2nd/3rd Class Heidenau – Altenberg	£27.95
L334501	Passenger Coach 3rd Class DRG	£27.95
L334502	Passenger Carriage 3rd Class/Service Heidenau – Altenberg	£27.95
L334505	Passenger Coach 2nd/3rd Class DR	£27.95
L334506	Passenger Coach 3rd Class DR	£27.95
L334507	Passenger Coach 3rd Class DR	£27.95
L334508	Passenger Coach 2nd and 3rd Class – BBO	£27.95
L334509	Passenger Coach 3rd Class – BBO	£22.95
L334510	Passenger Coach 2nd & 3rd Class DB	£27.95
L334511	Passenger Coach 3rd Class DB	£27.95
L334515	Passenger Coach 2nd & 3rd Class DR	£27.95
L334516	Passenger Coach 3rd Class DR	£27.95
L334517	Passenger Coach 3rd Class DR	£27.95
L334519	Museum Coach 3rd Class	£27.95
L334530	2nd Class Passenger Coach – DRG	£22.95
L334531	3rd Class Passenger Coach – DRG	£28.95
L334533	2nd Class Express Passenger Coach in DRG livery	NEW £28.95
L334534	3rd Class Express Passenger Coach in DRG livery	NEW £28.95
L334535	3rd Class Passenger Coach C4u DRG	£28.95
L334536	1st Class Passenger Coach DB	£28.95
L334537	2nd Class Passenger Coach DB	£28.95
L334542	Express Passenger coach 1st Class DR	£28.95
L334543	Express Passenger coach 2nd Class DR	£28.95
L334544	Express Passenger Coach 2nd Class DR	£28.95
L334547	2nd Class Passenger Coach B4ye DRG	£28.95
L334551	Baggage Car Pw4ük DRG Epoch II	£28.95
L334558	Baggage car Pw4u number 641-013 in DR livery	£28.95
L334940	EWT Coach 1st Class SBB	£26.99
L334945	Coach 1st Class BLS	£26.99
L334949	Passenger Coach 1st Cl. InterRegio SBB	£29.95
L334956	Coach 1st and 2nd Class BLS	£26.99
L336612	Anti-Aircraft Gun Coach – DR	£35.95
L336616	Anti-aircraft gun carriage – camouflage	£37.95
L350011	DB Nuremburg Museum 5 Coach Pack	£93.99
L350032	3 Coach Pack for local services DR	£59.95
L350051	5 Coach Set "Blauer Enzian" DB	£110.99
L350116	Passenger 4 Coach Pack "Gotthardbahn"	£105.95
L381200	Post and Baggage Coach KPUGH	£22.95
L381202	Post Coach – DR	£25.95
L381203	Post Coach DRG	£25.95
L381291	Post Office Baggage Coach – DB	£25.95
L381500	Coach 2nd and 3rd Class KPuGH	£27.95
L381502	Passenger Coach 2nd Class – DR	£25.95
L381503	Coach 2nd and 3rd Class DRG	£25.95
L381602	Passenger Coach 2nd Class – DR	£25.95
L381603	Coach 2nd and 3rd Class DRG	£25.95
L381702	Passenger Coach 2nd Class – DR	£25.95
L381703	Coach 3rd Class DRG	£12.10
L381791	Coach 2nd Class DB	£21.95
L381802	Passenger Coach 2nd Class – DR	£25.95
L381902	Passenger Coach 2nd Class – DR	£25.95
L381903	Coach 3rd Class DRG	£12.10
L381991	Coach 2nd Class DB	£21.00
L382103	Baggage Coach Rheingold DRG	£30.95
L382303	Saloon Coach 1st Rheingold DRG	£39.95
L382701	Restaurant Coach DSG DB	£26.99
L382702	Restaurant Coach Mitropa DR	£14.75
L382712	Restaurant Coach Mitropa Museum	£25.99
L382802	Sleeping Coach Mitropa DR	£14.75
L382803	Sleeping Coach Mitropa DRG	£46.95
L382901	Political Campaign Coach DB	£9.99
L383003	Saloon Pressewagen DR	£14.48
L383011	1st Class Coach D-Zugwagen DB	£13.48
L383105	Coach 1st Class OBB	£13.25
L383299	Military coach 1st & 2nd Cl. Camouflage – DR	£28.95
L383302	Sleeping Coach Mitropa DR	£13.25
L383351	Express Passenger Coach 2nd Class DB	£12.99
L383355	Express Passenger Coach 2nd Class DB (LED rear lights)	£33.95
L383403	Coach D 2nd and 3rd Class DR	£27.95
L383412	Mess Coach DB	£13.25
L383451	Express Passenger Coach 1st & 2nd Cl. DB	£27.95
L383602	Restaurant Coach Mitropa DR	£22.95
L383605	Saloon Coach OBB	£13.25
L383615	Restaurant Coach OBB	£13.25
L383701	Sleeping Coach DSG DB	£27.95
L383703	Sleeping Coach Mitropa DR	£13.25
L383803	Post Coach DR	£22.95
L383811	Testing and Recording Coach DB	£9.99
L383913	Baggage Coach DRG	£13.60
L384001	DB Nuremburg Museum Obs Coach	£24.99
L384011	Observation Coach DB	£30.95
L384102	Coach D Zugwagen 1st Class	£13.25
L384103	Express Coach 1st Class DRG	£25.95
L384211	Coach F 1st and 2nd Class DB	£30.95
L384292	Coach for local services 1st Class DR	£27.95
L384299	Escort Coach in DB Cargo livery	£9.99
L384302	Coach D Zugwagen 2nd Class DR	£13.25
L384312	Coach D Zugwagen 2nd Class	£27.95
L384392	Express Passenger Coach 2nd Class DR	£22.95
L384399	Military coach 3rd Class Camouflage – DR	£23.95
L384411	Coach F 2nd Class DB	£24.95
L384511	Restaurant Coach F DB	£23.95
L384551	Express Semi Dining Car DB	£29.95
L384600	Express Coach 1st and 2nd Class	£23.95
L384601	Coach D 1st Class DB	£14.75
L384700	Express Coach 3rd Class Baden	£23.95
L384703	Express Coach 3rd class DRG	£14.75
L384710	Express Coach 3rd Class	£24.95
L384711	Passenger Coach 2nd Class DB livery	£29.95
L384713	Express Coach 3rd class DRG	£14.75
L384800	Express Coach Baden	£24.95
L384801	Coach D 1st and 2nd Class DB	£14.75
L384803	Express Coach DRG	£14.75
L384901	Baggage Coach DB	£14.48
L384903	Baggage Coach DRG	£14.48
L385111	Saloon Coach DB Bonn Museum	£11.99
L385121	Saloon Coach DB	£15.25
L385301	Car Transporter Coach DB	£13.98
L385401	Restaurant Coach DB	£11.99
L385503	Saloon Coach – DR	£34.95
L385531	Restaurant Car – DSG DB	£34.95
L387514	Light Steel Restaurant Coach SBB	£15.25
L387714	Light Steel Coach 2nd Class SBB	£24.95
L387814	Light Steel Coach 1st Class SBB	£9.95
L387914	Light Steel Baggage Coach SBB	£24.95
L368004	RIC Restaurant Coach SBB	£17.48
L368105	RIC Comfort Coach OBB	£15.75
L368345	Couchette RIC coach – OBB	£32.95

BARGAIN CLEARANCE CORNER

While stocks last

HL4000 Lima Coach Pack in DB Rheingold 1968 livery

RRP £124.75

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Liliput HOe Locomotives

L170702	Diesel No. 199 030-8 Dollnitzbahn	£51.00
L170703	Diesel No. 137 340 DR	£51.00
L170704	Reihe 1041 Waldviertelbahn Diesel	£99.99

Liliput HOe Carriages & Wagons

L291902	Shock Absorbing Wagon – SLB	£19.00
L294001	Open Goods Wagon Ow/s 60044 OBB	£9.00
L294002	Open Goods Wagon Ow/s 218 Zillertalbahn	£9.00
L294031	Low Side Wagon brakeman's DR	£10.00
L294041	Open Wagon Brakemans Cabin DR	£10.00
L294051	Open Wagon in DR livery	£10.00
L294061	Open Wagon Brakemans Cabin DR	£10.00
L294201	Goods Box Wagon No.105 – Zillertalbahn	£11.00
L294220	Goods Van OBB	£11.00
L294280	Beer Wagon Stiegl Bier SLB	£12.00
L294281	Beer Wagon Murauer-Bier STLB	£12.00
L294282	Beer Wagon Zillertaler-Bier ZB	£12.00
L344390	Passenger Coach 3rd Class No.107 – BWB	£16.00
L344391	Passenger Coach 3rd Class No.109 – BWB	£16.00
L344392	Passenger Coach 3rd Class No.110 – BWB	£16.00
L344393	Passenger Coach 3rd Class No.111 – BWB	£16.00
L344394	Passngr Coach 3rd Class No.108 'Walderschenke' – BWB	£16.00
L370001	Passenger Car Pack of 3 Ochsle	£39.95
L370300	2nd Class Coach – Zillertalbahn 'Ramsau/Hippach'	£16.00
L370303	Passenger Coach 2nd Class 'Xundheitswelt'	£16.00
L370306	Buffet Passenger Coach – Steyrtalbahn	£16.00
L370307	Passenger Coach – OBB	£16.00
L370351	Passenger Car Kuenningertaverne	£16.00
L370401	Passenger Coach – OBB 'JAUSENSTUBERL'	£16.00
L370410	Buffet Coach B28 'Germeinde Zell/Tiller' – ZB	£16.00
L370413	Coach 2nd & 3rd Class No. 259 U O – DR	£16.00
L370452	Passenger Coach 'Pinzgauerbahn' – OBB	£16.00
L370550	Bar Car 'Pinzagauerbahn'	£12.95
L371115	2nd Class Coach "Gemeinde Mayrhofen" Zillertalbahn	£16.00
L375555	3rd Class Swarovski Zillertalbahn	£19.95

Roco HOe

31023	Steam Digital Starter Train Set	£244.00
31025	Diesel Goods Starter Set	£154.95
33221	Class Rh1099 Electric Locomotive OBB livery	£125.00
33222	Class 1099 Electric Loco 1099.05 OBB	£134.99

Piko HO Coaches / Wagons

54631	Four Bay Centre Hopper Nacco DB	£33.95
54810	Flat Wagon DB with blue cover	£40.95
57710	Container Flat Wagon DB AG / Coeco	£11.00
58619	Corail Coach Aquaiays (Pack of 3)	£94.95
95574	Stake Wagon SNCF	£40.95
95160	Hobby BB Diesel Loco no. 567415 – SNCF	£88.95

Electrotren HO Locos / Wagons

E0146	Containers (Pack of 4×20ft and 2×40 ft)	£25.95
E0914	2 Axle Hopper Wagon RENFE	£22.95
E0916	2 Axle Hopper Wagon in SNCF Grey livery	£22.95
E0917	Set 3 Hopper Wagons with weathered finish Renfe	NEW £59.99
E0918	Hopper Wagon loaded with coal SNCF	NEW £40.99
E0919	Hopper Wagon Sgmf – SNCF	NEW £22.99
E1258	Gondola type Eios – RENFE	£18.00
E1259	Ealos Gondola DB weathered	£12.00
E1329	Low side car Lgns Cargo-Net	£31.95
E1330	Container wagon with 2 containers	£21.99
E1531	Beer transport wagon 'Skol'	£20.95
E1543	Flat car & 2 containers – FS	£16.00
E1544	Low Side Wagon type kspq FS	£19.95
E1552	Flat car with container – Renfe	£22.95
E1566	Flat car & container – RENFE	£22.95
E1570	Flat car & pipe load – RENFE	£19.00
E1595	Transfesa Hbis Sliding Wall Box Van – RENFE	£22.95
E1625	FS Flat & Containers Italian Line	£15.00
E1642	Curtain Sided Wagon RENFE	£20.95
E1654	Low Sided Wagon RENFE, type Ks, wheel load	NEW £20.99
E1763	Covered wagon Cantabrias – RENFE	£22.95
E1765	Hbis Wagon in RENFE livery	£22.95
E1767	Box Car JPD of RENFE Torpy Betolaza, type Hbis	NEW £20.99
E1768	Box Car JPD of RENFE TEMI, type Hbis	NEW £20.99
E1815	Box Car Wagon Renfe Ore Tef	£23.95
E1816	Box Car Wagon Ore Renfe	£23.95
E2118	Self propelled ABJ-1 – SNCF	£149.95
E2120	Self propelled ABJ-1 – NORD	£149.95
E2122	Self propelled ABJ-1 – EST	£149.95
E2136	Self propelled ABJ-2 Railcar – SNCF	£149.95
E2138	Self propelled ABJ-3 SNCF	£149.95
E2140	Self propelled ABJ-3 SNCF	£149.95
E2204	Automotor 2400 – X 2478 SNCF	£163.95
E2204D	Automotor 2400 – X 2478 SNCF DCC Fitted	£196.95
E2216	X2400 Automotor X2406 SNCF	£139.99
E2400	Class 316 Diesel Loco 316-008 RENFE	£192.95
E2411	Class 316 Diesel Locomotive 316-002 RENFE	£192.95
E2411D	Class 316 Diesel 316-002 RENFE DCC Fitted	£228.95
E2411S	Class 316 Diesel 316-002 RENFE DCC Sound	£315.95
E2450	Class 318 Diesel Loco – RENFE	£192.95
E2452	Class 318 Diesel Loco 1807 – RENFE	£192.95
E2506	Class 252 Electric loco – RENFE	£122.95
E2510	Class 5600 Electric loco – CP	£175.95
E2582	Class 251 Electric Loco 251-006 RENFE	£201.95
E2684	Class 289 Electric Loco 289 015 RENFE	£174.95
E2690	Class 269 Electric Loco – RENFE	£193.95
E2692	Class 269 Electric Loco – RENFE	£193.95
E2722	Class 276 Electric Loco 276-030 RENFE	£201.95
E2733	Class 276 Electric Loco 276-066 RENFE	£201.95
E2751D	Class 281 Electric 1004 RENFE DCC Fitted	£210.95
E2753	Class 281 Electric Locomotive 1002 RENFE	£175.95
E2753D	Class 281 Electric 1002 RENFE DCC Fitted	£210.95
E2904	Class 841 Diesel Loco 841 037 SBB	£107.95
E2906	Class 311 Diesel Loco 311-128 Grandes Lineas	£140.95
E2908	Class 311 Diesel Loco 311-126 Cargas Renfe	£140.95
E3201	Talgo Pendular Coach Set RENFE (Pack of 6)	£145.95
E3213	Talgo Pendular Bar Coach TC6 – RENFE	£24.95
E3214	Talgo Pendular Restaurant Coach TR6 – RENFE	£24.95
E3235	Talgo Coach "Renfe Operadora" TWL6 p. dcha.	£24.95
E3236	Talgo Coach "Renfe Operadora" TWL6 p. izq.	£24.95
E3237	Talgo 200 Coach "Renfe Operadora" Cafeteria	£24.95
E3238	Talgo 200 Coach "Renfe Operadora" Restaurant	£24.95
E3309	Talgo 50th Anniversary of TEE Set	£205.95
E3324	TALGO III RENFE Pack of 6 coaches	£150.95
E3325	TALGO III RENFE 1st Class Coach	£24.95
E3326	TALGO III RENFE 1nd Class Coach	£24.95
E3327	TALGO III RENFE Cafe Coach	£24.95
E3404	Class 592 3 Car Diesel Unit – RENFE	£203.95
E3503	Talgo 350 AVE Coach Pack, (1×1st & 2×2nd Class) RENFE	£38.95
E3504	Talgo 350 AVE Coach Pack (Club Class & 2nd Class Coach) – RENFE	£38.95
E3505	Talgo 350 AVE 102	£303.95
E3507	Talgo 350 coach pack	£51.95
E3508	Talgo 350 coach pack	£51.95
E3600	3 Car Electric Unit Class 440 RENFE	£278.95
E3600D	3 Car Electric Unit Class 440 RENFE DCC Fitted	£309.95
E3602	3 Car Electric Unit Class 440 Cercanias RENFE	£278.95
E3602D	3 Car Electric Unit Class 440 RENFE DCCC Fitted	£309.95
E3702	BB Electric loco 1504 SNCF	£179.95
E3706	BB Electric loco 1628 SNCF	£179.95
E3800	Diesel Loco 10321 Green livery	£161.99
E3802	Diesel Loco 303.131 Green	£161.99
E3804	Diesel Loco 303.139 Blue & Red	£161.99
E5065A	2nd Class Costa Coach – MZA	£29.95
E5066	2nd Class Costa Coach with internal lights – MZA	£37.95
E5066A	2nd Class Costa Coach – MZA	£29.95
E5067	2nd Class Costa Coach with internal lights – RENFE	£37.95
E5067A	2nd Class Costa Coach – RENFE	£29.95
E5068	2nd Class Costa Coach – RENFE (internal lights)	£37.95
E5068A	2nd Class Costa Coach – RENFE	£29.95
E5073	1st Class Passenger Coach cafeteria RENFE	£41.95
E5074	1st and 2nd Class Passenger Coach RENFE	£41.95
E5075	1st Class Passenger Coach RENFE	£32.95
E5077	2nd Class Passenger Coach BB1-5257 RENFE	£41.95
E5139	DB Flat Wagon with 2 Confern Containers	£15.50
E5146	Low sided wagon MWB	£21.95
E5154	Freight Car with reel load RENFE	£20.95
E5165	Freight Car with reel load – RENFE	£25.95
E5180	Low Side Wagon type Rs with 3 containers	£33.95
E

Kernow Model Rail Centre

SL-8311	Insulated Rail Joiners	£2.04
SL-8314	Track Pins	£1.41
SL-8348	Wye Insulfrog Turnout	£13.50
SL-8351	Right Hand No. 5 Insulfrog Turnout	£13.35
SL-8352	Left Hand No. 5 Insulfrog Turnout	£13.35
SL-8356	Inspection Pit	£6.59
SL-8361	Right Hand No. 6 Insulfrog Turnout	£13.50
SL-8362	Left Hand No. 6 Insulfrog Turnout	£13.50
SL-8364	Diamond Crossing No. 6 Insulfrog	£14.85

Peco Code 83 Line HO Track (*continued*)

SL-8376	Right Hand number 7 Insulfrog Turnout	£15.60
SL-8377	Left Hand number 7 Insulfrog Turnout	£15.60
SL-8381	Right Hand number 8 Insulfrog Turnout	£15.60
SL-8382	Left Hand number 8 Insulfrog Turnout	£15.60
SL-8390	Code 83 90 Degree Crossing	£13.28
SL-E8348	Wye Electrofrog Turnout	£13.60
SL-E8351	Right Hand No. 5 Electrofrog Turnout	£13.45
SL-E8352	Left Hand No. 5 Electrofrog Turnout	£13.45
SL-E8361	Right Hand No. 6 Electrofrog Turnout	£13.60
SL-E8362	Left Hand No. 6 Electrofrog Turnout	£13.60
SL-E8364	Diamond Crossing No.6 Electrfrog	£14.95
SL-E8376	Right Hand number 7 Electrofrog Turnout	£15.70
SL-E8377	Left Hand number 7 Electrofrog Turnout	£15.70
SL-E8381	Right Hand number 8 Electrofrog Turnout	£15.70
SL-E8382	Left Hand number 8 Electrofrog Turnout	£15.70

Jouef HO (Hornby Int)

HJ2032	Diesel railcar series X 3800 "Picasso" – SNCF	£65.95
HJ2044	Diesel railcar series X 73717 – SNCF Aquitaine	£149.95
HJ2052	Electric loco BB 36000 number 436060 SNCF	£196.95
HJ2056	TGV V1 50 World Speed Record SNCF	£241.95
HJ2060	Junior Electric loco BB 9700 - SNCF	£81.95
HJ2062	Diesel loco 67580 SNCF	£156.95
HJ2065	2D2 Electric Locomotive 5541 SNCF	£218.49
HJ2066	SD2 5542 Electric Loco	£218.49
HJ2067	SD2 5500 Electric Loco	£209.99
HJ2068	Class 2D2 Electric Loco 5507 SNCF	£208.95
HJ2069	X73500 Railcar SNCF Rhone	£164.99
HJ2070	Railcar X73500 Languedoc-Roussillon	£159.95
HJ2071	X73500 Railcar SNCF Borgogne	£164.99
HJ2083	Electric locomotive BB 26000 - SNCF	£195.95
HJ2088	BB22310 Electric Loco SNCF	£98.99
HJ2089	Junior Electric BB 22000 SNCF Fret	£93.95
HJ2091	BB22347 Electric Loco SNCF	£98.99
HJ2095	Junior Electric BB 9200 SNCF Fret	£93.95
HJ2096	BB9200 Electric Loco SNCF	£93.95
HJ2097	BB9284 Electric Loco SNCF	£98.99
HJ4010	TEE Inox 1st Class Aëtu Express Passenger Coach – SNCF	£38.95
HJ4013	2nd Class Coach SNCF Transilien	£39.99
HJ4014	TEE Inox Express 3 Coach Pack	£191.99
HJ4036	DEV AO Sleeping Car SNCF	£33.95
HJ4042	DEV Inox 3 Coach Pack	£132.95
HJ6005	Private Refrigerator Wagon – "Interfrigo" – SNCF	£19.95
HJ6026	Junior Closed wagon sliding sides – SNCF	£19.00
HJ6030	Closed wagon with sliding sides – SNCF	£27.95
HJ6031	SNCF Flat Wagon with container	£27.95
HJ6059	Closed Wagon tipe 400.000Gs SNCF	*NEW* £22.99
HJ6060	Closed Wagon "Interfrigo" SNCF	*NEW* £27.99

Lima HO (Hornby Int)

HL2003	Class 110 Electric Loco No. 110 004-9 – DB Blue	£120.95
HL2023	Class V20 Diesel Shunter DR	£78.95
HL4000	Rheingold 1968 DB livery Coach Pack of 4	£105.00
HL4001	Rheingold 1962 DB livery Coach Pack of 4	£109.95
HL4006	Double Decker control cab – FS	£20.95
HL4007	Double Decker coach – FS	£19.95
HL4009	2nd Class passenger coach – FS	£19.95
HL6003	TADGS Hopper Wagon with moveable hatch – DR	£20.00
HL6004	TADGS Hopper Wagon with moveable hatch – DB Cargo	£20.00
HL6006	Maintenance Coach – DB	£20.00
HL6022	Australian Railroad open wagon	£21.95
HL6031	Closed Van DR	£14.00
HL6039	SNCF Refrigerated Van	£13.00
HL6040	SNCF Refrigerated Van	£16.50
HL6041	Platform Wagon with Brakemans Cabin	£16.50
HL6045	Torpedo Ladle Car	£17.00
HL6049	Parcel Wagon Set of 3 DB	£33.95
HL8000	Container crane with two 20 ft containers	£27.95
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HL8002	Containers (2 × 40ft and 3 × 20ft)	£23.95
HL8003	Car loading station	£12.99

Rivarossi HO (Hornby Int)

HR2000	Class E444R Electric Loco – FS	£122.95
HR2007	4-6-4 Hudson Articulated Steam Loco – NY Central	£223.95
HR2010	Class E402R Electric Loco – FS	£183.95
HR2011	Class E402R Electric Loco – FS	£139.95
HR2014	Class E444R Electric Loco – FS XMPR	£120.95
HR2015	Class VT06.5 Express Diesel 3 Car DB	£243.95
HR2020	GR200 Steam Loco & 2 coaches in wooden presentation case	£183.95
HR2025	Class D250 Diesel Loco – FS	£71.95
HR2028	Class 740 2-8-0 Steam Loco 740.108 FS	£162.95
HR2035	Class E646 Electric Loco – FS 'Treno Azzurro'	£134.95
HR2038	Shunting tractor FS "Grigio delta"	£86.95
HR2046	Class E03 Electric Loco E03 002 DB	£133.95
HR2050	Class 230 Diesel Hydraulic Loco – DB (DCC Sound)	£220.95
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HR2080	Shunting tractor FS series 208 green	£86.95
HR2085	Electric railcar series ET 403 - DB 4-unit set	£244.95
HR2096	Big Boy 4-8-8-4 Steam loco weathered	£301.95
HR2099	Big Boy 4-8-8-4 Union Pacific weathered	£388.99
HR2125	Breuer shunting tractor in OBB	£96.95
HR2148	G12 2-10-0 Steam Loco 1932 K W St E	£284.95
HR2170	Class D236 Diesel Loco Green	£84.95
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HR2219	FS E402B.121 Electric locomotive	£166.95
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N Track

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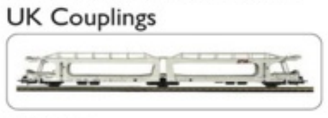

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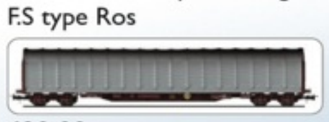

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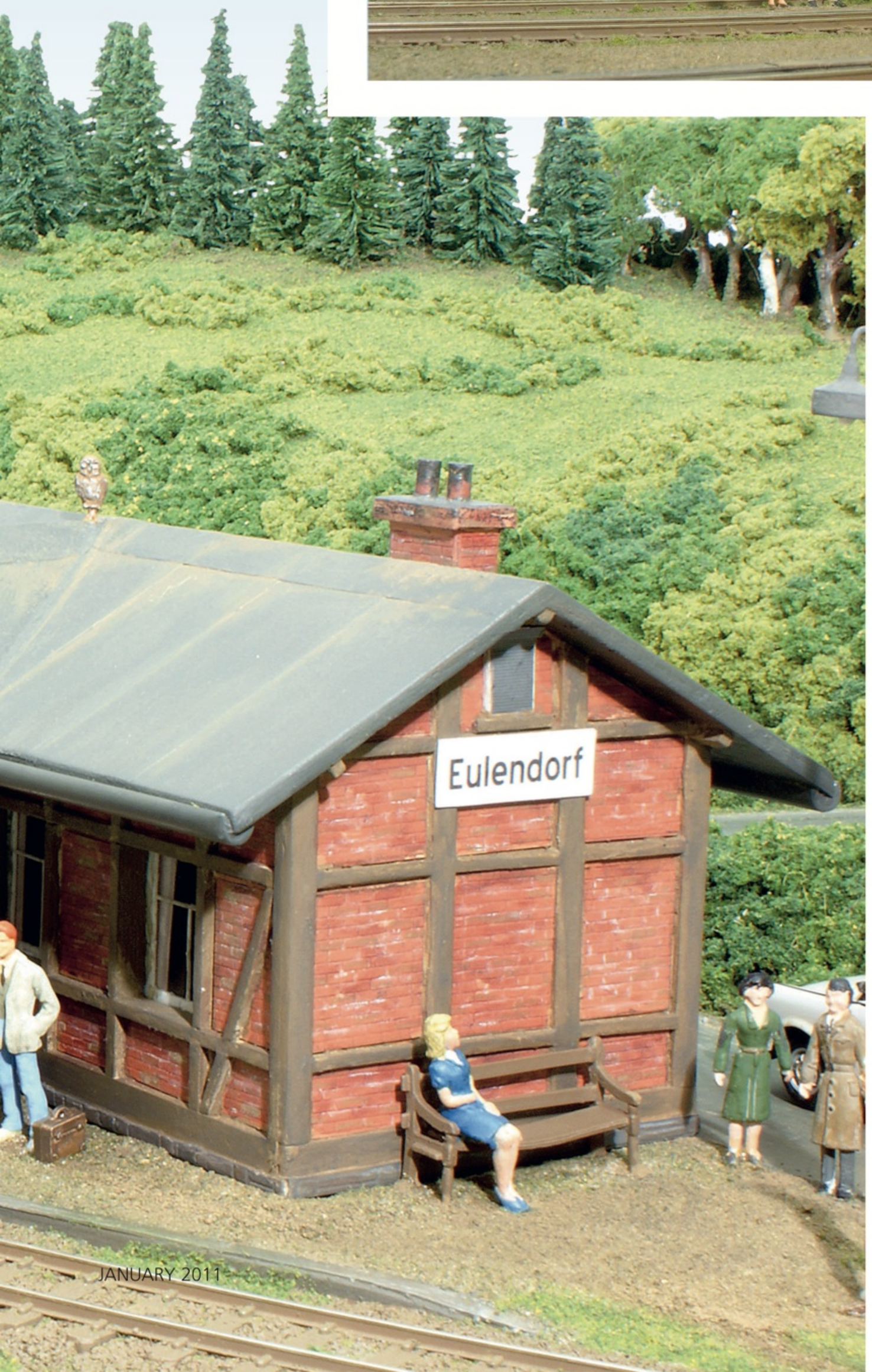
Peter Wurcbacher relates how the Norton Cross Model Railway Group came to represent a 750mm gauge *Kleinbahn* (local light railway) in its last days, under the Deutsche Reichsbahn in the late 1960s. *Photographs by Steve Flint.*

Zauberwaldbahn

A narrow gauge line in Brandenburg

Right
Eulendorf station.
"The train may be late, but I assure you that it is coming!"

Below
Patience is rewarded - 0-4-0T 99 4605 with a GmP (mixed train) waiting to cross another working at Eulendorf.

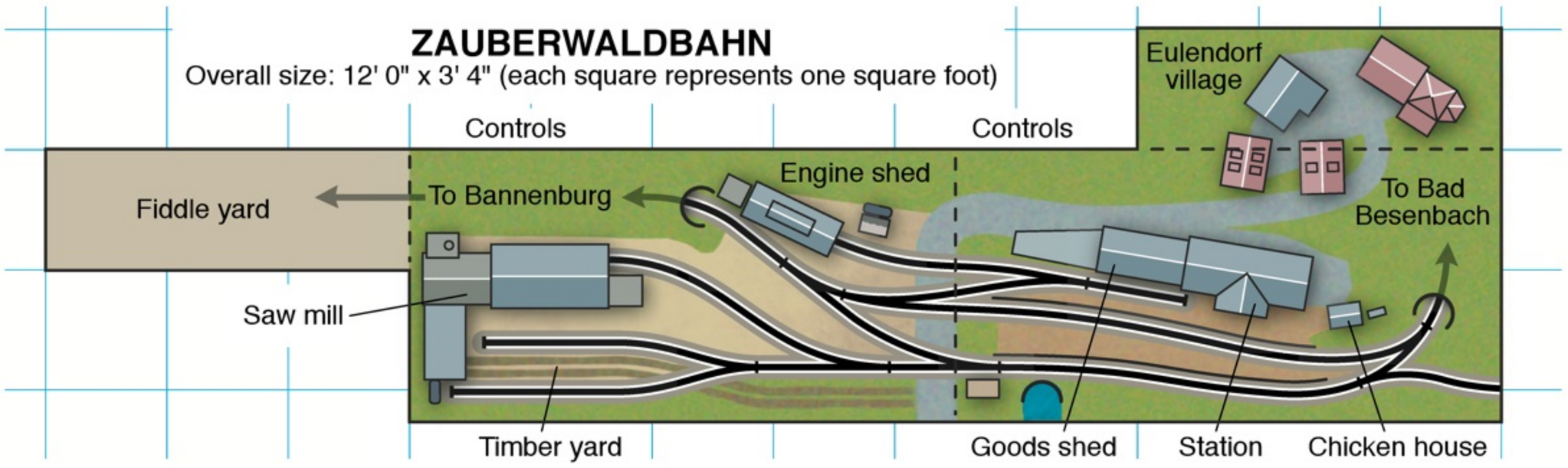


During the early years of the 20th century numerous narrow gauge feeder lines were constructed in the rural areas of the state of Brandenburg, around Berlin. The Spreewaldbahn was built to metre gauge, whilst the remaining networks, most quite substantial, were to 750mm gauge. They carried passengers to work, school, market, and local health resorts. Freight traffic consisted mainly of local agricultural products, timber, coal, and building materials. The ravages of war, dismantling, reparations, neglect, and eventually competition from road transport sealed the fate of these *Kleinbahnen*. The last passenger train ran on the Prignitzer Kleinbahn in 1969, the final freight train two years later.

A 'country' member of the Norton Cross Group suggested that a small exhibition layout could possibly be constructed using mainly Fleischmann 'Magic Train' stock. He also suggested that it should include a timber yard, and appeared enthusiastic enough to produce a couple of small stacks of sawn timber to an approximation of 7mm scale. Being an engineer by trade, he had produced these out of solid blocks of wood using a router! I was suitably impressed, so I decided to research some of the lesser-known 750mm gauge lines in the former East Germany.

The remnants of many of the systems which still exist today, mainly as tourist lines, have been well documented, but those in the state of Brandenburg seem to have disappeared, some without trace. Names such as the Kleinbahnen des Kreises Jerichow, Kreisbahn Rathenow - Senzke - Nauen, and the Juterbog - Luckenwalder Kreiskleinbahn have been confined to history. The Prignitzer Kleinbahn only receives a little more attention since 9km has recently been re-laid on the original track bed near Lindenberg, once the centre of that extensive system, as the 'Pollo' Museumsbahn.

To get a feel for these long-abandoned lines I obtained a couple of German magazines devoted to 'Schmalspurbahnen in Deutschland'. Despite dealing mainly with the more familiar systems, some useful information was gleaned regarding the long-abandoned lines in Brandenburg. A DVD acquired in Köln, however, gave a real insight. *Dampf bei der Reichsbahn - Teil 5 Schmalspur-Paradies* (from Bahn Extra) consists of black & white archive film by Dutch enthusiast Ton



Pruissen, mainly from 1969, of several systems. These included a considerable overview of the Prignitzer Kleinbahn only weeks before the closure of the network. It gave some impression of the landscape, buildings, track, stock, and the rather sedate operation of the lines then remaining. (English language versions of Ton Pruissen's films are now available from Camden Miniature Steam Services.)

The rural nature of Lindenberg, the centre of the network, was characterised by several shots of the station's 'peep' of chickens leisurely avoiding passenger trains and shunting manoeuvres as they roamed through the over-grown trackwork. Perhaps a little of this nostalgia rubbed off and a decision to construct a Kleinbahn layout was made.

Below
0-4-0T 99 4609 departs from Eulendorf with a local passenger train bound for Bad Besenbach.

As the stock would mainly be modified Fleischmann 'Magic Train' items, the name *Zauberwaldbahn* was adopted. It would represent a typical Brandenburg system shortly before closure, named the 'Kleinbahnen Bannenburg - Bad Besenbach'. The station, a former junction but now with one line closed and overgrown, would serve the small village of Eulendorf. This would also be the location for Kippling's wood yard, including a small sawmill, which still generates some freight for the Zauberwaldbahn to distribute.

Criteria for a layout were then agreed. Two main scenic boards each 4'6" by 2'3" boxed together, plus two fiddle yard boards each 3'0" by 1'0", would fit in the car along with the legs, lights, buildings, stock, and all manner of

Above
Railcar VT 03 scatters the station chickens whilst operating a market day service.

things necessary for exhibition, and still leave room for the driver and a passenger, part of the operating team.

The layout should have the appearance of a continuous run, in effect a reverse loop, giving greater potential for interesting train movements. The scenic boards would therefore contain a small station with a passing loop, siding, and single track loco facilities, balanced at the other end by a sawmill and timber yard.

All main buildings would be of small prototypes so as not to be too dominant, and part of a village would be constructed over the reverse loop but in HO scale to give the layout some perspective. The sawmill would be accessible from the fiddle yard thus allowing wagons to enter loaded with tree trunks and emerge with sawn timber. The structures and track would need to have that rather neglected appearance of the Deutsche Reichsbahn in the late 1960s, particularly that found on a line whose days are definitely numbered.

The stock would be modified to resemble more closely East German examples without following exact prototypes. All would require considerable weathering typical of DR trains of the era.

The scenery through which the railway runs would represent the gently undulating land of the state of Brandenburg, with heath and forest.

Layout construction

Construction followed our tried and trusted methods. Baseboards were built with 6mm MDF cross-members and fascias, with 6mm plywood surfaces. Each cross-member has several circular holes to reduce the weight and allow the passage of wiring. The two end profile boards were of 9mm MDF, the ensemble being glued and screwed together.

Much scribbling on odd pieces of paper eventually produced an approximate track plan. The final version was achieved by laying out pointwork on large sheets of paper and drawing around each section. After hours of juggling, the pencilled shapes of the final scheme were transferred to the baseboard surface.

Peco O-16.5 track and points were laid on top of 1/16" cork which, once glued into position, was lightly sanded at what would become the shoulders, which are not very prominent on these poorly ballasted lines. Standard code 100 track and pointwork was used in the fiddle yard.

Peco point motors were fitted below the baseboards. A small piece of plywood with a central hole glued below each point acted as a spacer to which the motors were attached using mounting plates.

The baseboards were joined using carriage bolts, penny washers, and wing nuts, with small joining dowels giving a positive location.

Trevor Bottomley, as usual, took charge of the wiring and proved once again that there is no such thing as a simple layout when seen from underneath. Several weeks of afternoons were spent on the patio with the wire 'knitting'. Trevor wielded the soldering iron, whilst I fed him with wire in the colour he requested, cutters, pliers, and frequent refreshments.

Point operation uses the 'magic pencil' method with dome-head brass screws on a rather disjointed diagram of the track layout at the rear of each main board providing the

contacts. Colour-coded switches were incorporated into the diagram for each section. The sockets for the two hand-held controllers were wired into the back of these boards.

The most complicated part of the wiring appeared to be that associated with two relays which Trevor incorporated into the scheme to operate the return loop and the reversible line from the sawmill to the fiddle yard.

A transformer and a capacitor discharge unit were attached under a section of the sawmill board, boxed in with a removable perforated cover. An H&M Duette controller provides auxiliary power. All the wiring was tested at this stage while each board could be inverted easily, before the serious work on the scenery began.

Scenic work

During the winter months little in the way of work on the layout could be accomplished. There was insufficient room in the shed with two N gauge layouts, *Lipno PKP* (see CM January 2004) and *Kleinikon* (CM December 2005), already stored there. The HO *Berlinerplatz* (CM June 2010) along with Trevor's American N gauge layout *Cliffton Junction*, had been moved to a barn for storage, but sadly in late October 2007 the barn was broken into and 'torched', thus destroying completely the building, 400 bales of hay, numerous horsey bits (not mine), and the two exhibition layouts. Clearing the site of debris took up much of the following month but eventually I could turn my mind to obtaining and modifying the stock.

The month of May seems to bring better, brighter weather and once again progress on the layout could be made. A framework was built along the back of the main boards to support the scenic shell. Pieces of 6mm MDF were shaped into profile pieces with sections cut away to allow the return loop track to pass below the scenery. The framework was strengthened with uprights of 20mm timber, with smaller section timber bridging the profile boards to provide support.

At this stage the visible track was ballasted with Woodland Scenics, dry brushed into position, and then fixed by spraying diluted Resin W white glue, with a few spots of washing-up liquid, from a hand sprayer. The ballast and track was then lightly sprayed with matt dark earth, slightly darker around the areas where the two tunnel mouths would be sited. Once this was all set, work continued on the scenic shell.

Chicken wire was stapled onto the framework and this was in turn covered with several layers of pasted newsprint The resulting shell was reinforced at the ends of each board with a little Plastic Padding flexible filler before the whole area was painted with several coats of rather bright green emulsion. The embankment at the front of the layout also has MDF profile pieces, but this time cardboard was glued and stapled into position to form the shell.

Roads were formed from pieces of hardboard; the platform surfaces and the culverted stream from scraps of MDF.

Various Woodland Scenics scatter materials were used on the main shell, with 'clusters', teased out slightly and applied

Above
Works shunter No.3 and Kö 8121 shunt wagons whilst timber is loaded at Kippling's yard. That 'Beetle' means the boss is coming - time to get busy!

with impact adhesive, forming the bushes and shrubs. Heki pine trees were given a little more foliage before 'planting'.

Gluing various coloured scenic foliage over pieces of dried heather formed other trees, some sprigs first being painted light grey to represent the fairly common silver birch trees. Grass, bushes, shrubs, and foliage were then sealed with a matt varnish spray.

A mixture of Heki summer and autumn grass was used on the banks at the front of each board. Sea sand was used for platform surfaces, tracks, and paths. Turf and weed scatter was also used to give some of the lesser-used track a neglected and rather overgrown appearance.

Retaining walls and tunnel entrances were constructed from 3mm MDF clad with plasticard, painted, and weathered to represent old stonework.

Buildings

Research, mainly from German publications, gave basic ideas for the main buildings. All were based on small prototypes, but not slavishly copied. The station building and loco shed are in matching timber frame, brick infill, construction with felted roofs. The goods shed and sawmill are (appropriately) constructed mainly from timber, but the boiler house and office are brick-built and rendered.

It was decided that to aid the illusion of perspective, a scale of about 1:50 would be used for the main buildings, and all would be removable. Detailed actual size drawings of the outline of these buildings were prepared, along with ground plans which also indicated the position of the track inside the sawmill. Our engineer, Geoff Welsby, who had instructed me "You draw it; I'll think about it!", then produced the basic shells in 6mm plywood.

The station building and loco shed have the timber frames in stripwood, while the two main sections of the sawmill were devoid of back walls to allow the stock to disappear into the building and on to the fiddle yard. The back of the roofs of these buildings rests on a framework incorporated into the scenery. The building shells were later clad in various types of embossed plasticard appropriate to their finish, with modified Wills window frames added to the openings and glazed. Strips of cartridge paper were used on the felted roofs and the bits box was raided for detailing parts. Finally the buildings were painted and weathered and given a coat of matt varnish.

Left
Wagons of sawn timber are assembled outside Kippling's sawmill ready for dispatch.

Some of the smaller buildings are much-modified resin kit structures from Unit Models.

Around the station, sawmill, and timber yard considerable detail has been added. The logs stacked in the yard are pieces off the lower branches of the Christmas tree, having removed about a foot for it to fit in the house. Sometimes choosing an oversize tree has its benefits! These branches also make up pre-assembled wagon loads which can be removed in the fiddle yard having passed through part of the sawmill.

The stacks of sawn timber were made from materials collected over a couple of months. Wooden tea stirrers from on-train catering or snack bars appear to come in a variety of sizes and, along with large matchsticks, form a very useful modelling material, particularly in this scale. These stirrers were also used for the sawn timber wagon loads which return from the fiddle yard via the sawmill, and also for fences and gates. Along with other odds and ends from the bits box, they are also used in adding detail beneath the visible areas of the sawmill and engine shed.

The lampposts are made of aluminium tube of various thickness, paper clips, drawing pins, and washers.

The signal signs around the station area have also been scratchbuilt.

The chicken house is a solid piece of wood clad and detailed with plasticard.

The figures which populate Eulendorf are mainly the products of Preiser which conveniently has a considerable 1:50 scale range, slightly smaller than true O scale items. Chickens, a cat, and several birds, including two owls from which the village appears to get its name, are from various ranges.

A semi-circular sub-board representing part of the village was constructed to cover the reverse loop, and the four buildings in the background here are HO scale kits by Kibri and Vollmer, modified and weathered. The villagers on this board are also to 1:87 scale.

Steam locos

When layout construction usually takes place outdoors, winter becomes a time for working on stock, detailing and painting.

Currently *Zauberwaldbahn* has seven items of motive power.

99 4605 and 99 4609 represent Lenz standard type 'n' locos, numerous examples of which were built to 750mm gauge around the turn of the century for light railways in northern Germany. Detailed models of 99 4602 (Vulcan) and 99 4603 (Henschel), used for many years on the Rügensche Kleinbahn, were seen on the excellent website of an Oe modeller from Berlin, Frank Neubauer. These two survivors were still in service in the 1960s. Our models were modified from the Fleischmann 'Magic Train' item 2225. This model is based on a Krauss-built loco operating in Austria, and therefore required considerable alteration to better represent Bn2t locos as supplied to lines in northern Germany by Henschel of Kassel and Vulcan of Stettin. The main modifications include the addition of foot-

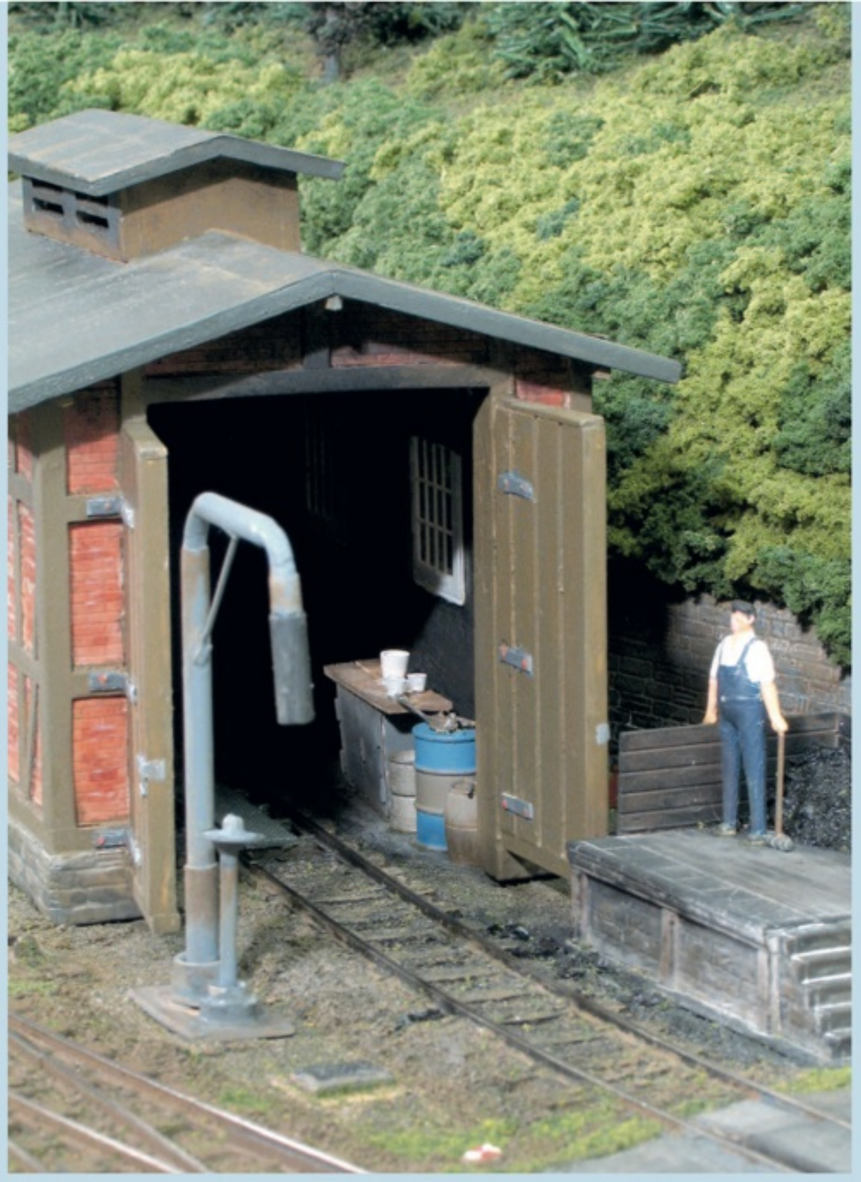
Left
99 4605 passes the former junction at Eulendorf with a freight train conveying sugar beet.

Below left
Eulendorf goods shed. "Are you sure these chemicals are safe?"

Right
Eulendorf loco shed, with water column and coaling stage.

plating over the coupled wheels and an extended front buffer beam. A coal bunker (with real coal) was added in front of the cab on the fireman's side, with bars to the adjacent window. The filler for the well tank on this side of the loco was also lowered and provided with a protective cap. The smokebox door was modified with a new number plate, and extra pipework added to the boiler. Lights (Fleischmann) and a crew (Preiser) were also added.

The locos were numbered with transfers produced by Trevor, weathered, and fitted with Kadee® No.18 couplings. To the best of my knowledge, insufficient of the Lenz locos survived to receive DR numbers 99 4605 (the number chosen by Fleischmann) and 99 4609. (The preserved locos with the numbers 99 4603 and 99 4604 are actually impostors, built in 1935 and 1936 respectively.)



Diesel locos

Kö 8112 and Zauberwaldbahn shunter No.3 are both standard Fleischmann products, again based on a prototype operating in Austria. Frank Neubauer indicates a very similar loco (Kö 6005) built in 1954 by the Karl Marx works in Babelsberg near Berlin and operated by the DR from 1959. The model is based on 'Magic Train' item 2245 was therefore simply weathered and fitted with Kadee® couplings, though I cannot find any reference to a loco numbered Kö 8112.

The wood yard shunter is based on the similar 'Magic Train' item 2240, renumbered appropriately. For some strange reason only the leading buffer beam of this green loco had the wasp stripes printed and, since this feature generally appeared later than the 1960s, both buffer beams are now black.

Both these locos have a driver in the cab.

Kö 8121 is based on a Bachmann OO BR class 04 diesel shunter. It represents a loco similar to the HF130C type produced by Gmeinder and Deutz in the 1940s. A number of these received new cabs about fifteen years into their lives, particularly those serving in Austria. Most similar DR locos appear to be numbered in the Kö 6000 series. The bonnet of the model was retained in slightly modified form, with the footplate and steps widened. A new cab of typical simple design was fabricated from plasticard. New handrails, dummy lights, and other details were added, and Kadee® No.5 couplings fitted. The loco was sprayed matt black, with red buffer beams and motion, transfers added, and weathered. It is often advised that any second-hand donor loco should be checked for good running before being modified. Unfortunately problems occurred as the loco was obtained untested by post. The motor quickly burnt out and seized under test. Once a new motor (thanks to the Bachmann spares department) was fitted the wheels turned on the stub axles. New axles and wheels were then obtained from the same source. Thus, with every moving part replaced, the loco now performs well!

Kö 6128 is based on a Hornby OO 'Toby the Tram Engine' chassis, obtained along with a 'Cardea' resin body kit from Smallbrook Studios. Some parts of the kit were considerably modified before assembly. The bottom section of much of the cab front was cut away and the tank was also removed from the cab rear. The footplate and steps were slightly narrowed and the access hole for the chassis enlarged. Cab modification allowed the main structure to be attached to the foot-

Below
Kö 6128 and Kö 8121 shunt wagons at the wood yard whilst the old Opel Blitz lorry is being loaded.

plate about 5mm to the rear of its intended position, changing the appearance considerably. The loco was then detailed with handrails, dummy lights, air tanks, and a rear toolbox, then painted matt black with red buffer beams and motion. Careful cutting and filing of the ends of the kit's chassis were necessary to fit the Kadee® No.5 couplings.

In the early 1960s a small number of more modern diesels were built at works such as Karl Marx, Babelsberg, mainly for export. A few found their way onto lines in East Germany in a final attempt to reduce running costs as they faced closure. With the complete closure of the last surviving section of line in Brandenburg by 1971, the attempt obviously failed!

VT 3 (VT 137 303) represents a typical 1930s diesel railcar, similar to those produced at Dessau, to provide for local passenger traffic (school and market day services), when the rostering of a loco-hauled train could not be justified.

Above
Railcar VT 3 operating a market day service awaits a connecting train at Eulendorf station.

Below
Kö 8112, substituting for a failed steam loco, arrives at Eulendorf from Bannenburg.

Much modified sides, ends, doors, and internal partitions from a Port Wynnstay 'Trent' vestibule panelled coach kit were used. These were assembled with tapered rather than inset end vestibules. End panelling was filled in, corners rounded, and dummy lights added. A loose interior with seats, a toilet compartment, and painted passengers was scratchbuilt to sit on a new floor which fits tightly between the sides and ends. The underframe detail was also fabricated using plasticard and scraps from the bits box. Wrightline bogies were used, the frames of that at one end being attached to a 24.5mm Tenshodo spud. An exhaust pipe and vents made from engineer's wedges adorn the roof, the ends of which were filled and sanded to shape. Other details were then added, as were Kadee® No.5 couplings and a little extra weight. Before glazing, VT 3 was painted in the brighter colours of red and cream by Martin Roberts. It was then lined in black, thus depicting the livery which these small railcars tended to carry through most of their short lives.

Passenger stock

Two bogie coaches form the main train. Each is the result of cutting and splicing one and a half 'Magic Train' four-wheel coaches on a couple of H section lengths of Plastruct strip to form the chassis. These short bogie coaches with six windows per side appear just the right length. The fitting of microstrip window frames to each opening proved a rather delicate task. Other parts of the original coaches were used including the chassis ends with coupling boxes, underframe centre sections, and balcony ends. The coaches run on slightly modified Bachmann OO Gresley style bogies. The roofs were cut, joined, and filled, and fitted with vents. Vertical handrails at the ends link the roof and balconies. Loose interiors complete with seats and painted passengers were installed. Before glazing the coach sides were filled, sanded, and sprayed green, a good approximation of one of the many shades used for DR coaching stock. Appropriate transfers made by Trevor were applied and the coaches were weathered to give the typical 1960s neglected appearance. Kadee® No.18 couplings were fitted.

The bogie coaches are supplemented with a four-wheel coach. This is a standard 'Magic Train' item, re-sprayed, re-glazed, and re-lettered. This tends to run with freight stock in a GmP train (freight train with passenger facilities) as was common practice on these lines.

The passenger brake van is a conversion from a standard covered van. Two windows, an end door, and a toilet compartment have been added, and the van sprayed green, re-lettered, and weathered. A passenger style balcony has been fitted rather than the original freight type. A similar vehicle was produced for freight service, however this retains the bauxite livery and freight style platform. It has been re-lettered and weathered.

Freight stock

The entire freight stock consists of standard 'Magic Train' four-wheel wagons, apart from the Zauberwaldbahn tank which is partly old Hornby, partly plastic tube, with some detailing parts, on a standard 'Magic Train' chassis with timber decking added.

There are three stake wagons and a four-plank wagon which handle the logs and sawn timber traffic. There are four five-plank open wagons with interchangeable loads of sugar beet, potatoes, coal, and sand. There are three further covered vans which mainly transport perishable items.

All the wagons have been weathered, with some planks painted in primer, indicating they are replacements for worn or broken ones. Some wagons have also been re-lettered. All have been fitted with Kadee No.18 couplings.

Road vehicles

Road vehicles consist of a 1940s Opel Blitz canvas top lorry, a 1950s VW *Bretzel-Käfer* (Beetle with split rear screen), a Fiat-type van as later built in Poland, and, of course, a Trabant 601, although a 501 'Trabbi' would probably be more appropriate to the era modelled.

Below
Kippling's timber store. "Oh no, not another puncture on the timber trolley!"

Right
Diesel No.3 shunts an empty wagon as Kö 6128 collects a full from the wood yard.

Conclusion

As with the Polish N scale layout *Lipno*, *Zauberwaldbahn* has resulted in something a little different whilst still approximating a recognisable prototype. Again the challenge has resulted from suggestions made by other members of our little group. Despite professing that he does not like wiring, Trevor Bottomley has again worked wonders with the 'knitting'. He has now decided that he should find out about proper digital operation, whilst to other group members this term seems to apply to the odd poke with the finger when a loco has stalled!

I must also acknowledge the help of Geoff Welsby who saved considerable time in construction by producing the basic shells of the four main buildings. Alex Cowan, Bryan Ford, David Halsey, and Martin Roberts have also lent a hand from time to time when it comes to the operation of *Zauberwaldbahn*, or providing encouragement in bringing this enjoyable project to fulfilment.

Wim Harthoorn presents the fourth in an occasional series on the railways of Thailand today, here considering the first diesels for main line duties. *Photographs and drawings by the author.*

Diesels in Thailand

The first main line classes built in quantity

In this series on the present railway scene in Thailand, I have so far covered freight vehicles (see CM August and September 2009) and the passenger stock of the 'ordinary' third class passenger trains (CM March 2010). Now it is time to turn attention to the power at the front, the diesel classes that head most trains in Thailand today.

There are four main line classes, all of Co-Co design, as well as a B-B main line class (which has been withdrawn in the last year) plus a small number of six-wheeled shunters.

Early experiments with diesels

Thailand was surprisingly early into the field of diesel traction, a major reason being the problems encountered in sourcing enough firewood. As early as 1928, the Royal Siam Railway took delivery of two small diesels from SLM Winterthur. These were 0-4-0 locos with jackshaft drive. Experiences were good and an order was placed for diesel-electrics in 1930. As some were of A1A-A1A design and others of a 2Do2 layout, it is clear that the optimum wheel arrangement was still a matter of experimentation. A good relationship was then built with the Danish locomotive manufacturer Frichs, regarded at the time as the most advanced builder of diesel-electric locomotives. Frichs delivered six diesel locomotives and seven railcars in 1932. Deploying these on main line services put Thailand ahead of most countries in terms of modern railway traction. The first diesel-hauled run from Bangkok to Singapore, on 18th May 1932, drew not just press attention but also attracted VIPs including the Siamese Consul-General to Singapore station to welcome it. This was no lightweight publicity stunt: the train the Frichs diesel hauled was fourteen coaches long, a serious load. That said, it does appear that thereafter the Frichs diesels only ran as far as the border, steam engines of the Malay States Railways taking the train on further.

The pre-war diesels were mostly withdrawn in the 1960s, some even lasting into the 1970s, but other diesel types appeared after the Second World War. The first post-war diesels had actually been ordered in 1939 but the war had delayed delivery. Then in 1949 an order was placed for a curious class of Bo-Bos from the American manufacturer Davenport. These were a squat little design and had a cab at

Above
General Electric No. 4021 shunts passenger stock while working as station pilot at Hua Lamphong, Bangok, 26th July 2008.

Left
General Electric No.4047 departs from Bang Sue with a northbound 'ordinary' train on 10th August 2008. The footbridge makes a good vantage point.

Right
General Electric No.4048 on the truncated headshunt before reversing back into the present Thonburi station, in March 2009. The original Bangkok Noi station has disappeared under high rise building construction.

Principal dimensions - 4000 Class

Length:	16.29m
Width:	2.79m
Height:	3.75m
Weight (empty)	70.1 tonnes
Weight (i.w.o.)	75 tonnes
Max. speed	103km/h
Numbers:	4001 - 4050

one end only. In traffic, particularly goods traffic, they were often double-headed as they only had 500hp engines, and in that configuration the cabs were always on the outside, the combination then looking more conventional. The State Railway of Thailand (SRT) website still lists the class as active, and thanks to the excellent http://wwwrailpictures.net site, I am able to report that one Davenport was still carrying out light duties in the north of Thailand in early 2010. In 2009 there was also a pair parked on a remote siding at Makkasan works, visible from a taxi on the expressway slip-road but not positioned anywhere convenient for a foreign visitor to photograph.

4000 Class Co-Co (General Electric)

A very long-lived and successful design, these diesel-electrics from General Electric were first delivered in 1964 and the surviving examples look set for many more years of life. According to Ramaer's book, this class was an off-the-shelf design from GE, though the classification UM12C given to them does appear to be unique to Thailand. However, the locomotives do have a number of features common to American designs of the period, in particular the sloping front shape, reminiscent of the single-ended locos supplied to the White Pass & Yukon. It is also worth noting that the bogies have an unequal wheelbase.

The 4000s have two 660hp engines, and this may be one reason why they have outlasted some later classes: on light duties one motor can be disabled achieving savings in both fuel and maintenance.

Above
Having brought the empty stock to the platform under the overall roof at Hua Lamphong station in Bangkok, GE No.4044 waits to follow the departing train, March 2009.

Above
GE No.4003 at Makkasan, in January 2009.

Below
GE No.4034 drifts through Bang Sue in March 2008, taking a railcar to the diesel depot.

Above
GE No.4045 on a train at Thonburi in March 2009. On the right is one of the six-wheeled shunters.

When first delivered, the 4000 class took on the top link services of the SRT, displacing steam from the expresses to Chiang Mai and Malaysia. Over the years they have dropped down the order and today are seen mainly on lesser duties, 'ordinary' trains, and freights. They also undertake shunting operations at the Bang Sue freight yard and have been employed as station pilots at Hua Lamphong - very much a maid of all work.

In 2008, the 4000 class generally appeared scruffy and run down, and any energetic movement was flagged by copious amounts of smoke from the exhausts. However, when I returned to Bangkok in 2009, the 4000s I saw had been repainted and looked in much better condition. This is also evident from recent contributions to railpictures.net

3100 Class B-B (Krupp/Krauss-Maffei)

After the delivery of the GE diesel-electrics in the 1960s, the SRT shifted attention to diesel-hydraulic designs. The logic was that these would be lighter than a diesel-electric of the same horsepower, so they could have four-wheel instead of six-wheel bogies, and thus cause less wear on the SRT's often winding track. In 1962 an order was placed with Henschel for twenty-seven locos that were a narrow gauge version of the DB V160 class. These proved that diesel-hydraulic B-B designs could be successful in Thailand. They have now gone, but they were not the last diesel-hydraulics on the SRT.

In 1969 another thirty B-Bs were supplied, this time by the German firms of Krupp and Krauss-Maffei co-operating in the Lokomotiv-Export Union. These were numbered 3101 - 3130, and until very recently these were active on secondary passenger and freight services. One of their routes was the service from Bangkok's Thonburi station to Kanchanaburi, and then over the Kwai bridge and on to Nam Tok. This is a sparsely operated route with but two or three trains timetabled each day. When I visited in early August 2008, Thonburi had numbers 3118 and 3121 on shed, and 3118 departed at around 1.00pm with the afternoon train, made up of six third class carriages, which were well patronised,

Right
Krupp/Krauss-Maffei Nos.3118 and 3121 outside the shed at Thonburi on 9th August 2008.

Right
No.3118 with the 'ordinary' train for Nam Tok waiting to leave Bangkok's Thonburi station in July 2008.

possibly because this was the first weekend after a massive cut in fares ordered by the government.

Strictly speaking, Thonburi is not Bangkok, but Bangkok's twin city on the other bank of the Chao Phraya. The station at Thonburi, or Bangkok Noi as it was called, was the original terminus of the southern line to Padang Besar and Malaysia, which is the reason for Thonburi having a large motive power depot in relation to the services run from there. The southern line trains were diverted to Hua Lamphong station in 1927 when the Rama VI bridge over the Chao Phraya was opened. The present Thonburi station is some five hundred yards down the line from the original site, which was, in 2009, a building site sprouting a tall concrete shell. Despite the paucity of train services, Thonburi is nevertheless an interesting place for the rail enthusiast to visit. The shed is responsible for maintaining the small number of steam locos retained for special services as well as for the refurbishment of diesels and rolling stock. This means there are always interesting things parked in the sidings. Thonburi is also just across the river from the more regular Bangkok tourist draws such as the Royal Palace and the sleeping Buddha, and the trip out there from the four star hotels of Silom and Sukhumvit is best done by Skytrain and river boat, which is an experience too.

Principal dimensions - 3100 Class

Length:	12.8m
Width:	2.8m
Height:	3.88m
Weight (empty)	50.5 tonnes
Weight (i.w.o.)	55 tonnes
Max.speed	90km/h
Numbers:	3101 - 3130

Below
Nos.3118 and 3121 on shed at Thonburi, 9th August 2008.

Left
Hitachi Nos.4504 and 4522 at Chiang Mai, August 2008. Despite longstanding proposals to extend the line, this remains the northern terminus, with around half a dozen workings to and from Bangkok each day.

Right
Hitachi No.4508 at Bang Sue waiting for a passenger train to pass before running light engine to Hua Lamphong, June 2008.

Below left
Hitachi No.4509 at Thonburi shed in March 2009.

Bottom left
Hitachi No.4508 on a train at Hua Lamphong station in March 2009.

4500 Class Co-Co

The 4500 Class Co-Co diesel-electrics are the heaviest and most powerful in the Thai fleet. There are in fact two quite distinct loco types from different manufacturers in this class, though at first glance they do look similar.

The first delivery of these locomotives came from Hitachi of Japan and first appeared on Thai rails in 1993. Prior to that date Hitachi had supplied diesel railcars as well as some diesel-electric locos in the 1950s, but this was the first loco order placed in Japan for some time.

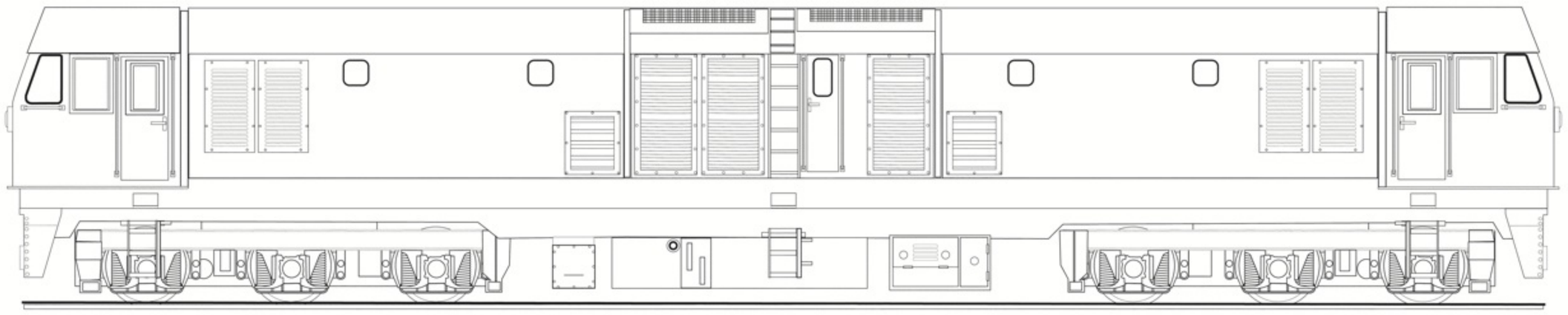
The follow-up orders, however, were a return to General Electric, and it is the GE locomotives that form the top link class in Thailand today, despite the fact that the Hitachis have the more powerful motors.

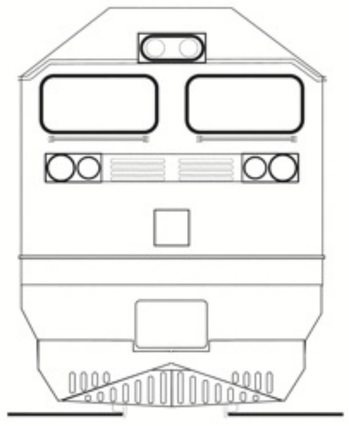
The most noticeable difference to the SRT accountants must have been that the GE locos were significantly cheaper, 55M baht per loco compared to 75M baht for the Hitachis. The most noticeable difference for the casual observer is that the Hitachis are in a blue livery while the GE locos sport the more common brown paint. In 2008-09, it seemed to be the turn of the Hitachis to be the SRT's 'Cinderella' locos - most were not only shabby in appearance but most were also considerable polluters with their progress marked by copious amounts of foul-smelling black smoke. The fact that so many also ran with the machine room doors open, or in one or two cases with grilles removed, does not suggest a class at ease with itself. However, photos posted on the internet since suggest that the class is now getting some attention.

Shabby or not, I still captured two Hitachis on camera one afternoon at Chiang Mai in August 2008. Since these were the only locos on shed there, it must be assumed they were to take charge of the Bangkok expresses later that day. And indeed, one did emerge to take the late afternoon train, with its first and second class sleeper carriages serving the tourist trade. The subject of the drawing is however one of the

Principal dimensions - 4500 Class

	Hitachi	General Electric
Horsepower	2 x 1,430	2 x 1,250
Length:	19.9m	19.3m
Width:	2.78m	2.82m
Height:	3.87m	3.64m
Weight (empty)	84.5 tonnes	80.6 tonnes
Weight (i.w.o.)	90 tonnes	86.5 tonnes
Max. speed	100km/h	100km/h
Numbers:	4501 - 4522	4523 - 4560





Drawing reproduced to 1:100 (TTm, using 9mm gauge track).

Right
General Electric No.4552 at Hua Lamphong in July 2007.

General Electric 4500s. The dimensions are taken from the scanty published information supplemented by my own measurements. Helpfully, one member of the class was undergoing a major overhaul at Thonburi when I visited in 2009, and the workshop had parked major parts of the bodywork on trolleys on a convenient siding. Thanks to this, I was able to get accurate measurements of most of the key body components. The staff at the works were a little curious as to what I was up to, but fortunately I had some photos of my Thai van models with me and that turned out to be more than enough to establish my bona fides.

The GE 4500s do not appear to have gone through the shabby stage in the same way as other locomotive types, or at least I have not seen one that was run down. That said, they do not monopolise the elite services - the *Orient Express* to Singapore is often headed by an Alsthom loco, but that may be because their real worth is on the container traffic to the deep water harbour at Sattahip.

Right
General Electric No.4537 brings an eastern line train into Makkasan station in March 2009.
Makkasan is also the site of the SRT main workshops, and junction for the freight-only branch to Khlong Thoie.

Emmanuel Nouaillier shares some useful techniques for improving and enhancing commercial structure kits in any scale. *Photographs by the author.*

A small brick shed

Part 1 - preparation and initial assembly

This is the first in a short series of articles about improving and detailing commercially available structure kits so that they come close to what is possible with scratchbuilding, as shown in previous articles.

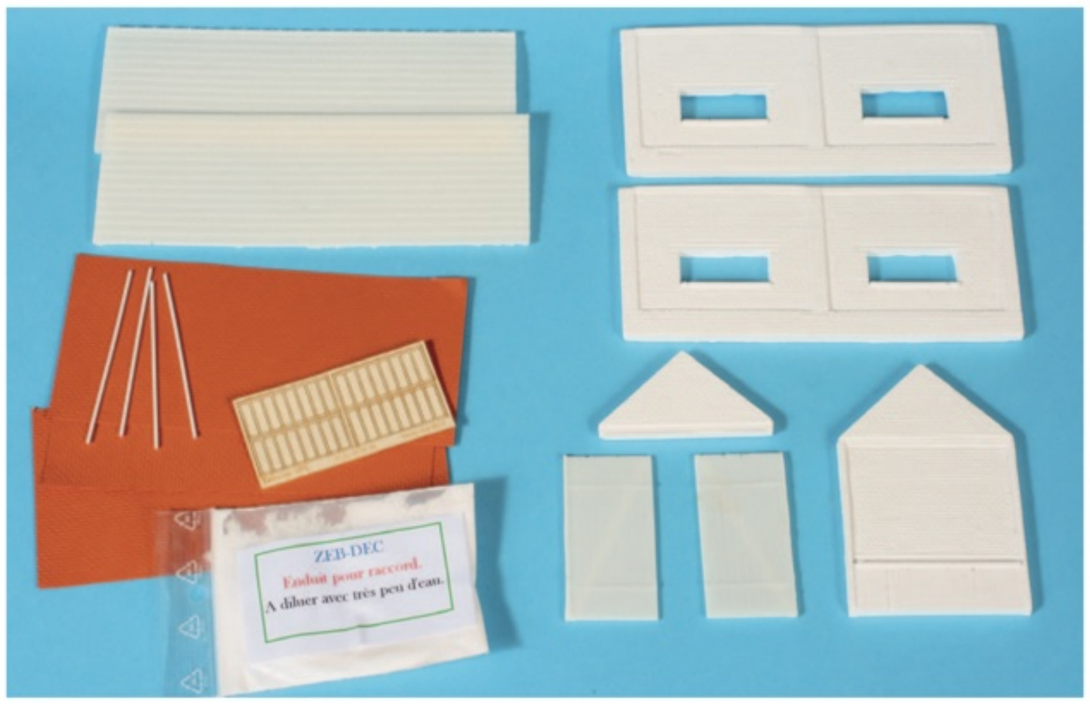
Zébulon Décor is a small specialist French producer of structure kits, accessories, and small details. Among its many offerings is a small brick shed, inspired by an industrial building in the north of France; the original was used to house a small diesel shunter at a sugar factory. This modest structure has a certain appeal and could be assembled just as it comes for use on a small private siding to provide protection for a small loco.

The kit will serve as a good introduction to working with synthetic stone as well as being a good subject for the different methods of weathering which I have described in previous articles (see CM February, March, April, June, and July 2010) as well as the application of other techniques, as required. We will also see how some extra detail can be added.

General presentation

The kit (from Zébulon VPC, B.P. 211, F-27402 Louviers Cedex, France; www.zebulon-vpc.com) consists principally of four pieces of reconstituted stone for the side walls and gable ends, while the roof and door are moulded in resin. In addition to these components, there are metal window frames made from laser-cut card, completed with a layer of Altuglass to simulate the glazing. The contents also include a sachet of synthetic stone powder as a filler for the joints between the different sections when assembled, as well as three sheets of embossed brick paper to represent the inside walls (as the stone castings are detailed on one side only).

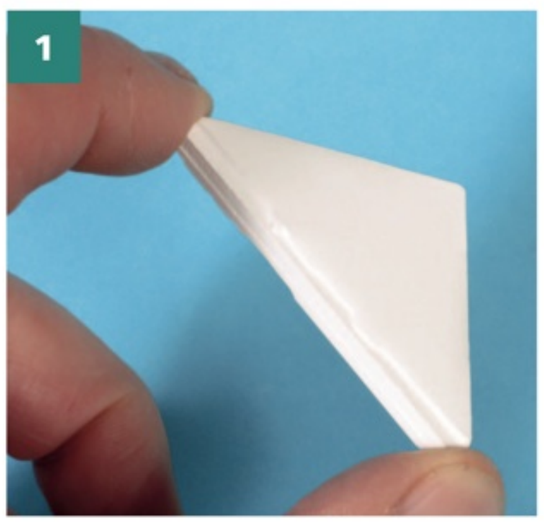
The instructions are quite thorough, and provide general recommendations for preparing the pieces and colouring them. However, they do not give a strict sequence to follow for assembly, so this article will be devoted to filling this gap, working step by step in the usual way.



Step 1

For this type of kit, the preparation of the pieces is important and should never be neglected, to avoid the risk of having unpleasant surprises during assembly.

The first task is the removal of surplus plaster from the surface of the internal walls (Photo 1). I rub the back of the walls with a large sheet of relatively coarse grade (180) sandpaper, kept flat, and always with a circular motion to obtain an even reduction over the whole surface (Photo 2). Once most of material has been eliminated, I smooth the surfaces against a piece of finer 360 grade abrasive, then I remove the dust with a small soft brush.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Step 2

Any surplus plaster is them removed from the openings, using a small flat file, a scalpel fitted with a new blade, or a cutting blade (Photo 3). Any holes due to air bubbles thus revealed on the cement window ledges can either be filled with the supplied stone powder diluted with a little water, or developed, as I have sometimes done, to make dilapidated surrounds, simulating the deterioration of the fabric of the building. For this I use a scriber point to make the alterations (Photo 4).

Then comes the first significant modification, intended to replace the cast window lintels to give them a finer appearance. I carefully cut back the cast parts with the cutting blade and replaced them with four sections of Evergreen ref.104 styrene strip, onto which were placed Grandt Line bolts stuck with a drop of superglue (Photo 5).

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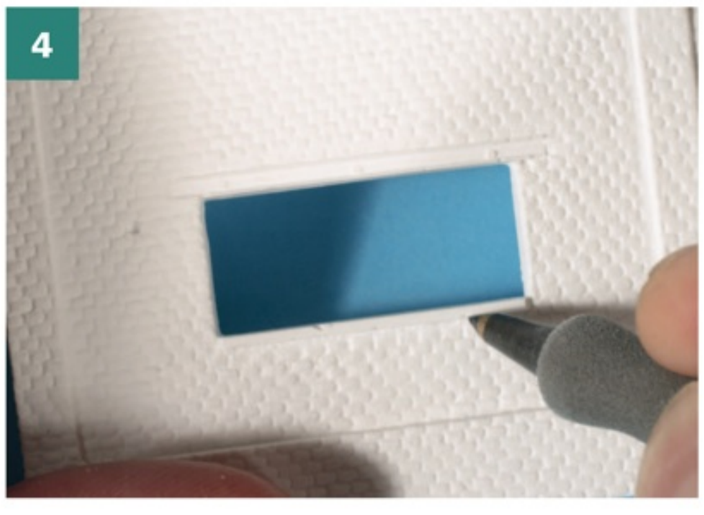
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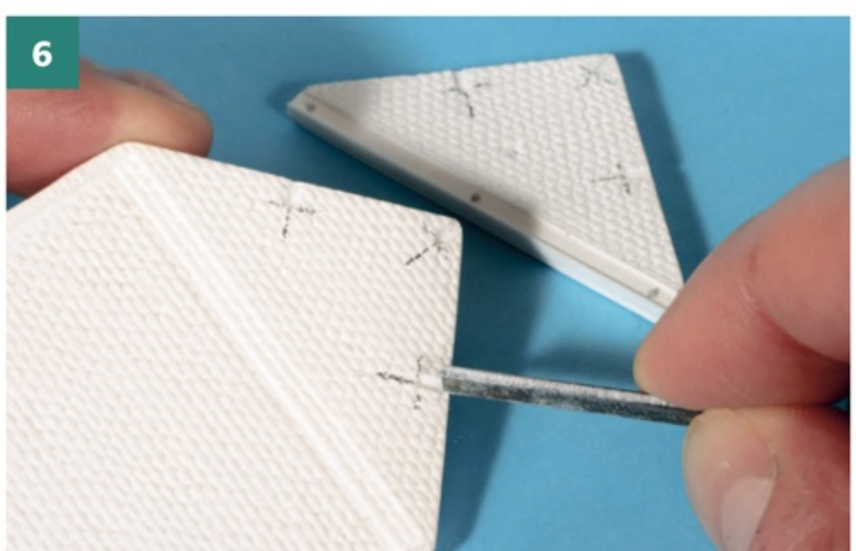
Step 3

The preparation of the walls continues with a little work intended to simulate the pieces of roof framework sticking out of the gable ends. The purlins, stringers, and ridge timbers are not included with the kit and will have to be added. After making a quick mark with a black pencil, some notches are made with the aid of a flat file 1mm thick; the openings should measure 3mm long (Photo 6).

These notches will be fitted out with the wooden beam ends, made from 1mm thick plasticard scribed to represent the texture of wood, cut into 3mm strips; small pieces 2.5mm long are carefully cut and put in place with superglue (Photo 7).

At this stage the external faces of the walls are ready and we now move on to the work of enhancing the interior.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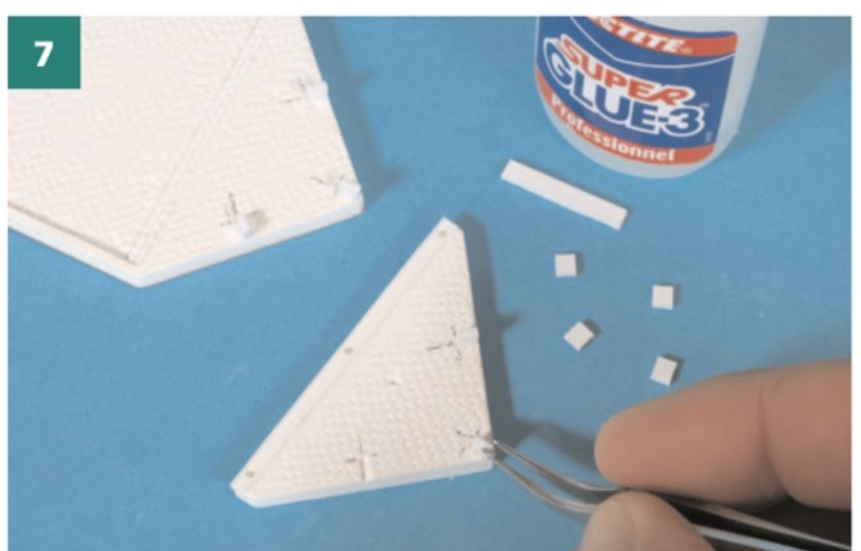

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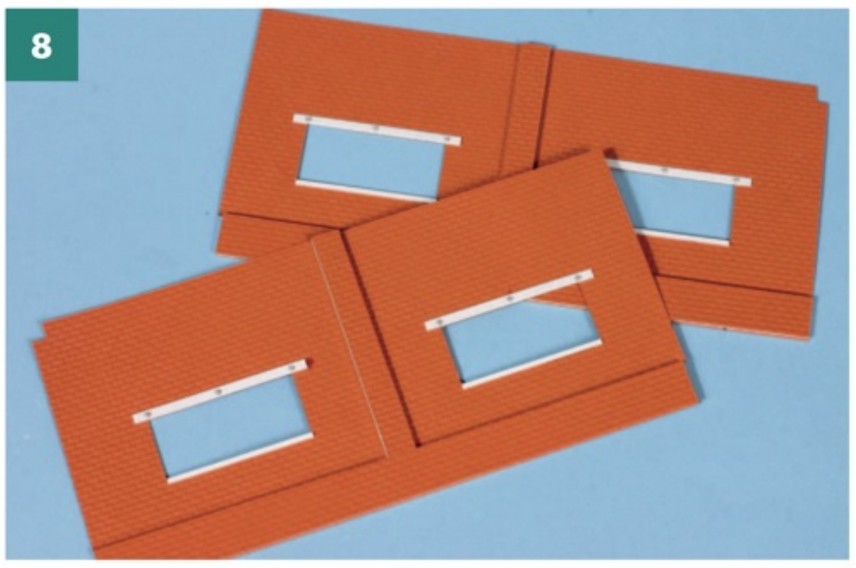
Step 4

Enhancing the interior is necessary if you want to model the shed with the doors open, as the wall castings are naturally detailed only on the outside. The sections of embossed brick paper supplied with the kit are well suited to simulating the interior walls, with the addition of a few fittings.

To make the four pieces, I simply placed the gable ends and the side walls against the paper to mark the general outline and the openings with a pencil. Then, using a modelling knife with a new or well-sharpened blade (to avoid tearing the paper), the different pieces were quickly cut out. To make them match the exterior, the metal lintels were replaced with flat strip (Evergreen ref.104) and bolts, as were the parts above the cement windows (Evergreen strip ref.112, 30mm long). Here again I used superglue to stick the different materials.

To finish, to be completely consistent in the approach, I simulate the stone parts in relief with a 1mm card overlay covered with embossed paper (Photo 8).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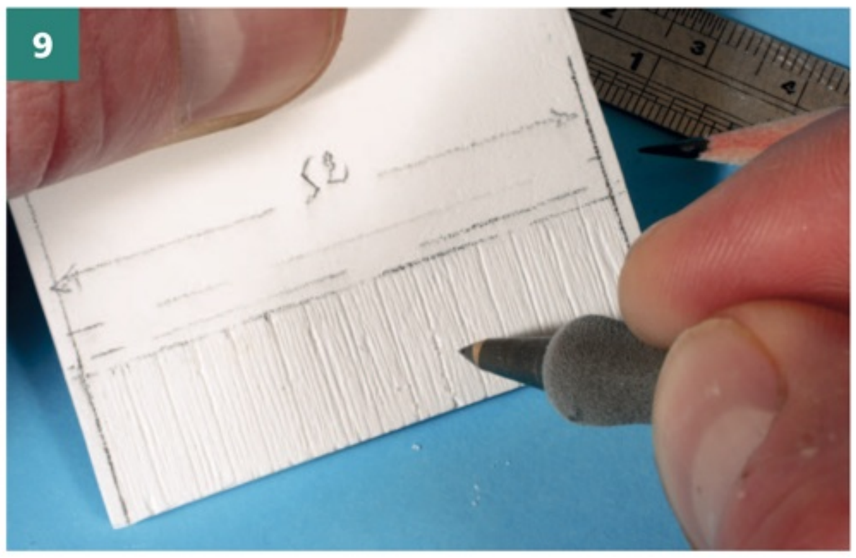
Step 5

To complete the interior, the end wall is detailed with the embedded sleepers as well as the piece of wood and the small metal girder (corresponding to the feature moulded on the exterior of the wall). To simulate this ensemble, I quickly copied the outline from the assembly drawing onto the stone with a scriber; the wood grain was created with the same tool (Photo 9).

The buffer beam and the part above it were then created from separate pieces. For the buffer beam I used some 2mm thick lime, 3.5mm wide and 32mm long. Where it was to be fixed to the girder was made using a piece of Evergreen I section (ref.274) 55mm long, fitted with three Grandt Line bolts.

Finally, I stuck on a piece of wood strip of the same length; it came from the material supplied with the kit (Photo 10).

Once ready, all these pieces were put in place on the inside of the end wall (Photo 11).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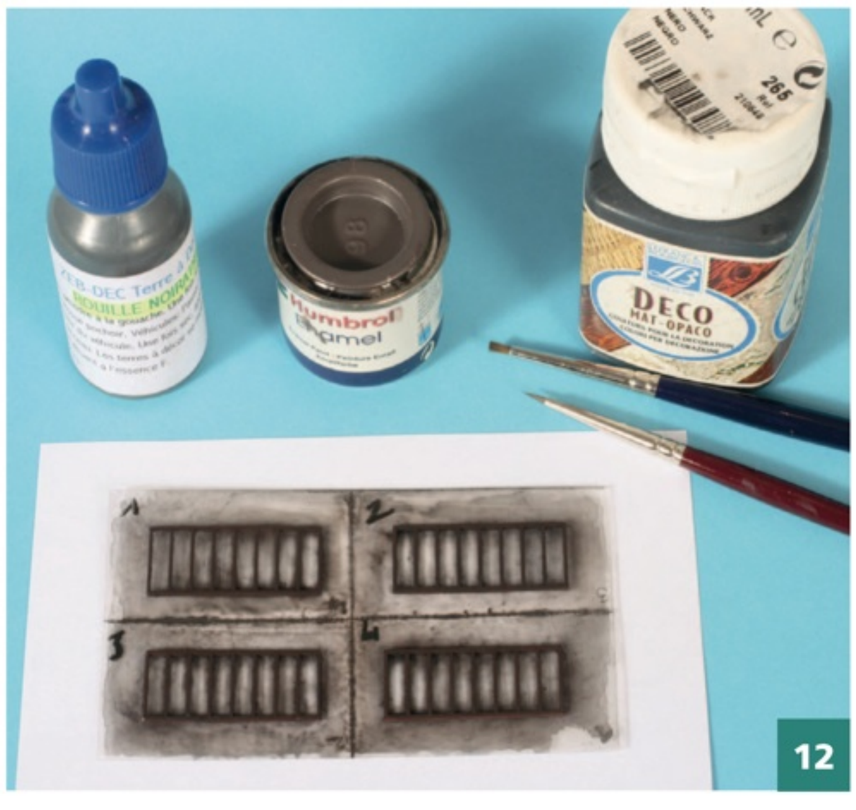
Step 6



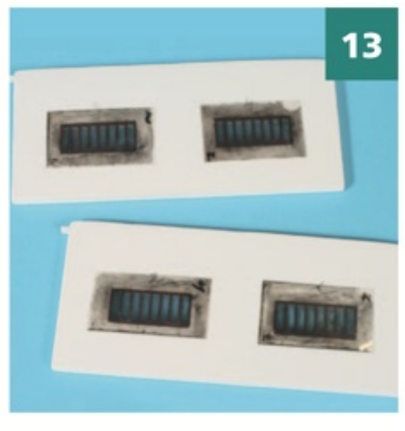
12

The next task is the windows. After carefully cutting the frames out of the backing, they are painted. In this case, wishing to reproduce a realistic building, I wanted to give these metal parts a very rusted aspect, verging on black. After painting with Humbrol 98, the frames were carefully put in place on a piece of the Altuglass and held with white glue, then the ensemble receives a wash of matt black acrylic which is left to dry.

Then the whole structure is dry brushed with 'rusty black' weathering pigments from Zébulon Décor, the excess being removed by blowing softly from above.

The glazing is weathered with pigment applied with an old No.2 brush with bristles cut short, with repeated strokes from the top to the bottom of the panes (Photo 12).

The four finished window units are then cut from the glazing sheet, leaving a border of 5 to 10mm (Photo 13), and then they are inserted into the openings to check the proper alignment before being finally glued in place.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Step 7

Next any surplus resin and flash must be cleaned off the doors.

To model the doors closed, the two halves are stuck together on a good flat surface.

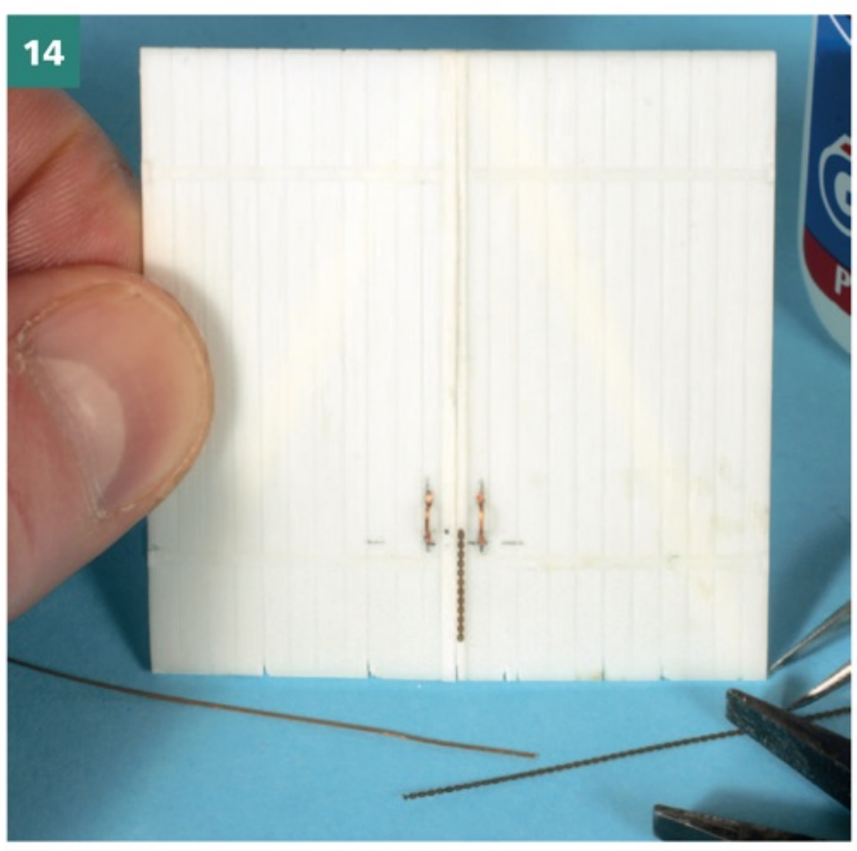
To bring a touch of extra realism, two handles were made of 0.3mm copper wire then put in place, as was a short length of very fine etched chain (Photo 14).

Step 8

We now move on to the roof. The two pieces are moulded in resin and can be of irregular thickness, so like the walls they must be thinned to an even 2mm by rubbing on abrasive paper. After that, the length and width of the two sheets must be trimmed to match the walls (plus the sections of framework added to each end), that is 133mm long by 45mm wide. The edges are then thinned even further, and some broken tiles can be reproduced to choice.

The last thing is to simulate the detail on the underside, beyond the gable ends - a strip about 3mm wide, where I scribed some planks at a regular interval of 2mm (Photo 15).

14



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Step 9

To complete the detailing and bring the necessary realism to the kit, some gutters and downpipes must be added. You could simply use the injection moulded plastic parts by MKD (ref.450) (Photo 16). I made use of these components as a basis; a little extra work resulted in very fine gutters.

To start with, some sections of gutter are stuck end to end to obtain a length which matches the roof of this kit (133mm). The brackets moulded onto the gutters were eliminated by sanding.

A fine band of 0.12mm plasticard is then put in place around the joints, then distressed with the back of a knife blade to reproduce the soldered seams on the pewter. The cast spouts were later formed with Tamiya modelling putty (Photo 17).

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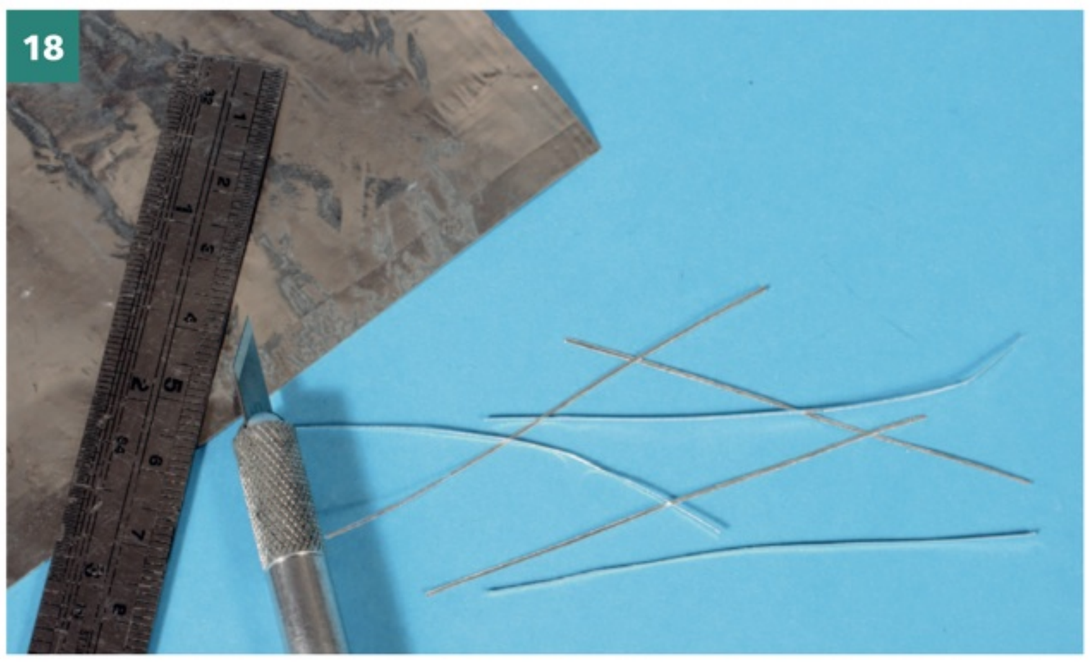
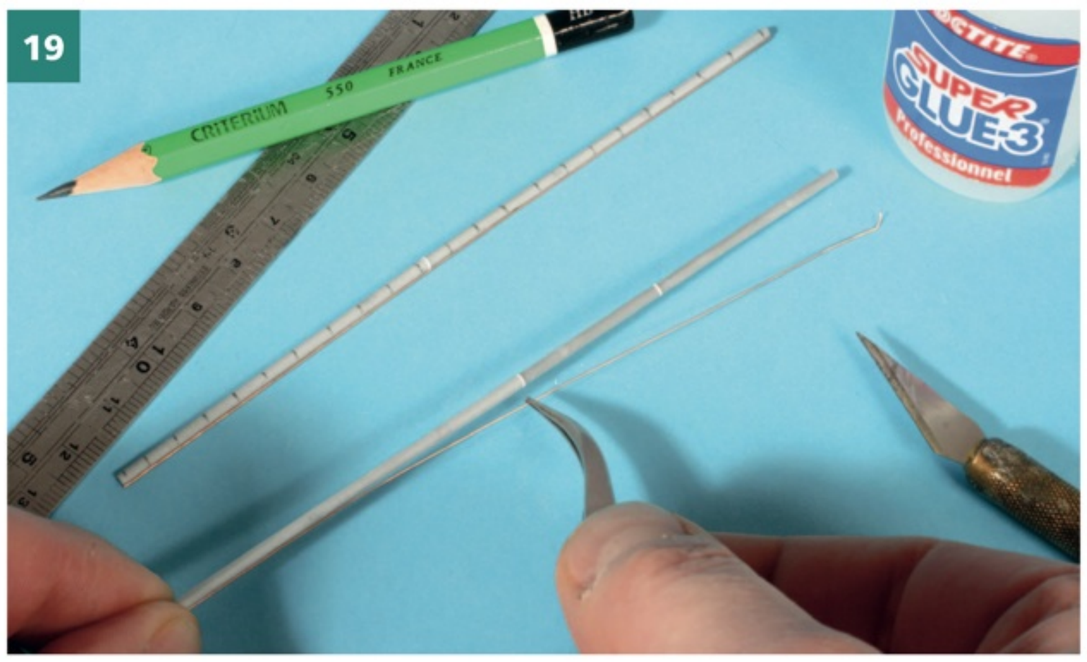




The second stage is the fabrication of the small bands which will eventually make the brackets. For this I use aluminium foil. Fine 0.5mm wide bands are cut using a new blade (Photo 18).

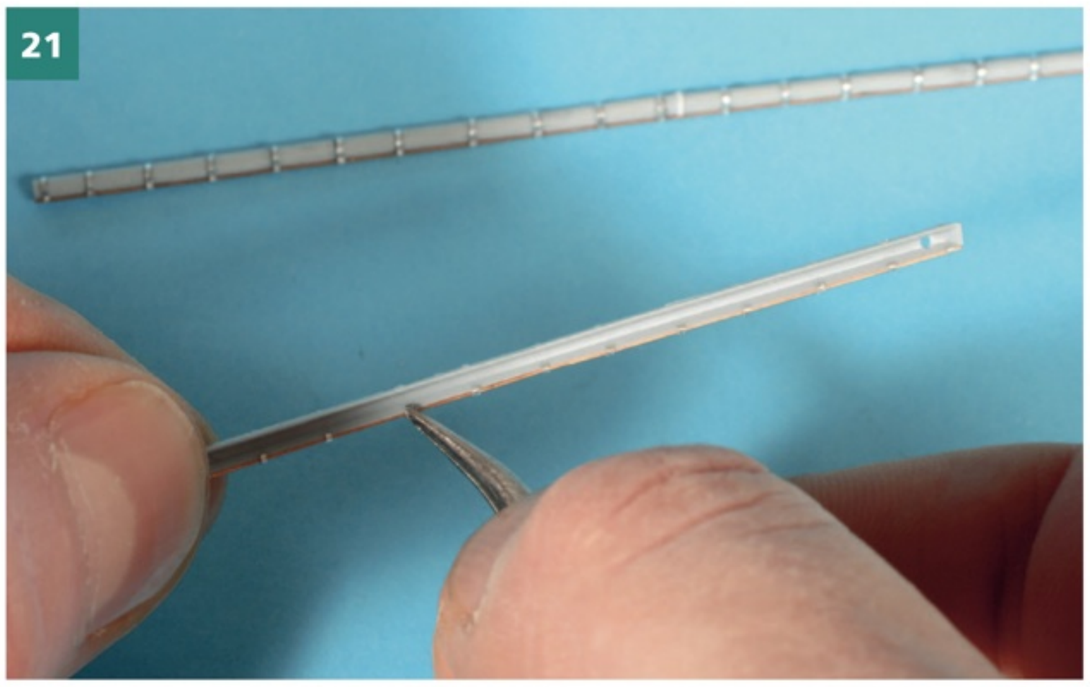
The third stage of making the gutter involves sticking a section of 0.2mm copper wire onto the edge. For this delicate operation, the superglue is applied with the point of a used blade working progressively along the edge as the wire is put in place (Photo 19).

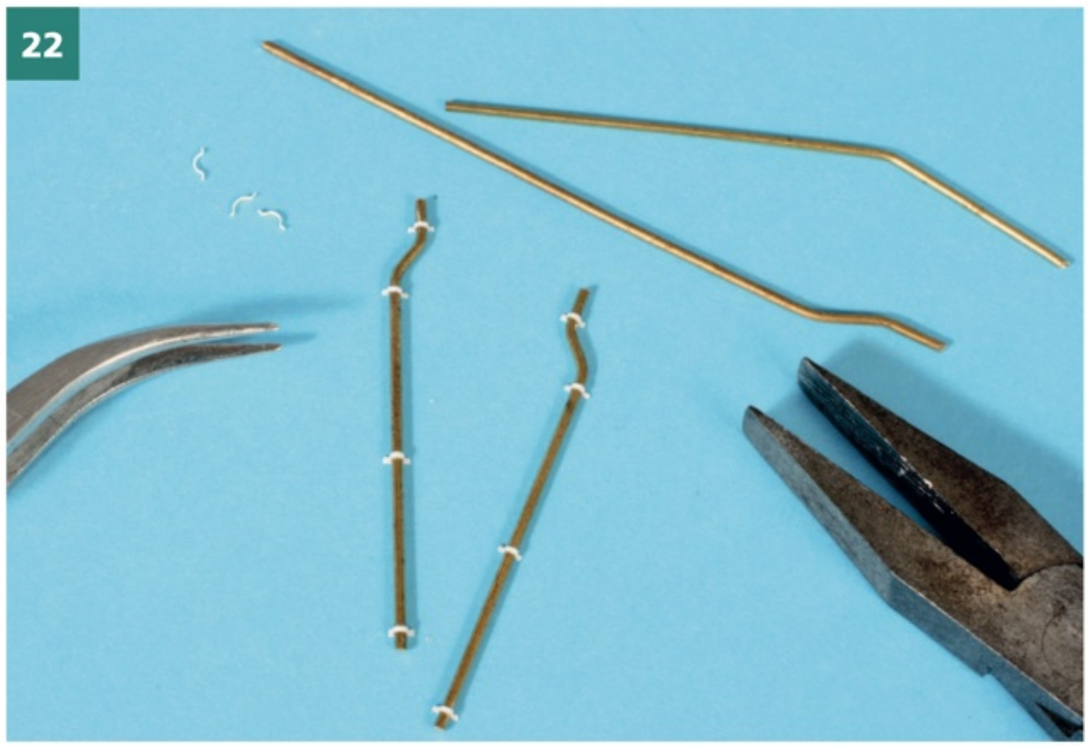
At this stage, the future positions of the brackets are marked every 5-6mm with a pencil. The sections of aluminium cut previously are put in place, following the shape of the gutter; the surplus is cut back, leaving a small margin on each side (Photo 20).

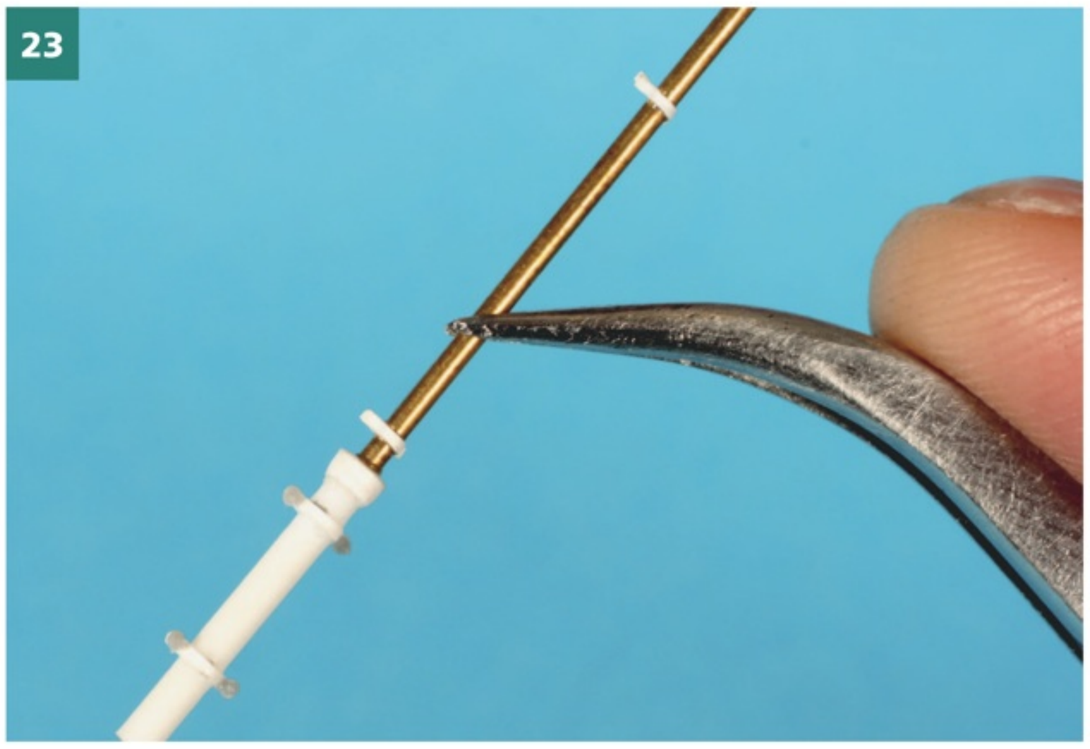
To finish, the brackets are curved back to the inside of the gutter (as in reality), using fine pliers (Photo 21). All the brackets are then cut to the same size with a modelling knife, and a 1mm diameter hole is drilled in each end of the gutter to install the downpipes. These can be shaped from 1mm brass wire according to requirements; this malleable material is ideal for such applications.

The only remaining task is to add the fixing collars, made with fine strips of 1.2mm plasticard shaped in advance round the pipe then stuck with superglue (Photo 22).

To finish, the cast iron parts were simulated using Evergreen rod ref.222 and flat strip ref.102. The end fitted to the pipe was pierced with a 1mm drill, and the mounting legs were reproduced with plasticard strip finished off with Grandt Line bolts (Photo 23).







Michael Watts used his Bavarian layout to tell a wartime story.

Photographs by the author.

Schloß Wolfental

A change of period for a German N layout

The hamlets of the Wolfental pass are situated along a prehistoric route through a narrow valley in Bavaria, at altitudes of between 600m and 750m, about 40km southeast of Munich, in the direction of Salzburg. Traditionally, this fertile valley has been a source of timber and dairy products which were carried on horseback and by cart down the pass to Munich.

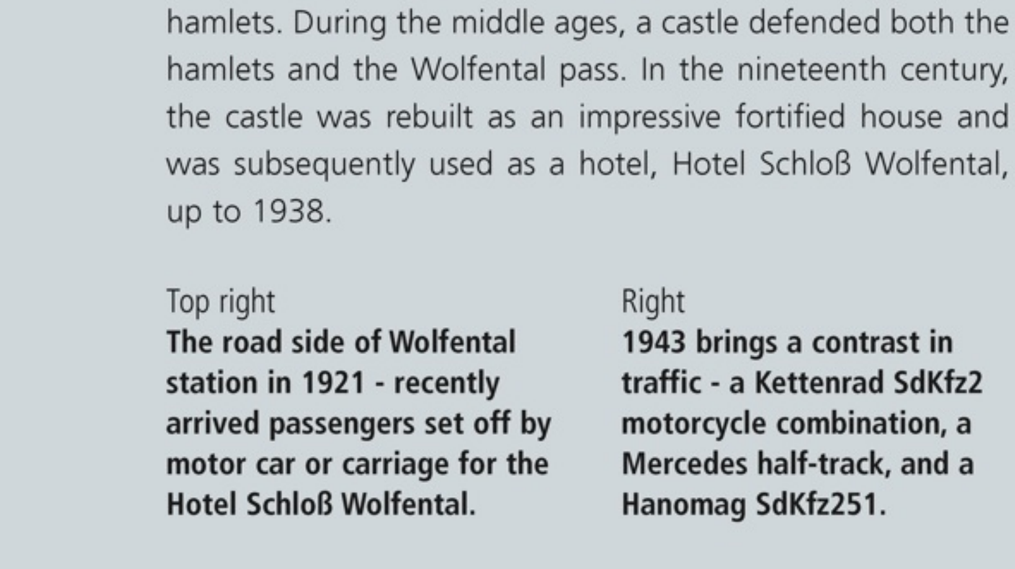
The completion of the railway through the valley in 1851 significantly improved communications with Bavaria's capital city. Wolfental station, at an altitude of 700m, serves several hamlets. During the middle ages, a castle defended both the hamlets and the Wolfental pass. In the nineteenth century, the castle was rebuilt as an impressive fortified house and was subsequently used as a hotel, Hotel Schloß Wolfental, up to 1938.

Top right
The road side of Wolfental station in 1921 - recently arrived passengers set off by motor car or carriage for the Hotel Schloß Wolfental.

Right
1943 brings a contrast in traffic - a Kettenrad SdKfz2 motorcycle combination, a Mercedes half-track, and a Hanomag SdKfz251.

Below
A motorcycle, a Kubelwagen, and two Horch trucks arrive at Schoß Wolfental.

Right
A convoy climbs up to the castle whilst a BR44 (Roco) runs round a troop train.



Left
Military vehicles lined up in the yard have supplanted timber as the main freight.

Right
Two sentries watch a Kubelwagen and two Horch trucks leaving the Schloß.

Above
A Famo SdKfz 18 tonne prime mover arrives at the station whilst the Köf II (Arnold) shunts a loaded wagon into the bay.

Right
Troops disembark from a recently arrived train and hurry across the line to board a bus bound for Schloß Wolfental.

In the 1920s and 1930s, the majority of trains did not stop at Wolfental. However, the hamlets were a focus for local farming co-operatives, a small sawmill, and a quarry, so that an infrequent, but regular, service to Munich was the prime mode of transport for freight.

In the troubled pre-war years, Bavaria, and Munich in particular, were at the heart of the rise of the National Socialist Party. The hotel owner disappeared mysteriously one night, and the hotel became the weekend retreat for a senior Party member.

After the outbreak of the Second World War, the building was used for a number of different purposes, most prominent of which were as a skiing spa and a hunting resort for senior military officers on leave from active service, but early in 1943 it became the temporary headquarters of Schwere Panzer Abteilung 505 (505th Heavy Tank Battalion).

This unit was created on 29th January 1943 by government order WKIII Abt.Ib Mob.AZII a Nr 35/43 Gekados 457. Selected experts were taken from the 3rd and 26th Panzer divisions with the original purpose of being sent to fight in North Africa but, on February 20th, another order was issued. Under this new directive, the Battalion was to be reconfigured to fight on the Eastern Front.

Initially, it consisted of twenty Tiger I and twenty-five Panzer III tanks, with the intention to have additional Tigers delivered at the earliest opportunity.

Whilst it was being brought up to full strength, the Battalion was to be stationed at Ebersberg, just a few miles from Wolfental. The modelled scene depicts this period in 1943. This was, obviously, welcome news for the officers and men of the 505th, albeit only a small consolation. There is no posting that could ever be considered easy in war, but a few weeks in southern Germany would provide a welcome interlude in advance of being sent to the Eastern Front with its extreme climate and the prospect of fierce resistance by the Russians.

The Battalion continued to grow in numbers and strength for several weeks until, on the 29th and 30th April, the armour was loaded onto flat cars and sent east, destined to reinforce Feldmarschall Model's 9th Army in Russia. Further Tiger I tanks were delivered in early June, and the new Battalion's baptism of fire was as part of Operation Citadel, the Battle of Kursk, in the early days of July. On the first day, twenty-seven Tigers destroyed forty-two Russian tanks; despite every Tiger sustaining multiple hits, only one was destroyed.

The Battalion continued to distinguish itself in battle both on the Eastern Front and, finally, in the defence of Western Prussia during the closing months of the war. It was finally disbanded in April 1945. Three vehicles were all that remained, two of which were without fuel or ammunition. Both of these were destroyed, and all three crews set off towards Pillau, clambering onto the last tank in the hope of being evacuated by boat. They were, however, repeatedly attacked by the Russians and most were killed.

In the two years of its existence, the 505th Battalion was credited with destroying over nine hundred enemy tanks, and a further thousand guns.

My thanks are due to Kevin Devine for all of the historical content of this article, and for the loan of the military figures and vehicles that are shown in the photographs. We are both members of the Alte Zeit Gruppe, the Historical German Railway Group. For more details, please contact Mike Pringle, 18, Knights Court, Canterbury Gardens, Salford, M5 5AB.
michael@pringle97.wanadoo.co.uk

Above right
Wolfental station has never been so busy as troops and equipment continue to arrive. A BR52 shunts some wagons from the train.

Right
A BR52 *Kriegslok* 2-10-0 with condensing tender (Minitrix) trundles through the station pulling another load of Tiger tanks.

References and sources

'Schloß Wolfental - Designing a New Model', in *The Globe* - journal of the World Wide Group of the N Gauge Society, No.7, August 2009, pp 21-24.

German War Locomotives and the Aluminium Eagles of the DRB, 1937 to 1945. Published by The German Railway Society (www.grs-uk.org)

The military figures and vehicles are to 1:144 scale and were obtained from wargaming specialist Matt Sneddon of 144 Direct, an e-Bay shop.

John Flann suggests something a little different to add some variety to regular operation on the layout. *Photographs by the author.*

The work train

Rolling stock dedicated to Maintenance of Way service

I chose to model a work train for my HO Montana short line, the JFRR, because it is a little different. It is operated by the Maintenance of Way department which has many responsibilities. Typically these include, as the name denotes, maintaining the 'right of way' in good order – track, track renewal, laying new track, re-ballasting, civil engineering work such as bridges, drains, and culverts, erecting and removing signals, snow clearance, flood prevention and clean-up afterward, clearing up after a derailment or an accident, crew transport, and much else of like nature.

To perform these duties there is the work train. It would be employed on such duties as recovering track and ties for reuse or for scrap, repairing and improving existing track, erecting and removing signals and other equipment, minor civil engineering work, and such works as would be regarded as 'good housekeeping'. Major works would be carried out using more sophisticated and mechanised equipment and cranes with a heavier lifting capacity.

I also built it because I was given a Walthers self-propelled light crane and it needed some vehicles to go with it. The crane is a good model and it needed little work other than improving the rigging and adding a single sheave pulley block. Each crane runs with its own tender; on this the jib travels lowered resting on a saddle with the hook tethered, and which carries an assortment of packing materials, chains and slings. This I made using a flat car and plasticard.

A departmental MoW boxcar using a retired revenue-earning car is also part of the train for tools and equipment.

Lastly is a dedicated work caboose which I made up using an old caboose body on a longer flat car. This carries a generator for light and power and LPG for heat. Inside would be a workshop facility with small tools.

With this train would be MoW flat cars and gondolas, again these being old and battered retired cars.

As this train works primarily on small jobs and by day, there is no need for riding or dormitory cars, the men travel-

Above
JFRR GP35 No.110 is ready to take the MoW crane with its tender and the modified work caboose to where they are needed.

Below
The rail crane, adapted from a Walthers model, with its tender, a modified flat car.

ling to the work site by road. Also, with such trains it is not unusual to find gondolas and flat cars from other roads employed.

Regular motive power is a GP35.

Departmental vehicles are painted a distinctive colour to distinguish them from those in the revenue-earning fleet; in my case the crane chassis and tender are painted in the JFRR's locomotive wrought iron black, the crane body a day-glow (for safety) red, and the pulley block bright yellow. They are maintained impeccably. The other vehicles, being MoW stock, wear a workaday light grey. Each has a unique departmental number and all are lettered for the JFRR. They also have warning stripes and patches in white and display the JFRR's working slogan of 'RAIL LINK' - conveniently borrowed from Montana Rail Link. For these I used Champ and Microscale decals.

To support the work train, I also made a mobile road crane from an Athearn tractor chassis with the crane from a Roco military vehicle. It came together quite well, then I painted it and applied decals to match.

The work train was fun to build and makes an interesting and unusual model.

Above
The rail crane and tender with a well-worn UP gondola loaded with track panels and the work caboose.

Below left
The special work caboose has a short body mounted on a longer flat car frame.

Below
The MoW department also use a mobile road crane.

Jonathan Collinge describes his permanent home layout, inspired by, though not a model of, Disentis, in the canton of Graubünden, where the metre gauge Rhätische Bahn and Furka Oberalp meet.

Surselva

An extensive Swiss HOm layout

I find it very hard to imagine that I started this layout well over fifteen years ago, and now finally I see it in its finished state - well, almost finished, since I doubt a model railway can ever be actually finished, and I must admit I do still have a list of things I would like to do to improve it further.

Prior to starting this, I had a string of layouts going back to childhood, starting with tinplate O, progressing through OO, then HO, then many years with N. Each layout lasted a few years and never got too far before I changed my mind and it was time to try something new.

The decision to go for Swiss HOm was firstly down to the Nürnberg report in CONTINENTAL MODELLER back in about 1990. I had already decided that N was not for me - I wanted something bigger but which would allow running realistic length trains but would still fit in a reasonable space. On reading the report, I came across a short review of some Bemo stock. The

Above
RhB Ge4/4II 620 *Zernez* arrives at Surselva station with the 'Bernina Express'.

Far right
Diesel shunter Gm3/3 233 has collected a car carrier from a recently arrived train and moved it to the ramp.

Ge4/4^{II} 621 *Felsberg* arriving at Surselva with a *Pendelzüg* (push-pull train). To the left a small group of walkers is making its way up the hill.

Photographs by the editor.

fact that metre gauge would fit in a smaller space, coupled with the high quality of the models, had me interested enough to buy a couple of coaches and some track. That got me started, and then a holiday to Davos coupled with a CM article on a model of Disentis (May 1992) really got me hooked. Finally I had found the right scale, gauge, and prototype - I was going to get this one finished!

Unfortunately, work commitments, time outside the United Kingdom, a house move, gardening, DIY, electrics (more on this later), etc., delayed things rather. Finally, however, I have now reached a point where I believe the layout is finished enough to share my experience.

Location

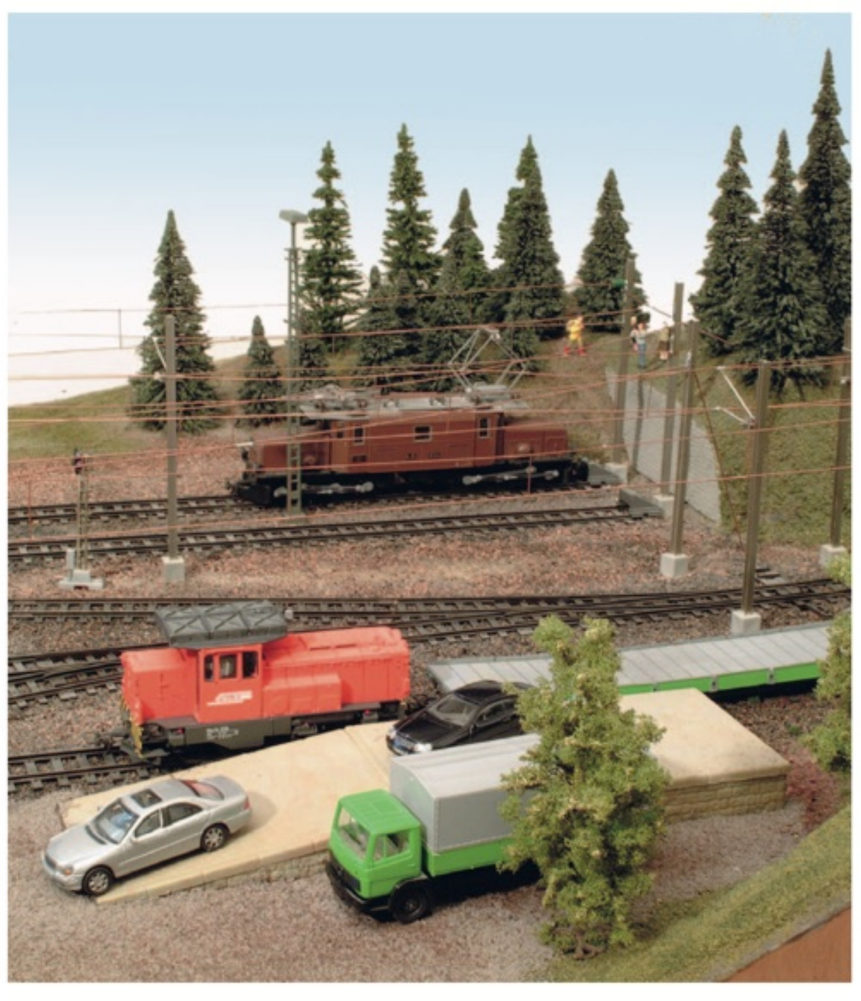
My initial purchases of Bemo models were perhaps not as focused as they should have been and I ended up buying one of the Furka Oberalp Ge4/4^{III} 'tunnel' locos as well as some Rhätische Bahn locos and stock. This made me decide that my model would have to be a junction between the Rhätische Bahn and Furka Oberalp, modelled very loosely on the location of Disentis.

Having previously tried a terminus station, one thing I really wanted was a continuous run, so that when I wanted to I could just watch the trains go by. In the end I designed a through RhB station with a terminating FO track to add operational interest. Although I think of this as a model of Disentis, it is very far from that - more like a model inspired by Disentis, although I do try to keep the operation true to the location with terminating FO trains, or through trains with loco changes.

I chose 'Surselva' for the name since this is the administrative district of Graubünden which includes Disentis.

Below

Ge4/4^{I} 602 *Bernina* heads east with a maintenance train; Ge6/6^{I} 'Crocodile' 415 occupies the loco siding. The cover between the rails of the nearest siding hides the end of the SEEP uncoupling magnet.



The track plan

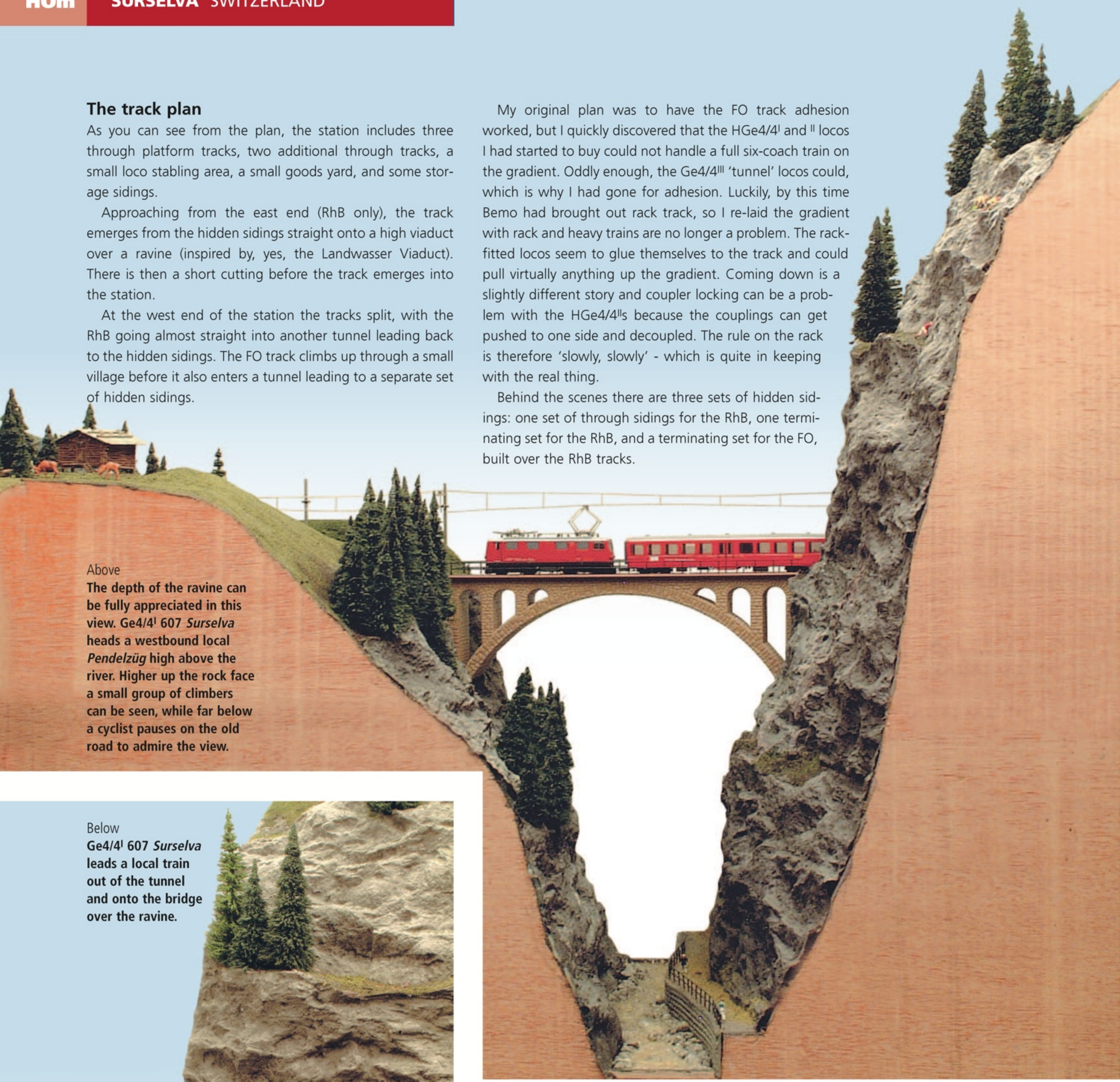
As you can see from the plan, the station includes three through platform tracks, two additional through tracks, a small loco stabling area, a small goods yard, and some storage sidings.

Approaching from the east end (RhB only), the track emerges from the hidden sidings straight onto a high viaduct over a ravine (inspired by, yes, the Landwasser Viaduct). There is then a short cutting before the track emerges into the station.

At the west end of the station the tracks split, with the RhB going almost straight into another tunnel leading back to the hidden sidings. The FO track climbs up through a small village before it also enters a tunnel leading to a separate set of hidden sidings.

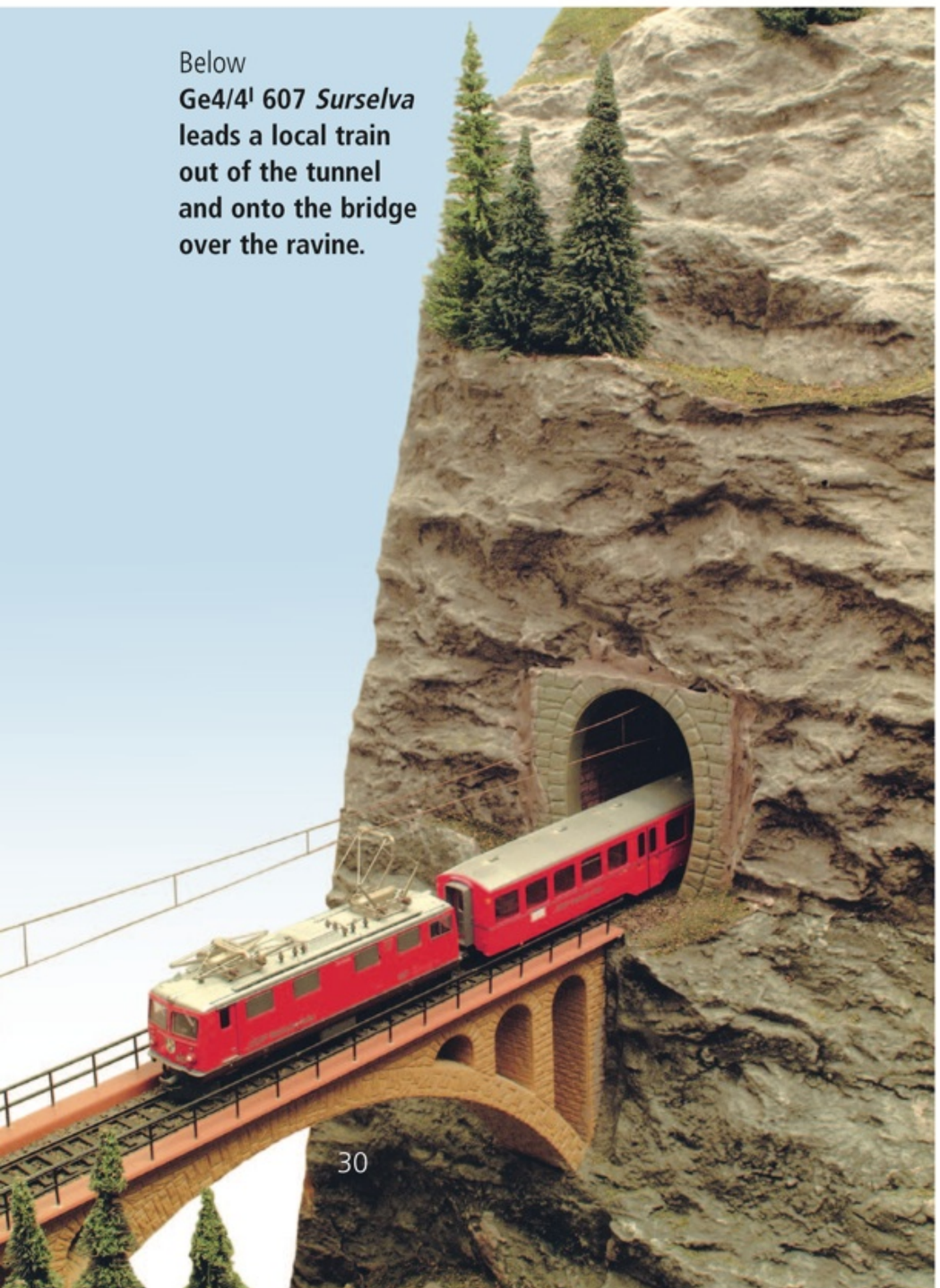
My original plan was to have the FO track adhesion worked, but I quickly discovered that the HGe4/4^{I} and ^{II} locos I had started to buy could not handle a full six-coach train on the gradient. Oddly enough, the Ge4/4^{III} 'tunnel' locos could, which is why I had gone for adhesion. Luckily, by this time Bemo had brought out rack track, so I re-laid the gradient with rack and heavy trains are no longer a problem. The rack-fitted locos seem to glue themselves to the track and could pull virtually anything up the gradient. Coming down is a slightly different story and coupler locking can be a problem with the HGe4/4^{II}s because the couplings can get pushed to one side and decoupled. The rule on the rack is therefore 'slowly, slowly' - which is quite in keeping with the real thing.

Behind the scenes there are three sets of hidden sidings: one set of through sidings for the RhB, one terminating set for the RhB, and a terminating set for the FO, built over the RhB tracks.



Above
The depth of the ravine can be fully appreciated in this view. Ge4/4^{I} 607 *Surselva* heads a westbound local *Pendelzüg* high above the river. Higher up the rock face a small group of climbers can be seen, while far below a cyclist pauses on the old road to admire the view.

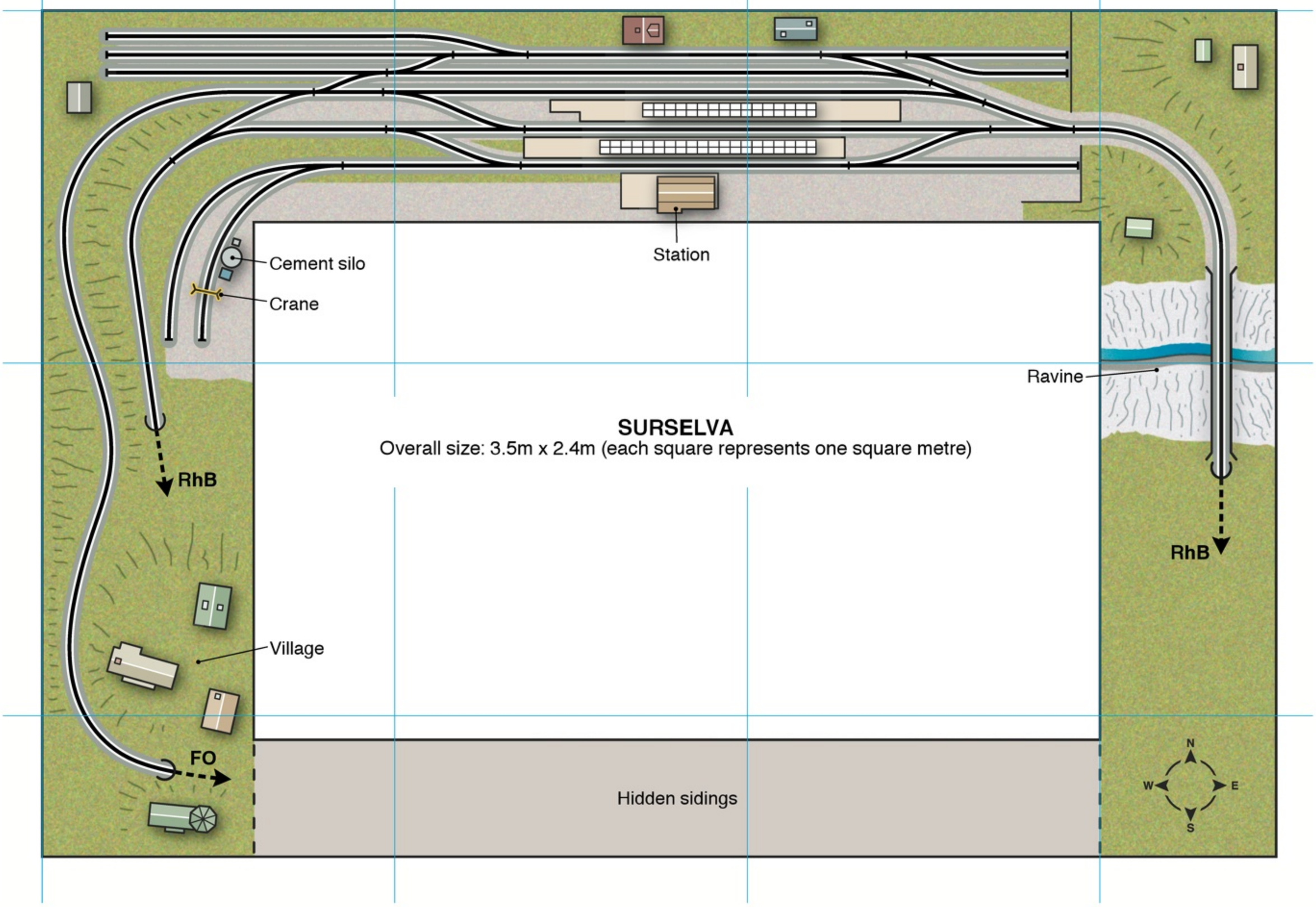
Below
Ge4/4^{I} 607 *Surselva* leads a local train out of the tunnel and onto the bridge over the ravine.



Construction

The baseboards were constructed using 9mm ply for the sides, ends, and strengthening cross pieces. The baseboard surface is 6mm ply with cork on top. Each baseboard corner is strengthened with 2"x 1", which is glued and screwed in place. I went for a sectioned baseboard approach so that I could exhibit the layout at some stage in the future. I doubt that I will manage to do this now, but the construction method did allow me to move the railway fairly easily when we moved house. I used metal pattern makers' dowels at each baseboard join to ensure accurate alignment. These do work well but were very fiddly to fit.

The track on the visible section is Bemo code 70. I laid this on Tracklay underlay which was basically ballasted at the time using the Bemo ballast (I did not add any glue at this stage, the underlay being adhesive enough to hold the ballast in place).



The track was fastened down with Peco track pins. At the baseboard joints I found that all I needed to do was to fasten the track well and that was enough.

There are a couple of joins on a curve but because I used Bemo curved track sections here, this holds in place fine.

I used Tortoise point motors to provide slow motion point operation. I operate these using half-wave rectified AC rather than pure DC. One side of the point motor is connected to one side of a 16v AC feed. The other side goes to the control panel, where it is connected to two diodes facing in opposite directions. The other side of the AC is then applied to one or other of the diodes and this generates half-wave rectified AC for the point motor. This setup allowed me to use stud contacts and a probe lead to control the points.

The track in the hidden sidings is a mix of Bemo code 70 and Peco. Here I used copper clad sleepers to reinforce the track where it crosses a baseboard joint. Point motors are a mixture of SEEP and Peco and are operated using a capacitor discharge unit.

All the point motors have a set of changeover contacts. These are used to power a double-pole relay which not only changes the frog polarity but can also be used to provide feedback to the control panel and signal interlocking.

The layout was built with traditional DC analogue control and therefore has track sections - the control panels have double-pole centre-off switches to provide selection between two controllers.

Scenery

At the planning stage I had decided roughly what the ground profile would be and had cut the baseboard sides and cross pieces appropriately. Over this basic structure I put some chicken wire. This was covered by newspaper stuck together with paper glue. Once this had set, I covered it with plaster bandages, and once that had set a final layer of plaster of Paris. I added some powder paint to the final mix to give a basic grey-brown colour base.

Below
Ge6/6^{II} 705 *Pontresina* arrives with a train of preserved heavyweight coaches. The coaches are by STL (now no longer available) and live up to the name as they are significantly heavier than Bemo vehicles.

Left
A heavy train of logs waits to depart eastbound behind a pair of Ge4/4^{II} locos still in green livery. Photographers are waiting at the end of each platform.

This was covered by Woodland Scenics scatter which was fastened down by first covering the 'ground' with Copydex glue then, once the scatter had been applied, I sprayed the area with wet water (water plus a few drops of washing-up liquid) and then applied dilute wood glue. I found the Copydex glue helped the scatter stay put on sloping ground while I applied the wet water and diluted wood glue.

For the rock cutting and ravine I started using the Woodland Scenics rock moulds. These do produce very good rock castings (I cast them using DAS modelling clay) but since my artistic talents are very close to zero I found that my attempts at painting them did not look at all good. Luckily it was Heki to the rescue: I found the rock sheets very realistic and managed to get some larger sheets as a special order from Blackwells which I used for the ravine sides.

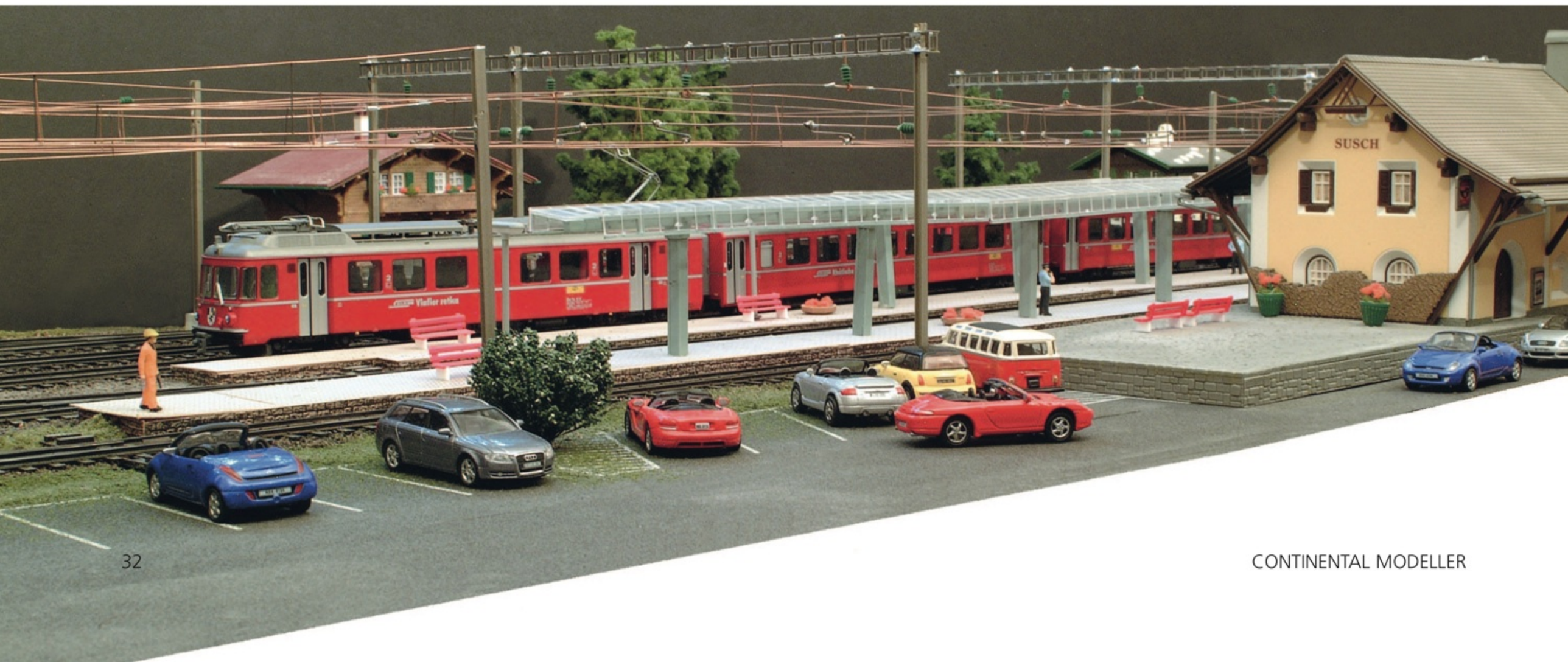
The boulders in the base of the ravine are from the Woodlands Scenics range, and I used NOCH water effects to create the river.

Buildings

The station building is Pola, as are the buildings in the hilltop village. The other buildings are Kibri, except for the cement silo and portal crane, which are Bemo.

The station building is actually an Engadin design, so not strictly correct for my setting. However, it is a proper RhB station which is why I can justify it. By coincidence, Surselva is a Romansch-speaking area, in common with the Engadin, so that provides further justification! Except for small specialist producers, this Pola product was the only RhB station kit I could find at the time, but I do know that Kibri now produces a model of Solis. Changing the name is one of those things on the 'still to do' list!

Below
In the far platform road is a modern RhB *Pendelzüg* set waiting for departure.



Catenary

For me catenary is a must - a layout with electric locos and no catenary (or catenary posts only) just does not look right. For *Surselva* I used the Sommerfeldt range with the thinner overhead wire. There is no catenary in the hidden sidings, so the contact wire rises up once it enters the tunnels. This arrangement works very well, but I had to be careful to make sure the wire at this point was as close to the centre of the pantograph contract strip as possible to avoid pantograph 'derailments' inside the tunnels.

On the curves I have had to use a lot of pull-off masts to keep the contact wire in the correct position. Even then, I know that the wire is not really as straight as it should be between masts / pull-offs - an inevitable result of model curves being tighter than the prototype.

Within the station area I used the SBB cross spans with home-made droppers. The posts are made from the longer H profile SBB masts, cut down slightly in height.

I found that the longest wire pieces (500mm) were just too long and it was impossible to apply enough tension to keep them in place when a loco pantograph was pushing upwards on the contact wire. I therefore kept to the shorter wire lengths (380mm or less).

At present the catenary is unpainted: I know it would look better painted so this is still on my to-do list.

I must admit that once the catenary went up it really transformed the overall look of the layout - suddenly it really started to look right. I would thoroughly recommend adding catenary: it is not too difficult to do, and is really worth the effort, and cost. I would recommend the Sommerfeldt guide to catenary - it has certainly helped me a great deal.

The control panels

I have two control panels; one for the scenic side of the railway and one for the hidden sidings. Both are constructed in a similar way and are operational but ideally need some further work. The control panels include a track diagram with the section switches mounted on the track they control.

Points are controlled using Peco stud contacts, also mounted in the correct place on the track diagram. However, I am upgrading the station control panel to use push buttons and relays - more on this below.

In order to be able to see easily which route is set, I have added a run of bi-colour LEDs. These show a different colour depending on which cab is controlling the section, and are also switched by the points so that you can see which way the points are set.

I have installed a number of SEEP electro-magnets for uncoupling. These are controlled by further Peco stud contacts. I must admit I have had only limited success with remote uncoupling - this is another of those areas that needs further work.

Finally, the control panel also has a set of double-pole centre-off switches to control the colour light signals in conjunction with my automatic signal control system.

DC to DCC

When I started *Surselva*, DCC was not really around. Zero One had come and gone but proper NMRA DCC had not yet arrived, so the railway was built for traditional DC analogue cab control. But a few years ago I started to get interested in DCC and the possibilities it offered. In the end I had to take the plunge and after a lot of reading opted for the Lenz system, going for the Set 100 which offered four digit loco addresses. I use the actual RhB loco number for the address. For FO locos I prefix the number with a 9 since its numbering system conflicts with the RhB one.

For loco decoders I have mostly used the Lenz mini decoders, which fit well in most Bemo locos. The double motored Ge6/6^{II}s have a TCS decoder since their peak current draw was a bit more than I really wanted to put through the Lenz mini. Oddly, the double-motored FO locos (HGe4/4^{I} and ^{II}s) draw a much lower current so a Lenz mini worked well for them.

Above
After a change from RhB to FO motive power, the 'Glacier Express' panoramic coach set, now hauled by Furka Oberalp HGe4/4^{II} 101 *Ville de Sion* begins to climb the rack section as RhB railcar ABe4/4 504 arrives with an eastbound local service, hauling one coach.

Below left
RhB diesel Gm3/3 233 is shunting in the small freight yard as the old FO HGe4/4^{I} 37 starts its rack-assisted climb with a westbound 'Glacier Express'.

Below
The large number of wagons in the yard shows that freight traffic is still very important. The rack-fitted Furka Oberalp line can be seen clearly - the start of the rack is on the right.

Initially all was fine, but then I began to find that locos would just stop for no apparent reason. Even pushing them a bit had little effect. I guessed it was dirty wheels and/or track, and I was right. A complete clean of wheels and track sorted it out for a while, but then a week or so later it was back to the same problem. This went on for a good few months and I must admit I was wondering if DCC was the right direction after all. I persevered and eventually discovered that Peco Power-Lube was the answer. Applying it was not so easy, though: I tried cloths and cotton wool buds, but the catenary kept getting in the way (this is the one downside of having catenary). Eventually I discovered that I could use the Gaugemaster track cleaning pads for this purpose. These hang from an axle and include a cleaning pad which I wetted with a couple of drops of Power-Lube. Because Gaugemaster does not make an HOm version I had to start with an N gauge one which hangs alright from an HOm axle. The N gauge pad, however, is too small so I had to cover the underside of the pad with the pad removed from an HO one. After a couple of circuits of the layout, the running was back to normal.

I have two wagons and one coach equipped with these cleaning pads. I find I need to refresh the Power-Lube about once a week but that is no effort at all, and I am really pleased with the way the DCC system now performs. I am a convert to DCC and would not want to go back to traditional DC control.

I also hit a slight problem with the slow action point motors. Since the frog polarity is switched via the point motor as well as via the point blades, I discovered that there was a short circuit as the point was changed. The solution is always to switch off the section in question before you change the points. Looking forward, I am going to change the way the points operate and use a push button to operate a double pole relay. The 'make contact' of one pole will be used to activate the point motor, the 'break contact' of the other pole will be used to cut the power supply to the section. I have so far installed three of these and they work, the only slight drawback is that you need to ensure that a loco does not bridge the section gap. If I was starting from scratch I would totally isolate each point with a separate feed which can be broken as described when the point needs to be changed.

Accounts of DCC talk about just needing two wires to feed a whole layout. In principle this is correct, but I have had some problems with short circuits. Being able to switch off sections has enabled me to trace where the problem occurred, so I would recommend a track section approach for DCC as you would have for traditional DC.

From a personal point of view, I can see little benefit in using DCC to control points, signals, etc. - I prefer the traditional approach for these. If you were going for computer control then, yes, you would need DCC everywhere, but I see enough of PCs at work so my railway room is a PC-free zone!

Stock

The vast majority of my stock is Bemo, with a few items from D&R, STL, and Deak. Locos are RhB and FO, but the coaches also include some Brig Visp Zermatt - since my model is inspired by Disentis, this mix would be realistic.

Above
A Furka Oberalp *Pendelzüg* set slowly descends towards the station. Like the real thing, speed on the rack section needs to be slow. The cutting sides are made from Heki rock sheets. The mountain village is visible beyond the trees.

Below
Furka Oberalp HGe4/4^{I} 37 on the rack section with a non-panoramic 'Glacier Express' consisting of coaches from all the three operating companies (RhB, FO, and BVZ).

Most of the RhB locos and coaches are in red (the earlier colour), with a few still in green - this is how I first saw the RhB in the early 1990s. I do have a few later items (e.g. Ge4/4^{III}s) but have resisted the temptation to acquire the latest liveries (e.g. *Neu Rot* or the merged Matterhorn Gotthard Bahn) and stock (e.g. GEX coaches).

Most items have been supplied by Winco and I must thank Peter and Yvonne for their help in obtaining some of the more unusual items and spares for me.

Signal operation

One of the reasons it has taken me so long to complete *Surselva* is that I have spent a lot of time building a fairly complex colour light signal control system. This is a large topic in its own right, and probably worth a separate article.

In summary, I use reed switches which are activated by magnets under each loco to operate the signals. The complexity is in the fact that not only do these have to work in both directions, they are also interlocked with the point settings and status of the track ahead (i.e. occupied or not).

The signals can operate in automatic mode. This is great when I just want to watch the trains. Each signal can also be forced to red, for example, if I want a realistic station stop even when the track ahead is clear. There is also a possibility to force a signal to green. This is used, say, when a push-pull set needs to reverse in the station.

Overall I am very happy indeed with the way the signalling works - it adds an extra element of realism.

Conclusion

As I said at the start, there are still a number of things I want to do to improve *Surselva* even more. I need to complete the control panels. I also need to paint the catenary, and add extra scenic detail. I have started putting lights in the buildings but now realise that I need to install blackout in order to stop the walls lighting up as well as the windows.

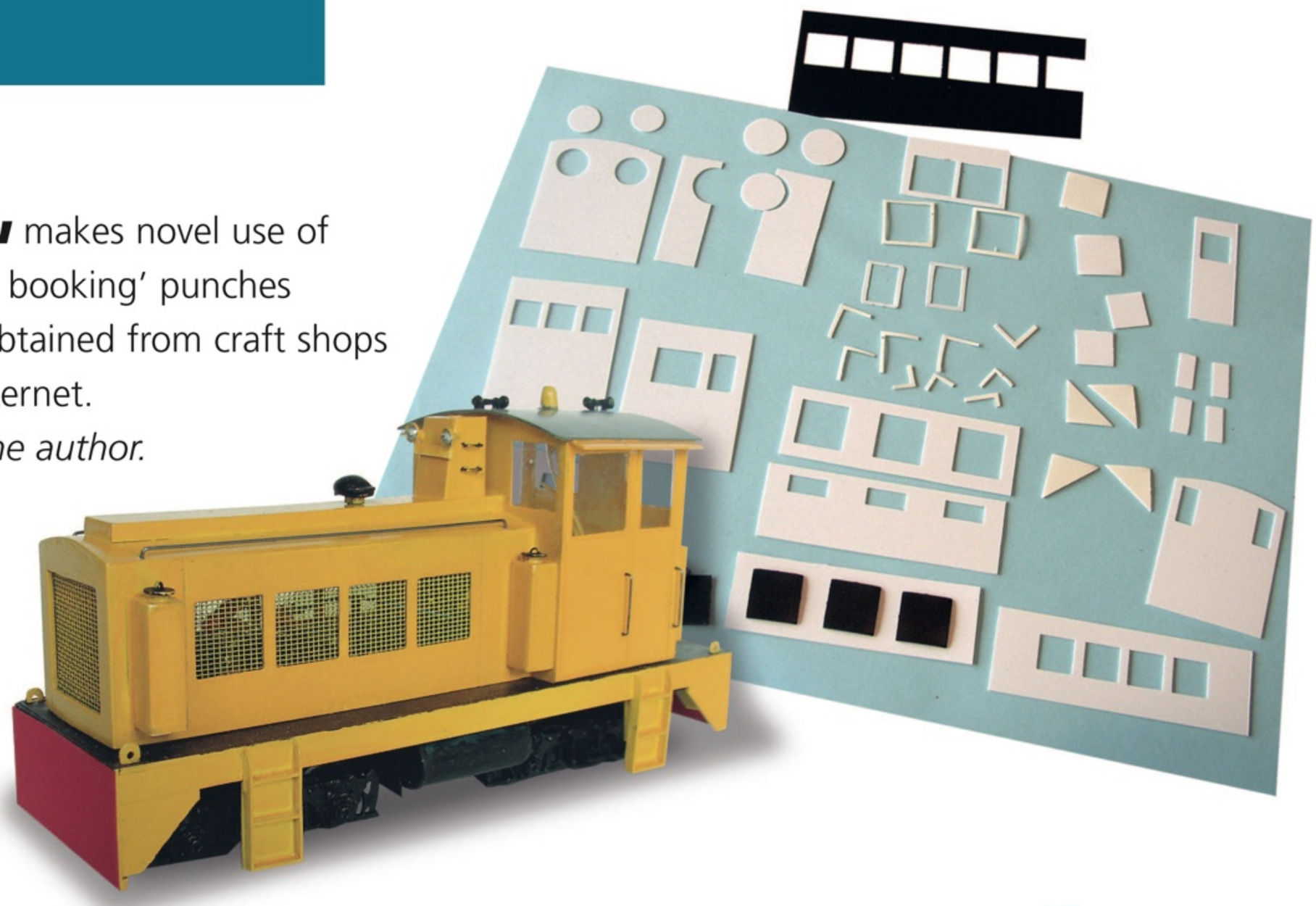
Although I tried very hard to plan ahead, I have still managed to get some things wrong. It is too late to fix these now but I am keen to get these items right next time. In particular I should have spent more time getting the baseboard height alignment correct (I think I was just too keen to get some track down and trains running). Also the station approach from the east is too tight. The reverse curve on entering the far platform just does not look correct. I also did not spend enough time getting the transition from the level to the rack correct. This is much too abrupt and as a result can cause couplings to separate.

Surselva, for me, really captures the feel of this corner of Switzerland. If you have not experienced Graubünden first-hand, then I hope that my model has given you a feel of what it has to offer. For those of you that know it well, I hope this has been a nice reminder.

Finally I need to thank my wife Jan for her patience, help and support with my model, and for letting me take over the spare bedroom as my railway room.

Below
FO HGe4/4^{II} 101 *Ville de Sion* heads a 'Glacier Express' set of panoramic coaches on its rack-assisted climb.

Jay Kershaw makes novel use of economical 'scrap booking' punches which are easily obtained from craft shops or through the internet.
Photographs by the author.



Using paper punches

A handy technique to simplify scratchbuilding in styrene

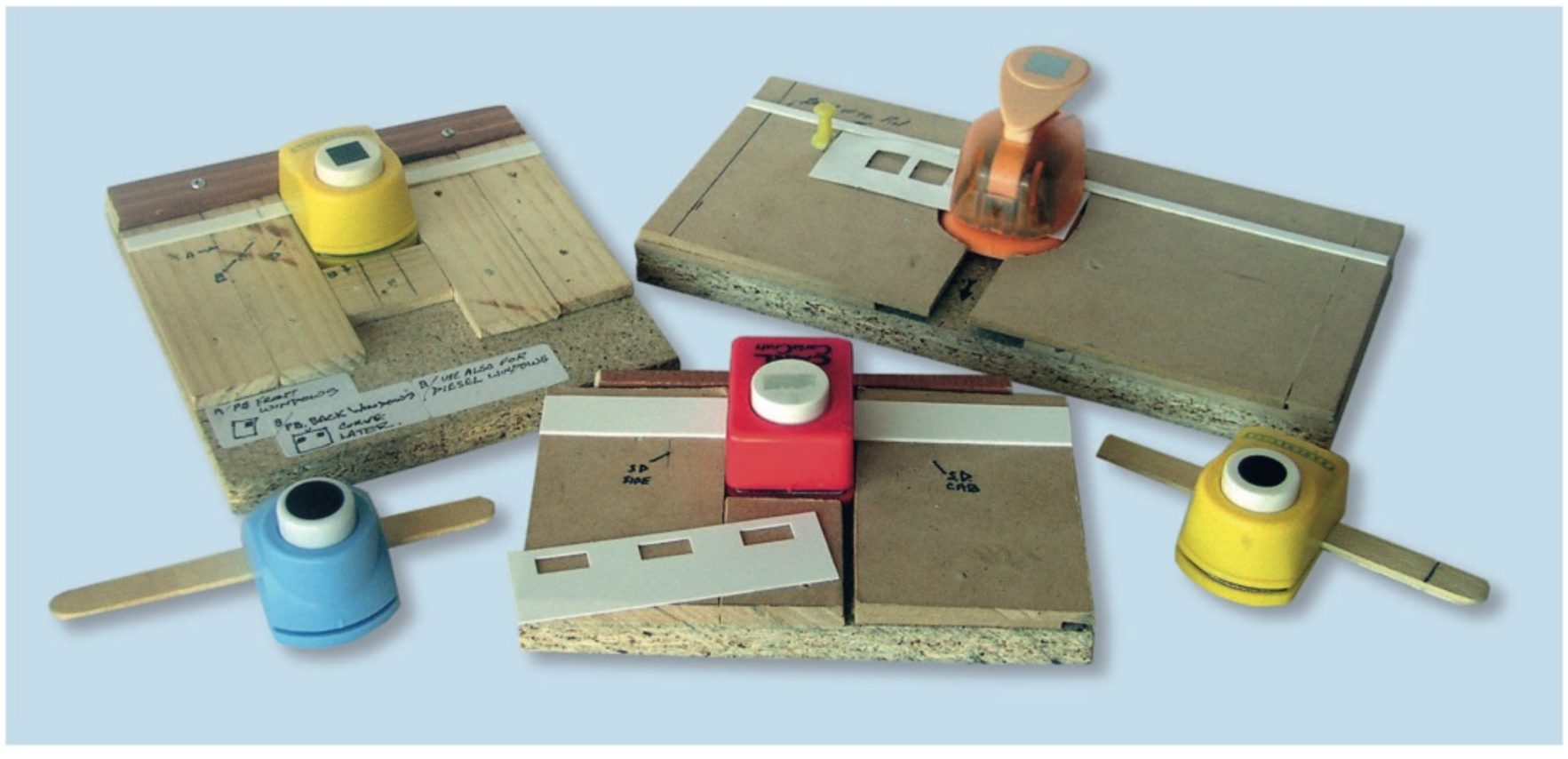
You know what kids are like: they know what they want, and they want it now. Having six grandchildren and having promised them a railway layout, I was faced with the problem of obtaining dozens of items of stock. As I was not sure how long they would play with the layout, to keep the costs down I decided to scratchbuild the coaches and van bodies.

Cutting out hundreds of windows was a major task. Then my oldest granddaughter suggested I use the paper punches used for 'scrap booking.' Paper punches for styrene? I was dubious but tried some. They worked, and I now use paper punches to cut out windows in styrene for loco cabs, diesel bodies, buildings, and doors, as well as coaches and van parts.

As I needed to cut each hole in the same position each time, it was vital to fix the punch onto a permanent base on which I could control the result. Although what I made is not pretty to look at, it is low cost, easy to make, easy to use, and above all very successful at producing lots of perfectly aligned window spaces, and quickly. This method will work in any scale.

I do not throw away the punched-out pieces as they can be used for a multitude of things such as roof tiles, panelling centres on doors and lower shop fronts, bridge work, pathways, and lots more.

A selection of the punches used



Above
Just a few of the many parts that can be made quickly and precisely using paper punches. The loco is a 7mm scale model of *Coolum*, a 2' gauge diesel from Moreton sugar mill in Queensland (see CM August 1999).

Left
Some of my punches ready to be used. Although I have been using these punch base boards successfully for over three years, they were all built slightly differently at first until I found ways to improve their versatility with the best type of base for this work.

Making the basic punch base board

My goal was to have a flat work surface, level with the lower cutting area of the punch, so that I could slide each piece of styrene along a fence, and by moving a stopping pin, control where each hole is made. I would need to fix the fence level with the back face of the punch and I also needed to be able to remove the unwanted pieces of styrene. I found these punched out pieces could be put to good use on many other projects.

Photo 1

For the solid base I used a piece of chip-board, the size depending on whether it is to be used for loco cab parts or long coach sides with many windows. It helps if you start with a perfect oblong or square.

Photo 2

The punch is placed on the base, square with the back edge. Next a piece of MDF is glued and pinned onto the base.

Photo 3

The second piece of MDF is pushed tight up to the punch then glued and pinned.

Photo 4

A small 30mm x 12mm centre piece of MDF is pushed tight up to the rear of the punch then glued and pinned in place, followed by the front centre piece. The excess MDF is removed.

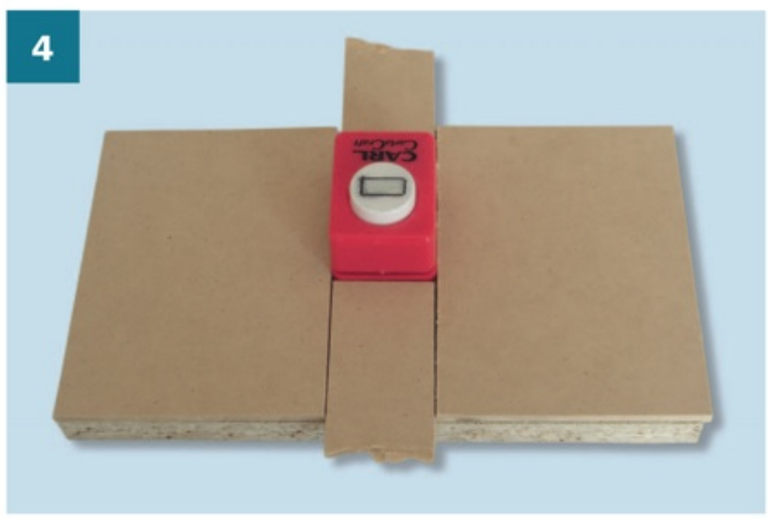


Photo 5

For the work surface to be level with the lower cutting area of this punch, a second layer of MDF was required.

Photo 6

A hole is cut in the base to allow the styrene off-cuts to be removed, although some punches are made with this action in mind. Do not throw the off-cuts away as they can be used for all sorts of things.

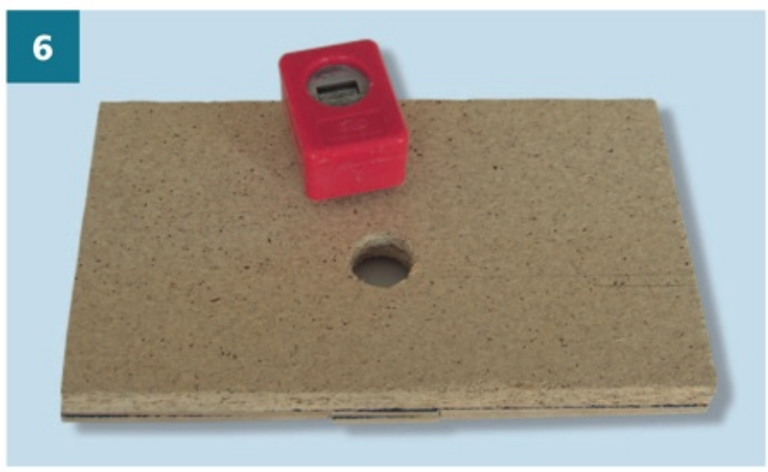


Photo 7

It is vital to fix the fence level with the back face of the punch. To do this I placed a metal rule up to the back of the punch, and then glued and later pinned a strip of 1mm thick styrene each side of the punch, level with the back face of the punch and the metal rule.

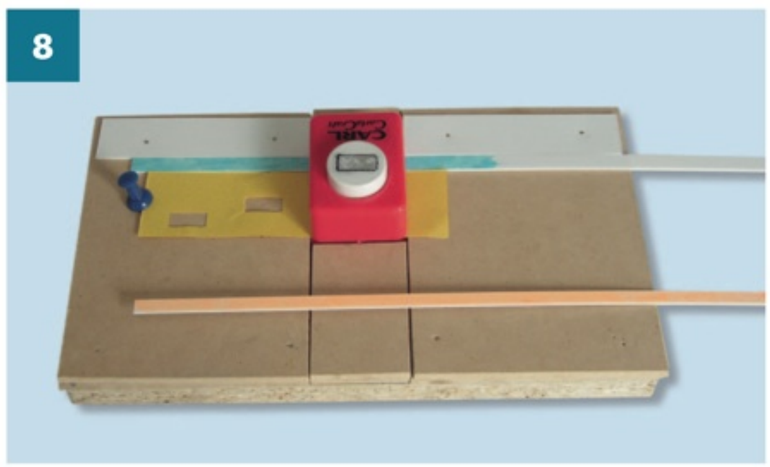
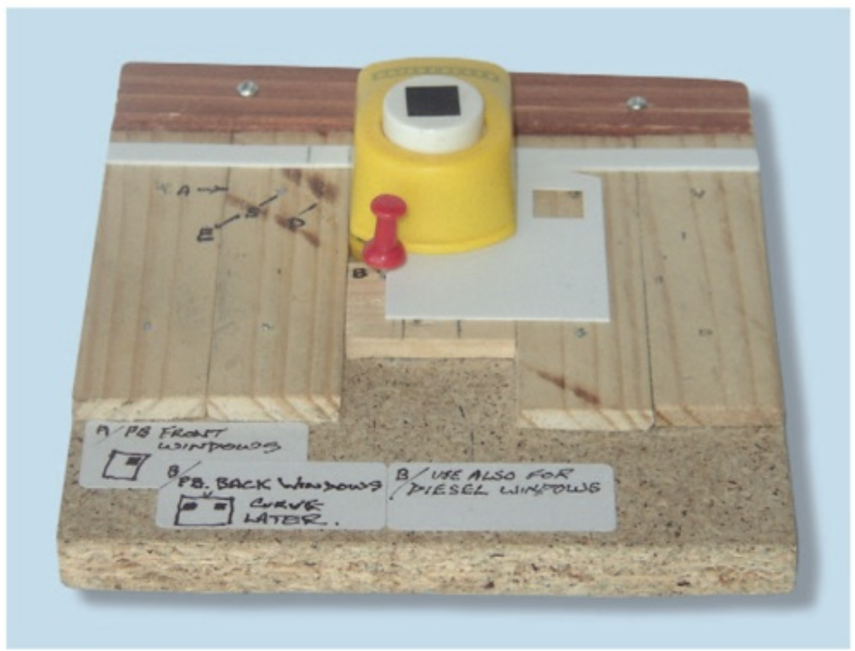
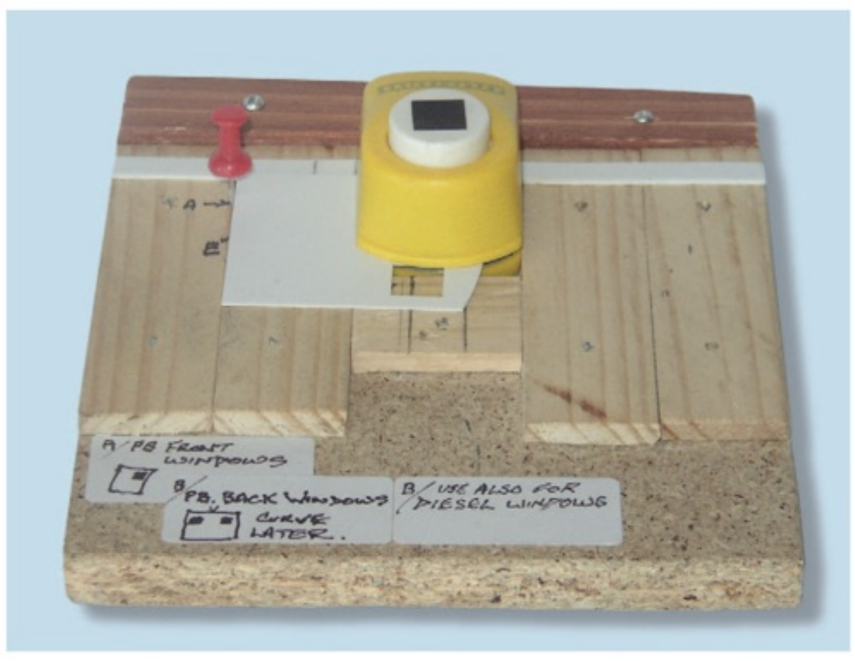


Photo 8

By sliding strips of scrap paper along the fence I set about finding where to fix stopping points so the punched holes will be set at the correct distance apart. At these points I drill tiny holes so I could use a removable stopping pin. To vary the position of the hole away from the back fence, I use different widths of styrene 'spacer strips' to move the styrene sheet towards me. The width of styrene 'spacer strip' is easy to determine: I place a piece of scrap paper up to the fence, punch a hole, and then measure the distance from the back edge of the paper to the edge of the hole. Knowing this measurement, I cut a 1mm thick styrene 'spacer strip' to the correct width that will push the sheet forward from the punch and place the hole just where it needs to be. Now, as well as being able to slide the styrene to the left or right, I can control exactly were the hole is punched from the back edge of the styrene.

Punch No.2 and Punch No.4





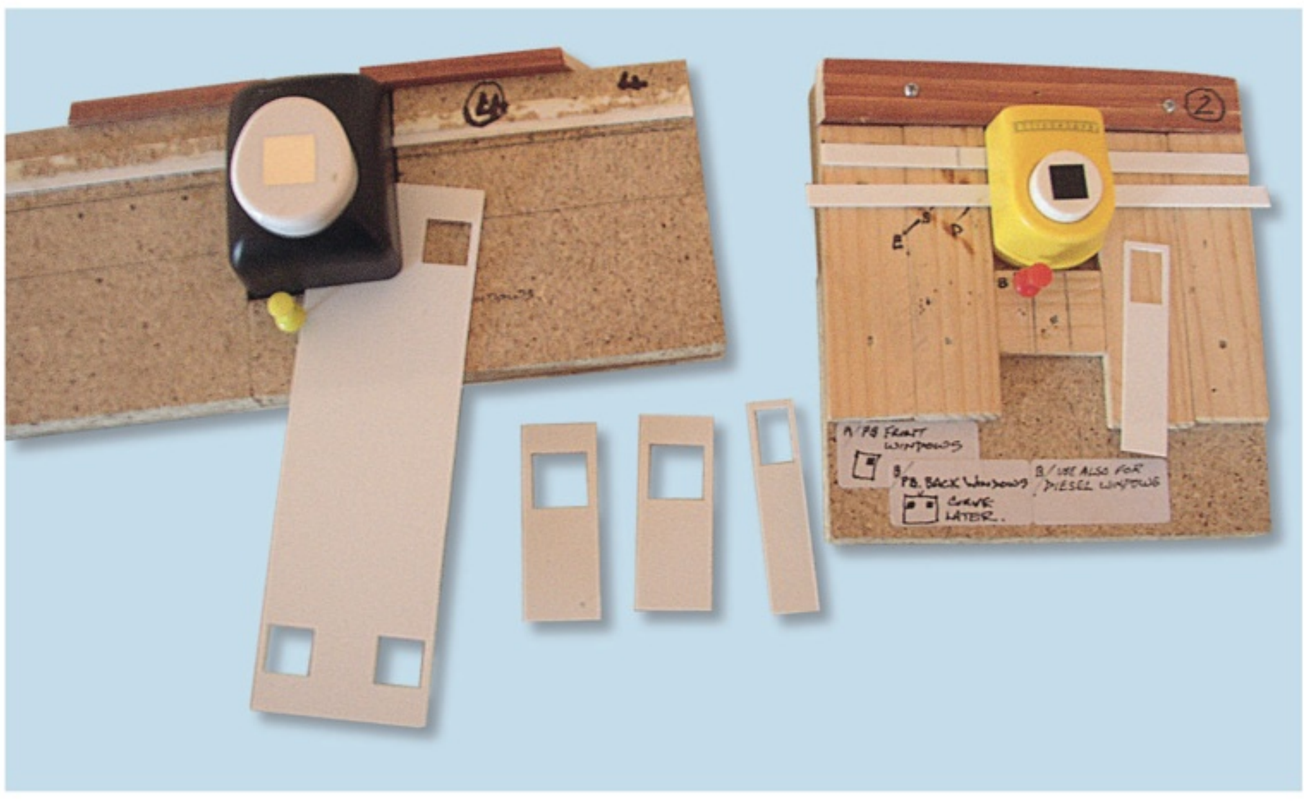
I have used many different sized paper punches to achieve my objectives but I now use the same basic method to make the supporting base.

It may seem like a lot of extra work in preparation, but it does ensure consistently accurate parts, and does mean that you can always go back and make another exactly the same.

I always number the base boards and the spacer strips for future reference. I also keep a photographic record of all the stock I build, including the punches used to do the job.

When doors and windows are close to the edge of the part, I cut a smaller hole first and then remove styrene from around the edges to open it out. Alternatively, you can punch the opening in a larger piece and then trim it to suit.

This sequence shows the production of cab parts for a diesel using punches 2 and 4. Note the base boards are numbered to correspond, and have helpful notes attached!

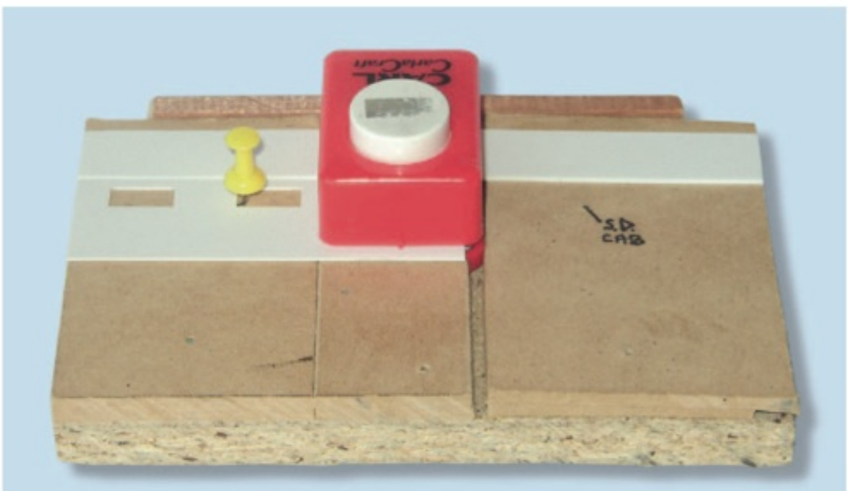


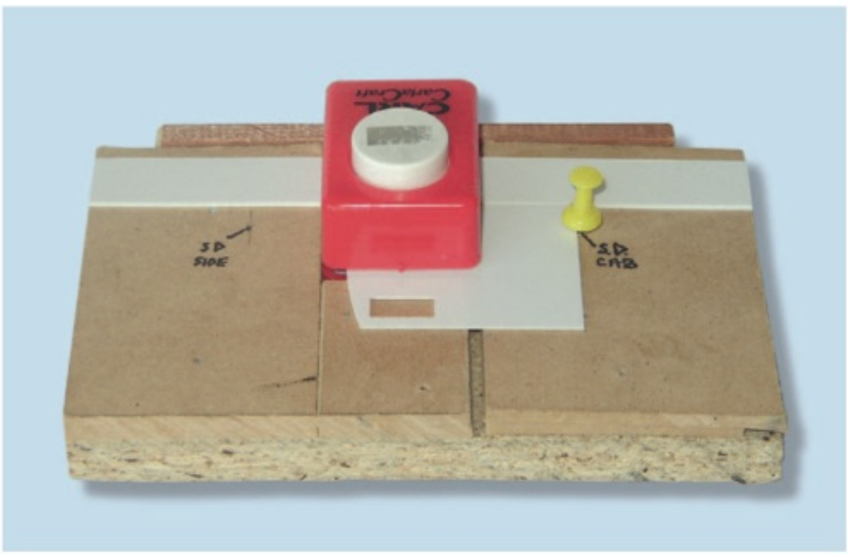
Diesel body parts

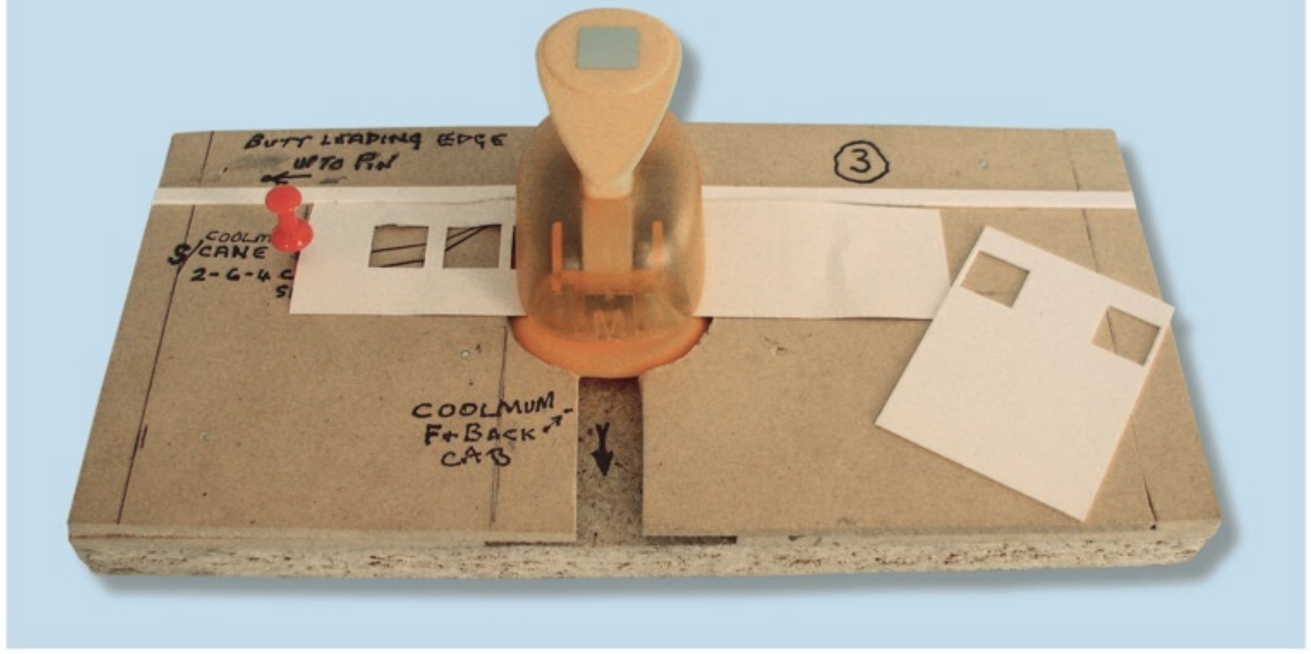
This shows how I produced the the bonnet sides and cab parts for two diesel locos, the scratchbuilt sugar cane diesel *Coolum* shown in the title photo (*below*), which would otherwise have been difficult to make consistently, and a cab to convert an American HO model to On30 (*right*).

The base board for Punch No.3 required the side pieces which locate the punch to be shaped to match the moulded plastic base.

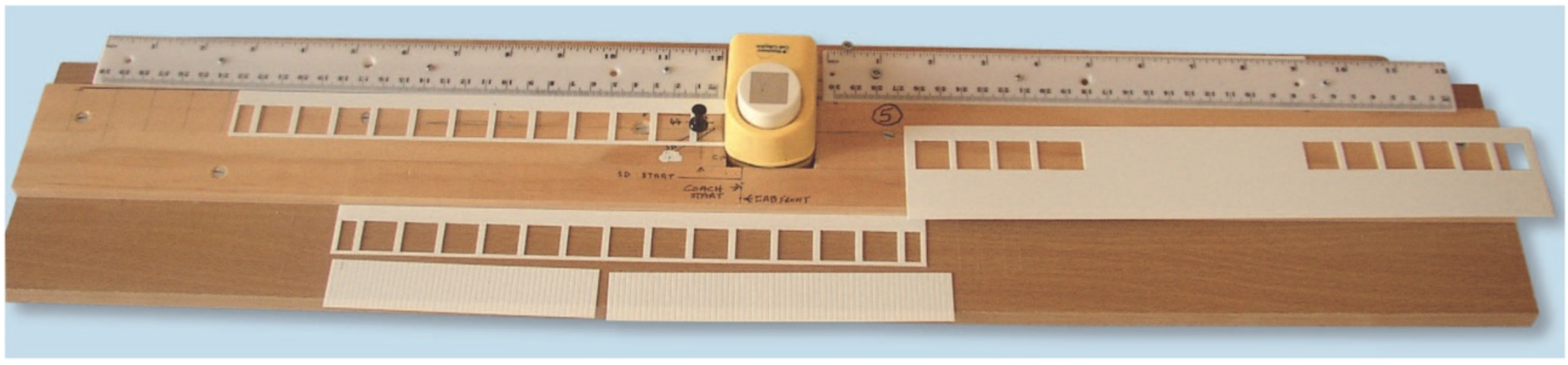
I use notice board pins to hold the workpiece in place - the large plastic-headed type is ideal as because of the wide 'foot'; they are also easy to grip to push in to the MDF.







Punch No.5



By using different punches, I can exploit the full potential of my granddaughter's idea, especially for things like coach sides, where it is very important to have window openings of the same size accurately aligned.

Punch No.5 is being used here for a 7mm scale model of a Great Western Railway (ex-Cambrian) early matchboard sided coach which I built for a friend. Punch No.5 can also be used for windows in buildings.

General tips

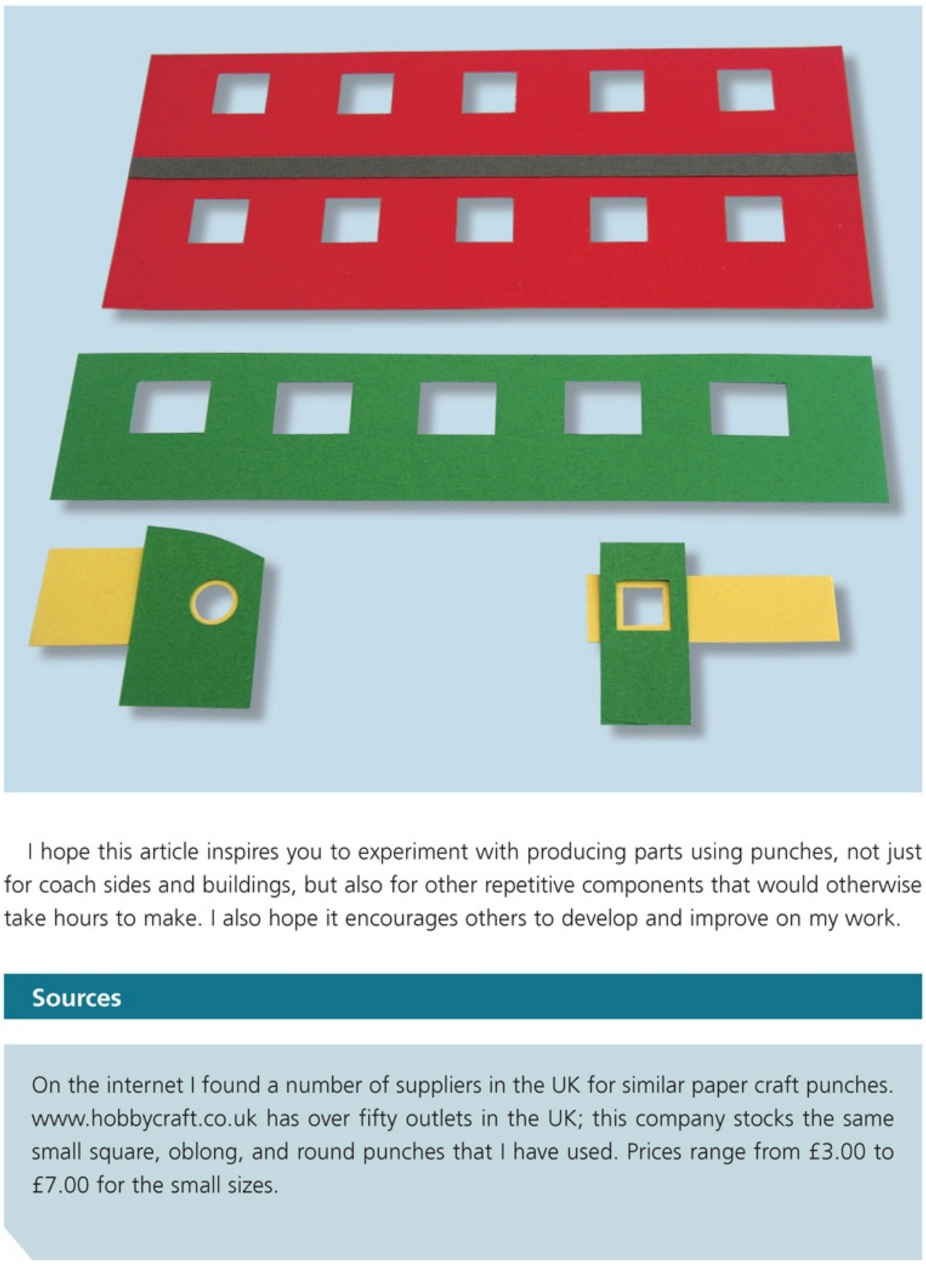
Obviously by using different punches you can produce round or square holes, in many sizes. A much smaller square punch is used for the windows in Swiss and German style coach sides.

I make coaches, and buildings, by gluing an outer layer of styrene with the openings already cut onto a rigid piece of clear plastic. This is illustrated here using coloured papers - green for the outside, and red and yellow for the inner.

An easy way to make a window frame, e.g. for a droplight, is simply to punch a smaller hole in the inner layer.

To widen a square hole, I just slide the styrene along the fence. To change the height of a hole, I change the 'spacer strip.'

Round holes can be enlarged to the required size using a burr to fit brass spectacle plates or an inner window frame. Radiused corners for cab side openings can also be made this way. Using a round punch with a base board as described can be preferable to simply using a drill because consistent alignment is easier to achieve; also, the edge of the hole tends to be cleaner.

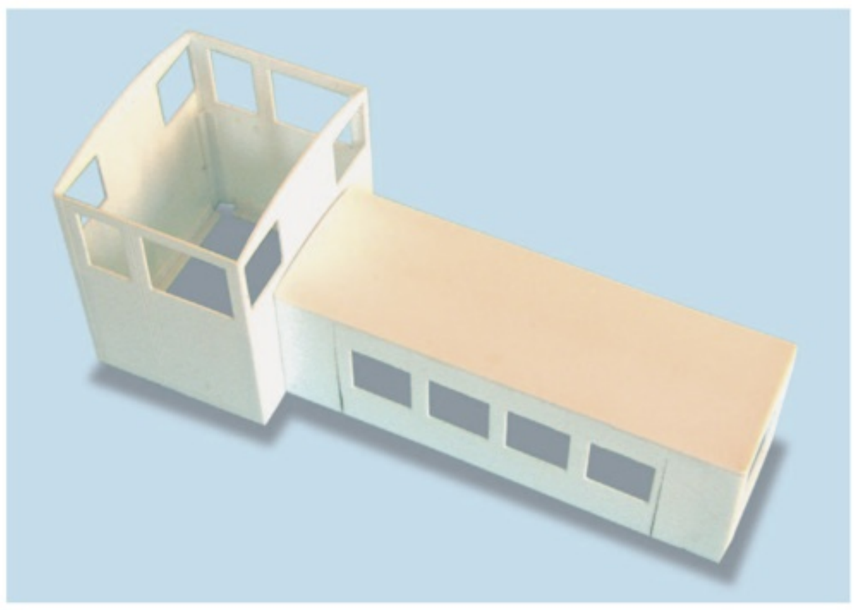


I hope this article inspires you to experiment with producing parts using punches, not just for coach sides and buildings, but also for other repetitive components that would otherwise take hours to make. I also hope it encourages others to develop and improve on my work.

Sources

On the internet I found a number of suppliers in the UK for similar paper craft punches. www.hobbycraft.co.uk has over fifty outlets in the UK; this company stocks the same small square, oblong, and round punches that I have used. Prices range from £3.00 to £7.00 for the small sizes.

Some examples of locomotive models produced with the aid of paper punches



Left
The basic body shell for the bogie diesel *Coolum* - bonnet sides and front, and all four faces of the cab, were made using punches.

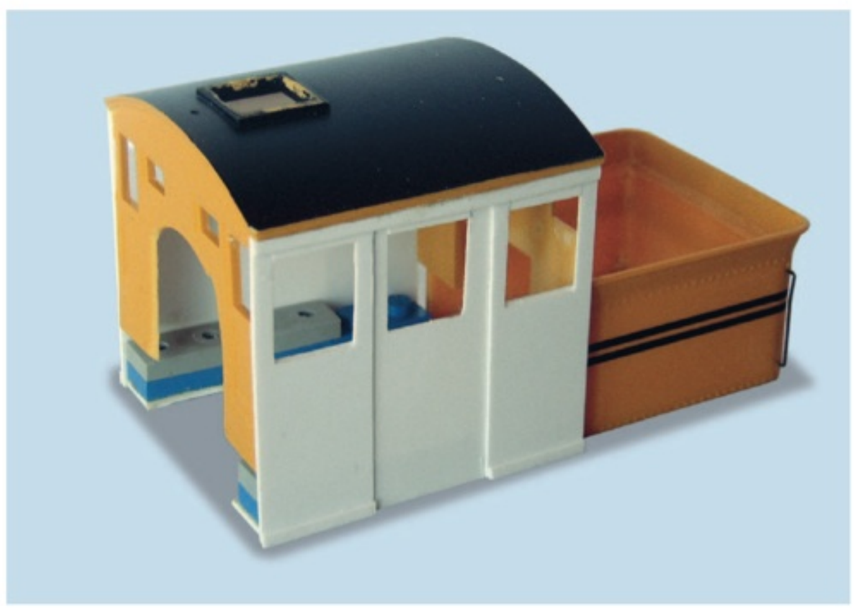
Right
The finished item. It would be easy to produce the Indian NDM6 diesel featured in the July and December 2010 issues in this way, with louvres instead of wire mesh in the openings.

Left
A cheap American GP diesel, spuriously painted in Australian National livery for the local toy market, was the basis for this conversion to On30, with a new cab and wider running boards.

Right
A similar process produced this 0-6-0 diesel, based on a Hornby OO class 08 shunter, with a wider running board and deeper valances, to which the salvaged steps have been re-attached under the cab doors.

Both these locos have only simple added handrail detail as I wanted robust items for my grandchildren to use.

Below
A more ambitious conversion of a Bachmann On30 Mogul to make a 2-6-4 Forney.



Charles Insley summarises the collection of rolling stock developed for his new French layout (see CM October & November 2010).

St.Etienne-en-Caux

3. *Le materiél remorqué* - rolling stock

The locomotives are a mixture of kit-built, kit-bashed, and scratchbuilt on a variety of N gauge mechanisms and are based on a number of French 60cm and metre gauge prototypes. Some have already been described (see CM July 2009) and others will be the subject of another separate article.

When I started collecting, the rolling stock posed a bit of a problem, since there are few kits for French 60cm vehicles. One of the reasons for modelling in OO9 was that I could use the War Department wagon kits produced by Parkside Dundas and WD Models, and the US 'Pershing' wagon kits produced by Maquette/Meridian Models. However, this got me no nearer coaching stock or what we might call indigenous wagonry such as that produced by Decauville.

Allen Doherty of Worsley Works produces kits for the Decauville IS closed bogie coaches and the KG bathtubs used on the CF du Calvados and examples of these have been purchased and built.

Above
The Decauville Mallet and train rumble to a stop at St.Etienne-Quai. The first vehicle is an ex-Calvados KG 'bathtub'; both coaches were built using the etched brass 'scratch aid' kits produced by Worsley Works.

Photographs by the editor.

I was still short of stock, however, even allowing for these kits. In the end, I turned to models from the dawn of OO9/HOe, the Eggerbahn range. Although these models now seem rather crude, at heart they are still pretty decent mouldings. The long wheelbase van, I felt, lent itself to bashing into something approximating to the Decauville vans that ran on the Tarn and the Calvados. This conversion required two main modifications to the existing model, other than a repaint.

First, the characteristically French dropping ventilators mounted on the side needed to be added, from plastic sheet, strip, and rod. On some of the wagons I got ambitious and mounted the ventilators half or fully open.

Second, the wheelbase needed some serious shortening: one of the more distinctive features of two-axle stock on both the *voie métrique* and *voie de soixante* was the extreme shortness of the wheelbase.

The Egger stock – both wagons and coaches – sit on single axle bogies, which I have never found work particularly well. These were removed and remounted rigidly further inboard. While doing this, I took the opportunity to re-wheel them with Parkside Dundas 7mm spoked wheels. The coupling needs to be removed from the bogie and remounted on the headstock. Truss rods, made from brass rod, were added between the axleboxes.

Left
The Haine-St.Pierre 2-6-0T runs into St.Etienne-Quai. The train consists of some converted Eggerbahn four-wheeled coaches; the leading coach has been turned into a first class vehicle by the addition of a clerestory.

Below
The Piguet 0-6-0T brings a short train of lightly modified Eggerbahn coaches round the curve into St.Etienne-Quai. The small open wagon on the siding was converted from an old Colin Ashby kit.

Right
The Haine-St.Pierre 2-6-0T has just arrived at St.Etienne-Quai with its short train of converted Eggerbahn coaches tailed by a *fourgon* adapted from a Ninelines kit with the raised lookout added to the roof.

Open wagons come from a rather different source, being modified Colin Ashby OO9 four-wheel five-plank opens. The modifications consisted of turning the single bottom-hung side door into twin side-hung doors: this was done by judicious attention with the scalpel and fine files, plus plastic rod and strip for the new strapping and hinges. On some of the wagons, the ends were modified by adding the peak characteristic of French narrow gauge wagons: again these were added with microstrip.

The four-wheel coaches are also converted Egger balcony coaches. The underframes are modified as per the long wheelbase wagons described above, while the bodies have simply been repainted and weathered. One of the coaches has been turned into a first class vehicle through the addition of a clerestory.

I have also used two of the Egger clerestory roof four compartment coaches. These have been modified by removing the clerestory, shortening the chassis so it is flush with the ends of the coach, and replacing the moulded grabrails and door handles with ones fabricated from fine brass rod.

The railway also uses two of the familiar Eggerbahn OEG bogie tram-type coaches with end vestibules, which have simply been repainted, and four of the classic Decauville *baladeuses* (toastracks). These (which are neither to 4mm or 3.5mm scale but somewhere in between!) have been repainted and populated. I have also added the roof-mounted advertising boards, based on the pictures in W.J.K.Davies' article (CM January 2008).

Finally, there is a *fourgon* based on the one that ran on the Tarn, with its characteristic birdcage lookout. This was converted from a Ninelines OO9 Welshpool & Llanfair closed van kit. Again, the wheelbase has been shortened, and doors for the dog-boxes added, plus the guard's birdcage in the roof.

*St.Etienne-en-Caux i*s due to be at the Harpenden show on Saturday 22nd January, and the OO9 Society Beds. & Bucks. Group open day at Barton-le-Clay on Sunday 23rd January. See *Exhibition Diary* for more information.

Below
The Haine-St.Pierre 2-6-0T brings a goods train round from the quayside into St.Etienne-en-Caux station. The long vans are converted Eggerbahn, while the short opens were modified from Colin Ashby kits.

ON LOCATION

125 years of the Belgian

Coast tram

Guy Tyteca was on hand to witness an exceptional event on the metre gauge line which still serves the north coast of Belgium.

On Saturday 12th June 2010, De Lijn, the surviving Flemish northern part of the former SNCV/NMVB or Vicinal, celebrated the 125th birthday of the Belgian metre gauge coast tram system.

For this occasion, the organisers had arranged for about thirty historic trams to gather on a short portion of the coastal network. The preserved trams belong to De Lijn, TTO, a local preservation group, and the Vicinal Museum of Schepdael.

Left
Standard car No.9985 running through the streets of Westende Bad.

Above
Standard car No.9985 reverses its train carefully towards the gathering point for the big parade.

Left
Type S car No.9750 in Westende Bad.

Right
Stock assembling for the parade at St.Laureins. Diesel tram AR 193 and the PCC car, perhaps the stars of the show, can be seen in the centre.

Right
Type S car No.9750 with open trailers by the church in Westende Bad.

Below
Standard car No.9985 with trailers in tow heading west towards Westende.

Below right
Diesel tram AR 193 heading towards Westende.

It is interesting to note that these trams, while mostly built in Wallonia, only come from Flemish preservation societies. No agreement could be found to bring trams from the Walloon (French speaking) part of Belgium.

Since the workings originated from three different depots, Oostende, De Panne, and Knokke, the meeting point was in Westende-Bad, where trams coming from the east (Knokke) could be turned on a loop around the church, as most of these vehicles are unidirectional.

Above
The parade - one of the type S cars, with open trailers carrying a band.

Top
The parade - visiting Antwerp tram No.4408.

Left
The parade - diesel tram AR 193.

Above
The parade - the visiting PCC car.

Below
The parade - Standard car No.9985 with trailers.

All vehicles then moved one kilometre back in a very precise order to be gathered at Westende St.Laureins.

At 2.00pm, the parade started eastwards on a particularly spectacular and photogenic 3km section of the line along the sea front between Westende and Mariakerke, where the tracks run alongside the beach, bordered inland by the famous 'Route Royale'. Lots of photographers were scattered in the surrounding dunes, the former site of the Atlantic Wall built by the Germans during the Second World War.

Right
Something different - a track maintenance machine stabled at Oostende depot.

Below right
Crowds on the the access track to Oostende depot, inspecting the trams after the parade.

Finally, the gathering ended in the vast Oostende depot at 4.30pm. The trams were then turned on the loop inside this depot before being displayed on its access track. There, the crowd could examine the veterans closely.

As well as the ubiquitous Type S, typical of the entire SNCV system, and its variations, type SE and SO, all of the 1956 reconstructed Standard type, an original Standard of 1930, with its trailers, and a 1911-built baggage motor, also with trailers, took part in the procession.

A 1935-built motor car came from the collection of the Schepdael museum - it had just been rebuilt in time for the event. This interesting diesel-powered machine was well away from its usual rails here.

A PCC tram came from Den Haag in The Netherlands, representing a batch of twenty-four SNCV trams, one of which made test runs on the Coastal line in 1949 though they were not used there in regular service.

It is worth mentioning the presence in the procession of an old tram from Gent with its trailer, and also one from Antwerp.

This historic day was blessed with beautiful sunny weather.

Trams Through the Dunes, reviewed in CM June 2010, is a useful description of the coastal tram system and can be recommended.

Below
The parade - visiting tram No.354 from Gent, with closed trailer No.70.

Alan Whitney describes his permanent home layout, built in a narrow basement store room, which provides plenty of scope for switching various local industries.

Pipestem Creek

American O in a comparatively tight space

Following my retirement and a long distance move to a new house, I began to look for a means of rekindling my earlier interest in O scale model railroading. My previous layout had been dismantled and its locomotives and rolling stock packed away prior to the house move. After being in residence long enough to establish the garden and to get to know the neighbourhood, I woke up to the notion that a long very narrow store room opening off the basement garage could well house a shelf layout measuring 22'6" long by 2'6" at the two widest points.

Approval from the domestic authorities having been obtained, work began in January 2006.

Left
Venerable F unit 644A in the latest SOO Line colour scheme switches grain hoppers in the yard at Pipestem Creek. Only close inspection reveals the use of a mirror to make the layout seem longer.

Right
The local shortline, Dakota Lakes Railroad, uses an old six-wheel Plymouth to switch the various industries.
Photographs by the editor.

Most O scale model railroad enthusiasts in this country, unlike many of their American counterparts, have insufficient space in their homes to build any size of layout let alone their dream project. I felt that my situation was somewhat better, so in the belief that something is better than nothing I plunged in.

I envisaged a switching layout depicting a rural branch line in a somewhat remote part of North Dakota in the early to mid-1970s. This choice would permit a wheat belt/granger line operated by The SOO Line but with running rights for the Burlington Northern and my own freelance Dakota Lakes Railroad (a hang-over from my earlier layout). This would allow for a wide variety of rolling stock from these and other railroads to be included in the train consists.

A switching layout plainly has to have lots of opportunities for switching operations, so from the outset I planned to model as many trackside industries and services as would be appropriate for the imagined location. However, I was determined not to over-crowd the layout. The railroad is provided with a grain elevator, a seed and feed mill, a livestock dispatch, a packing plant, an ice service, and two freight houses together with a small diesel locomotive service facility and a passenger depot.

The design of the track plan was built around one long passing loop that would accommodate 7' long trains, with a single concealed siding instead of a fiddle yard, for which there was simply no room. This hidden track I have called 'the RoA' (the rest of America), from which trains emerge and to which they disappear.

Typical train consists that can be run include six ice hatch reefers, five 40' box cars, four 50' box cars, and four or five grain or feed hoppers.

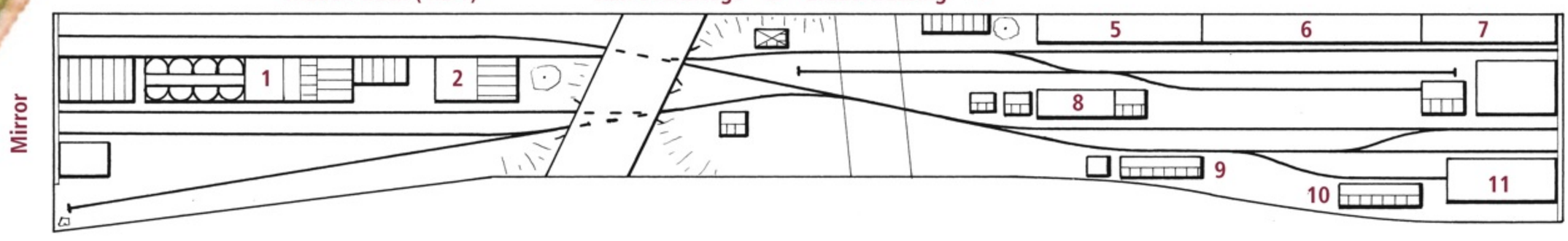
The provision of mirrors at each end of the layout creates a greater sense of space and doubles the apparent length of stationary trains at the grain elevator and the ice platform.

I enjoy adding scenery to a layout but in my view it must not unduly draw the eye away from the trains as they move around. My choice of location, namely the wide open spaces of the prairie, suited this principle. I admire the results of those who build layouts with very realistic and grand scenic features, but I often feel that these do distract the eye from what to me matters most, namely well modelled trains in motion and mostly in view.

Electrics are largely a mystery to me so I had to keep them to the simple and the minimum. *Pipestem Creek* is operated with single cab control using a handheld controller on a lead long enough for it to be used at any point along the layout. Turnouts (switches) are controlled using the finger method and there are a number of electrically isolated sections. The achievement of reliable slow running is the main objective.

Key

1	**Goodman Grain elevator and silos**
2	**Hamps Seed & Feed mill**
3	**switch tower**
4	**Woody's Autos**
5	**Wettlings Livestock Dispatch**
6	**Parker Packing Company**
7	**President Ice Corporation**
8	**Freeman's Freight House**
9	**passenger depot**
10	**diesel servicing**
11	**engine house**



Above
Plenty of boxes to be loaded at Parker Packing. Figures and details are used sparingly to enhance the scene.

Below
Burlington Northern No.1385 approaches the servicing facilities, passing two stock cars waiting to be loaded.

Right
An old grounded box car body serves as a store by the diesel fuelling point and sand tower.

Below
The team discusses the next loco servicing task.

Construction

A 15mm MDF baseboard covered with 6mm fibreboard is supported by large metal brackets secured to the blockwork walls of the room. The baseboard is 4' above the floor and a 19" high backscene is provided, painted pale blue. The area under the layout is kept clear to permit easy access to the track wiring.

The top surface of the baseboard was first sealed with two coats of diluted PVA and then painted dull brown. This surface enabled the track plan to be drawn in pencil but was firm enough to accept pins easily when laying out the track.

Peco bullhead track was chosen because, at the time, the points had adjustable check rails which I felt would contribute to the smooth running of my then somewhat venerable rolling stock. The track was laid directly onto the baseboard with no additional underlay and then ballasted with Slater's O scale grey ballast.

All the buildings and structures are scratchbuilt, as were some items of rolling stock. The rolling stock has been weathered to a degree consistent with its imaginary length of service.

Stock

My original collection of Atlas F units and Bevbel/Atlas rolling stock has now been augmented by the addition of models from Red Caboose and Intermountain kits as well as ready-to-run Weaver models and latterly Atlas items from the 'Master' and 'Trainman' ranges.

The passenger service is operated by the Dakota Lakes Railroad using a single gas-electric railcar and matching trailer, freelance but based on a C&O prototype, powered by a Lima power bogie.

Above
Visiting Southern Pacific Geep No.5686 assembles a train of grain hoppers as two stock cars are loaded.

Below
An unusually heavy train must be expected to merit the FA+FB lashup in the old SOO LIne colour scheme.

Right
The Dakota Lakes Railroad uses a gas-electric railcar to cater for passenger traffic to Pipestem Creek.

Top right
The depot seen from the track side. The station agent acknowledges the approach of the train.

FREEMAN'S
FREIGHT HOUSE
POPESTUM CREEK
WETTLING'S LIVESTOCK DISPATCH
53
DLR

Left
Old F unit, new livery - Burlington Northern No.853 rumbles past Woody's Autos with another load of grain.

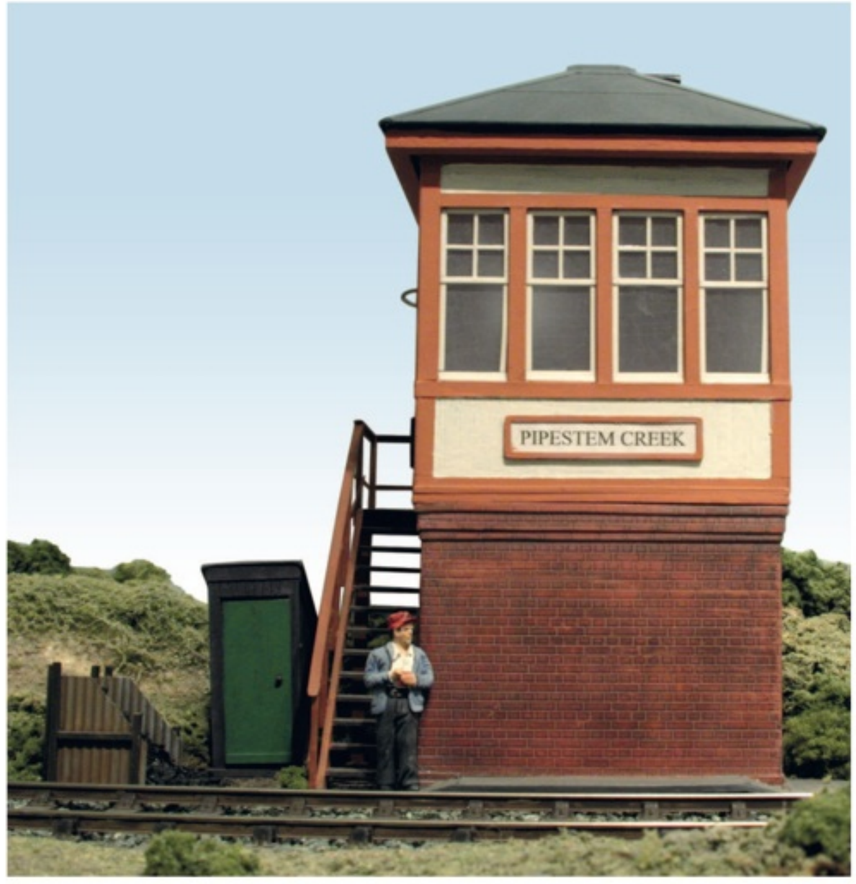
Right
Served by kickback sidings from the yard, both Goodman Grain and Hamps Seed & Feed are quite substantial structures which provide valuable traffic for the line.

Below
The DLRR does not only operate small switchers - aged F unit No.67A arrives from 'the rest of America' with another cut of cars to be sorted and switched around Pipestem Creek.

Below
DLRR switcher No.49 propels a hopper towards the grain silos. The tail end of the train on the overbridge is as much a static scenic feature as the bridge itself.

Conclusion

The layout was largely completed in January 2008 and I am now able just to 'play trains'. I feel that I have largely succeeded in achieving what I set out to do, which was simply to enjoy running the railroad, usually in quite short operating sessions. Reliable slow running is usually possible but, as with any other layout, there are times when, for no apparent reason, the electrical juice refuses to flow. On such occasions, or when I get just a little bored, I go away and leave the layout for a while and turn to other interests. I eventually return refreshed, once more able to enjoy the private passion of railroad modelling.



Left
A quiet moment at the switch tower.

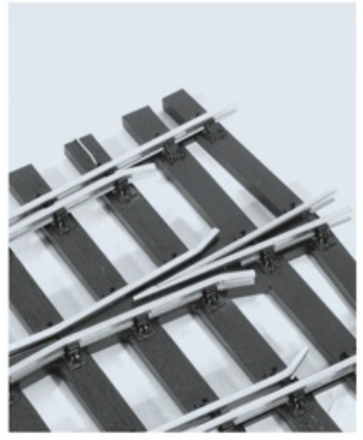
Right
The loading dock at Hamps Seed & Feed.

Below
Goodman Grain is large enough to have its own cars.

Below left
Here too a mirror creates the illusion of more space.

Reviews

Evaluated by our own specialist staff



HO

Swiss Re4/4[I] new from Märklin

The Re4/4 was introduced in 1946, with an hourly rating of 1,855kW (2,488hp) but weight in working order of just 56 tonnes. Capable of 125km/h (78mph), the locos were used mainly for light-weight expresses, regional trains, and push-pull services, consisting of the contemporary light steel coaches. By 1951, fifty had been delivered; from 1957 the first batch were renumbered in the 10001 - 10026 series. Later, the left-hand side doors were sealed, and the windows and louvres in the body side were replaced with forced ventilation grilles. By 1991, the end doors had been sealed and the diaphragms removed. They were withdrawn from the end of 1998, but seven survive - class leader 10001 is part of the SBB historic fleet, three are with the Mittelthurgaubahn, and three are in Germany.

The new model has a body shell which represents the second construction batch, with modified windows and grilles, and without resistance braking and end doors with gangway fall plates, as running in about 1988 but still in the green livery with silver roof.

The finish is excellent, with the main colour evenly applied, and sharply printed markings.

Grilles and windows are set into the metal body, with handrails added round the nose and beside the remaining cab doors. The cabs have detailed interiors (but no driver). Windscreen wipers are moulded in place and neatly picked out in silver.

On the roof, the cabling, insulators, main switch, and access walkways are separately added parts.

The pantographs are suitably fine, and lightly sprung. They can be used for current collection from the overhead, with a selector link on the printed circuit board within. The body is retained by two screws adjacent to the air reservoirs.

The end beams carry buffers with one flat and one rounded head, as per prototype, and finely moulded plastic brake hoses are supplied for the modeller to install. The working model couplings are in NEM pockets flexibly mounted on the bogies.

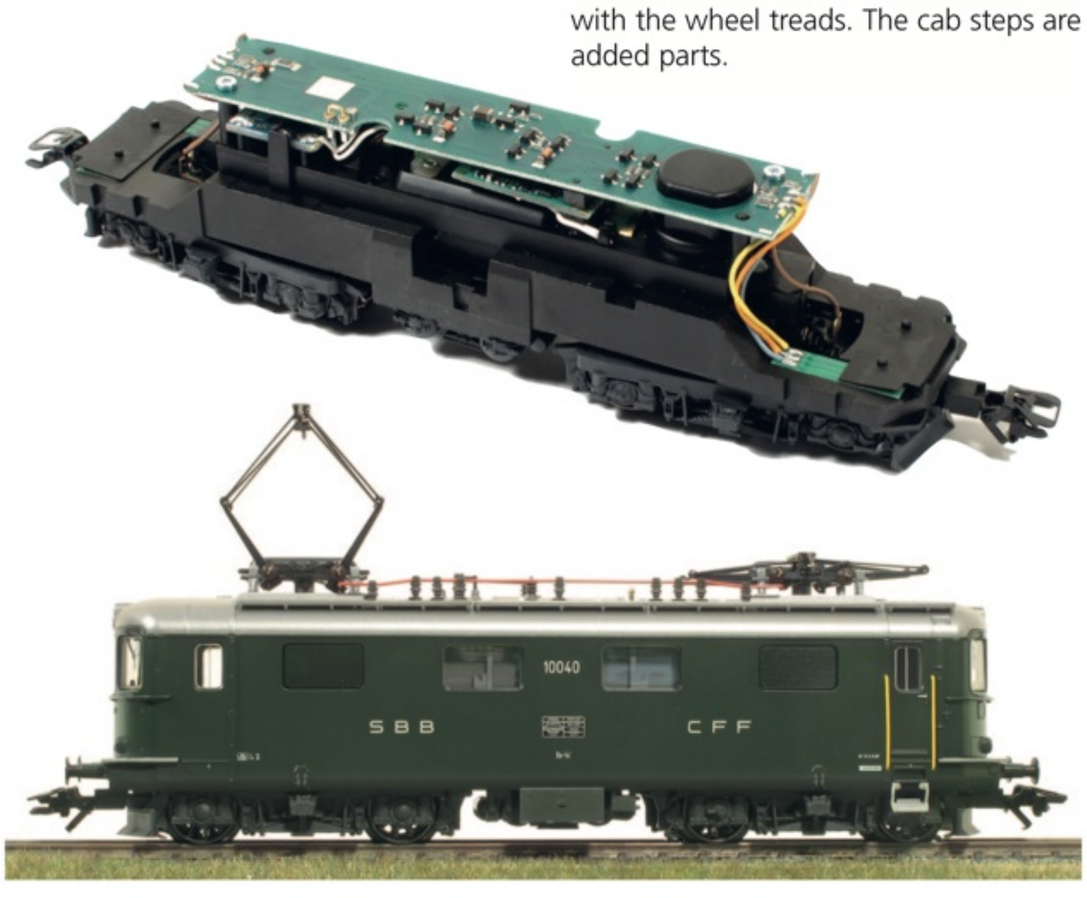
The bogies are well detailed, moulded in deep relief with suspension components, and the brake shoes are in line with the wheel treads. The cab steps are added parts.

The heavy metal chassis houses the remarkably small centrally mounted compact motor with flywheel driving all four axles through cardan shafts and combined brass and plastic reduction gearing on the bogies. There are two traction tyres, one on an inner wheel of each bogie.

The model has the mfx decoder factory-fitted, with basic sound effects such as the whistle and a station announcement, depending on the controller used. As usual, the maximum speed, acceleration, and braking can be set. The lights are controlled by F0, the inertia on/off (for shunting) by F4.

The loco also has working directional lights, in proper Swiss 3+1 style, using maintenance-free miniature warm-white LEDs, plus cab interior lights, all separately switchable in digital mode.

There is a parallel Trix DC version (ref.22244).



Manufactured by

Gebr.Märklin & Cie. GmbH,
Stuttgarter Straße 55-57,
D-73033, Göppingen, Germany.

DISTRIBUTED BY
The Hobby Company,
Garforth Place, Knowlhill,
Milton Keynes, MK5 8PG.

PRICE ref.37044 Euros 299.95.

G Harz ‘Red Camel’ diesel new from Piko

In the early 1980s, the Deutsche Reichsbahn was looking to replace the worn-out and uneconomic steam locos on the metre gauge Harz network with diesel traction. To keep costs down, and avoid imports, it was decided to convert spare BR110 standard gauge B-B machines. As there were two cardan shafts linking the main hydraulic torque converter to the final drive gearboxes on the bogies, it was a relatively simple matter to substitute metre gauge bogies, although these had to have six rather than four wheels in order to keep within the permitted axle loading. The metre gauge conversions sat slightly higher than the originals, and this raised centre of gravity was to cause stability problems on the tighter curves. The metre gauge conversions were classified 199.8. The first was delivered for testing in November 1988. With a power rating of 900kW, the type was rated to haul 140 tonnes, later increased to 200 tonnes. Maximum speed is 50km/h.

But for the political change and reunification, regular steam would now be no more on the Harz: it had been planned to convert thirty machines, but in the event only ten were actually done. In 1993, they were part of the total stock transferred to the Harzer Schmalspurbahnen (HSB).

In 1998, three (861, 872, and 874) were modernised by AdTranz and fitted with radio control for shunting. They also have buffers and drawgear so they can haul standard gauge stock on transporter bogies, for such freights as might be operated and for works trains. Three more are stored. The other four were sold and refurbished for further use on standard gauge.

The dual gauge possibilities make the 110/199.8 an ideal candidate for a large scale model from Piko, and at 543mm long it certainly makes an impression. (The prototype is 13,560mm long, 3,100mm wide, and 4,355mm tall; this suggests a scale of about 1:25.)

The moulded plastic body shell reproduces the panels and grilles of the original, with added parts such as the sunshades, windscreen wipers, air filter, and shunter’s grabs (quite fragile), plus bonnet and cab door handrails. The cab has interior detail, and a driver figure.

The bogie side frames are very well detailed in deep relief.

The finish is generally good, with clear markings and even colours; the edges of the white band are not perfectly defined over some moulded features.

The headlights work, by means of LEDs, and are directionally controlled.

The model has a socket for a digital decoder, which can be augmented with a sound unit; a location for the loudspeaker is provided in the fuel tank moulding.

The model runs on 24 volts, and has two motors, one within each bogie, protected from moisture. Only the outer axles on each bogie are powered; the centre wheelset has some side play.

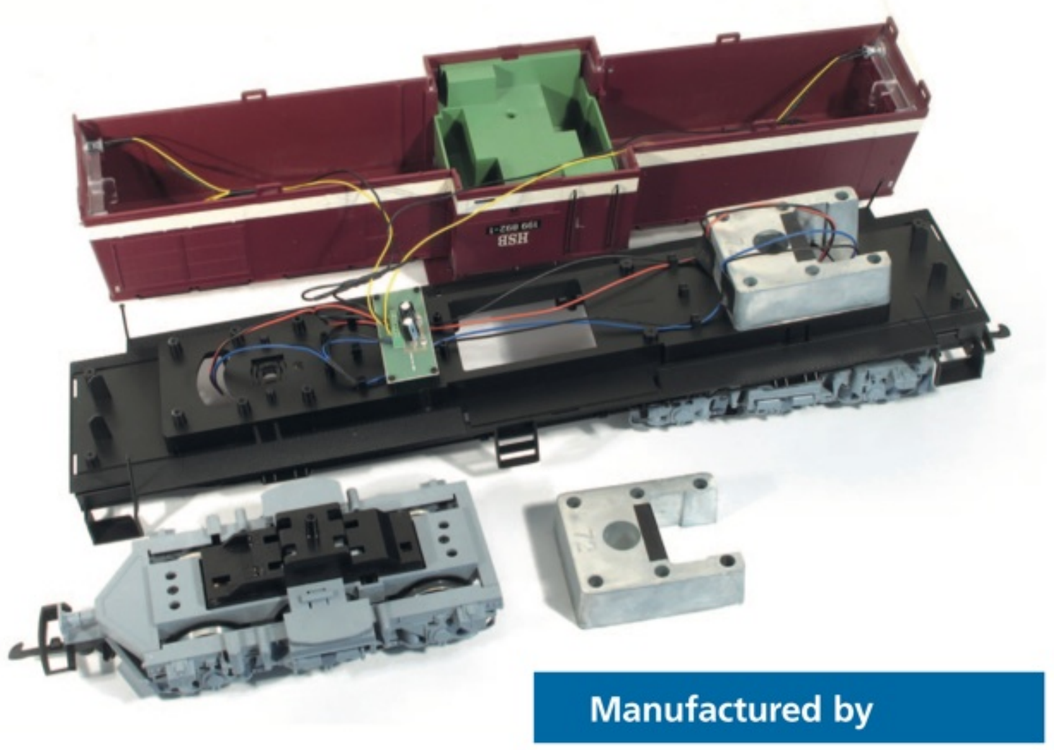
The wheels have bright tyres for optimum contact. Four extra sprung track contact pickup shoes are fitted.

There are are traction tyres on one wheel of each bogie, and as the loco is weighted to c.3.5kg, hauling capacity should be good. The massive model runs well straight from the box, but 30 minutes operation in each direction is recommended as running in.

The minimum radius is 600mm.

Standard large scale model couplers are flexibly mounted on the bogies under the metre gauge central buffer.

Instructions in four languages, illustrated with ‘exploded’ drawings, are provided.



Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.co.uk

PRICE ref.37540 £295.00.

HO

German ‘exchange’ wagons new from Liliput

Liliput has recently released the new models of the so-called ‘exchange’ four-wheel wagons announced at the Nürnberg trade fair earlier this year.

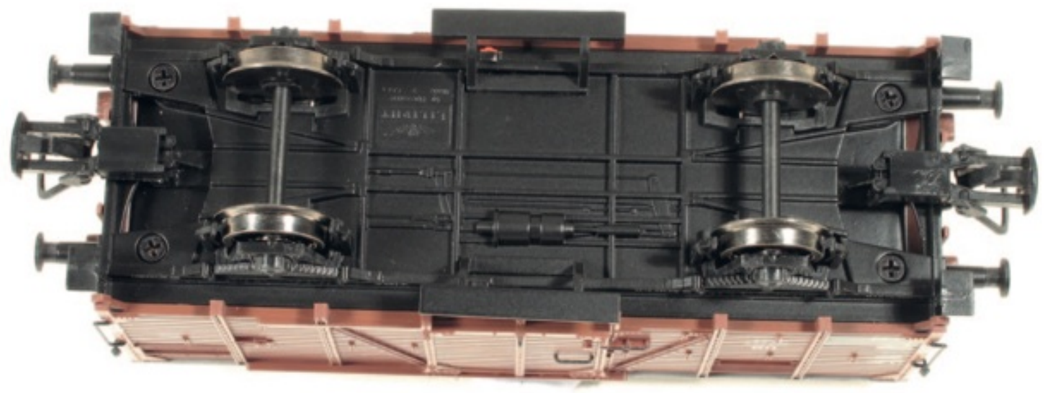
Such vehicles were developed after 1910 using common components to facilitate maintenance and improve inter-operability between the various German state systems, and the process was accelerated after the formation of the Deutsche Reichsbahn Gesellschaft in the 1920s.

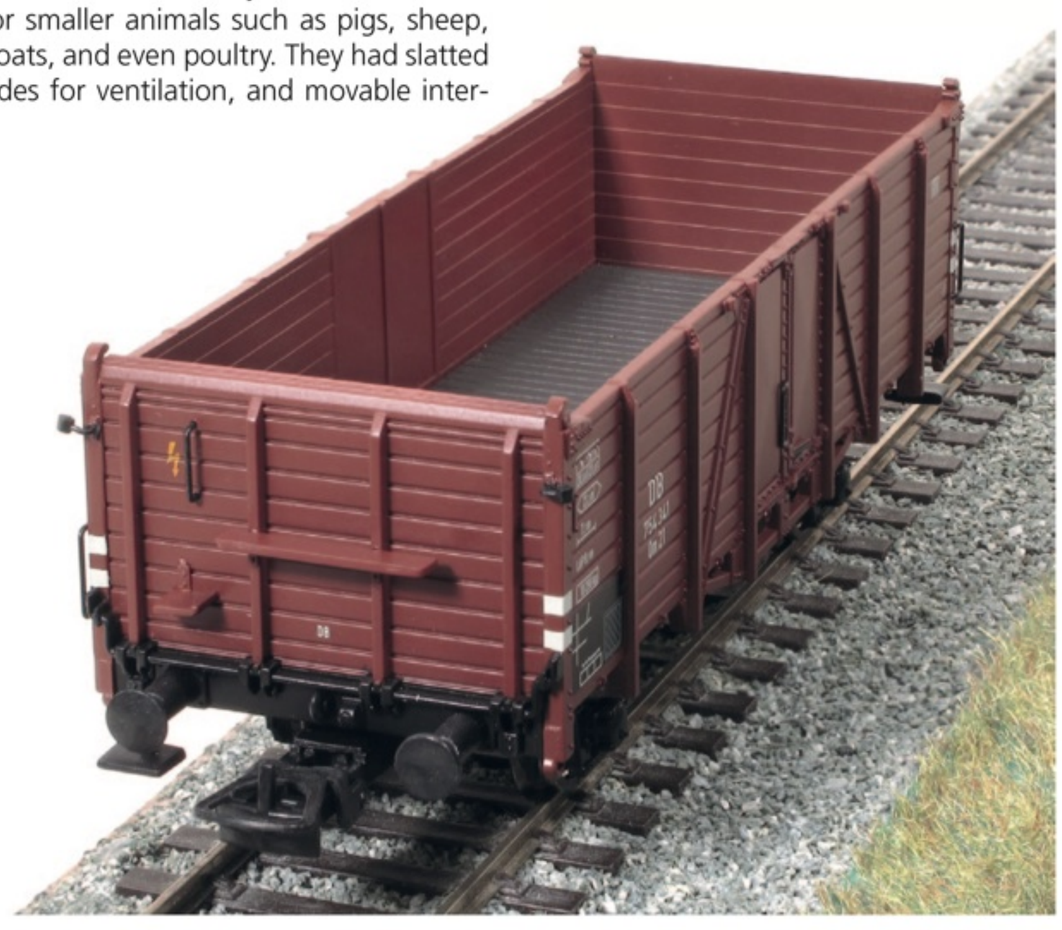
The range encompasses the type Om Königsberg, later type Om21, open wagon; the type Gr Kassel, later type Gr20, van; and the type V Altona, later type V23, livestock wagon, all using a common 4.5m wheelbase underframe.

The type Om Königsberg open wagon was introduced in 1927 and by 1934 over 15,000 had been built, in three versions - with brake cabin, with brake platform, and piped. Examples remained in use until Epoch IV.

The type Gr Kassel van was introduced in 1928 as development of the already numerous type G, characterised by the high roof. In the 1950s and 1960s many were rebuilt or adapted for use in service stock. The last were withdrawn in the late 1970s.

The type V Altona livestock wagon was intended not only for cattle but also for smaller animals such as pigs, sheep, goats, and even poultry. They had slatted sides for ventilation, and movable intermediate floors and internal partitions, permitting mixed loads. They were withdrawn in the 1960s, with some parts reused in the construction of the new type Vlmms 63.





The brake release valves are neatly picked out in red on a white ground.

The wagons have good planking (inside as well as out in the case of the opens), channel strapping, reinforcing plates, and rivet detail, platform railings in resilient plastic, and handrails and grabs formed from black wire. The corners carry very fine lamp brackets.

The livestock wagons have the interior floor and partitions. Unfortunately the roof is glued on, so installing a load is not so easy.

The underside has the main frame and brake equipment moulded in low relief; the brake cylinder should project far enough to be visible from the side.

The axleboxes and leaf springs are nicely represented; the brake shoes are in line with the wheel treads.

The blackened metal disc wheels run on pinpoint metal axles, with insulating bushes both sides.

Regular couplers are fitted in NEM pockets on close-coupling mounts.

In short, nicely detailed vehicles which represent very good value.

The new models are offered in three finishes initially: in Deutsche Reichsbahn Gesellschaft Epoch II form, with brake cabins; in Deutsche Bundesbahn Epoch III form, with and without brake platforms; and with ÖBB Epoch III markings.

All markings are clearly printed, with the next overhaul due dates correctly in red. Even the lettering which is hardly visible behind the truss rod on the open wagons has not been omitted.

Attention to detail extends to the fact that the DRG opens have the inside of the sides painted grey as well as the floor, whereas only the floor is grey on the DB examples.

Manufactured for

Bachmann Europe plc,
Moat Way, Barwell,
Leicestershire, LE9 8EY.
www.bachmann.co.uk

ref.L235012 Om21 open £14.95.
ref.L235025 Om21 open
with brake platform £15.60.
ref.L235082 Gr20 van £17.20.
ref.L235102 V23 stock £18.95.

HO

Electric and diesel locos new in 'Railion' livery by Piko

Piko has recently released two further items in the new 'Expert' series, the BR185.2 Bo-Bo electric and the MaK G1206 B-B diesel; both our samples are decorated for the DBAG/NS joint subsidiary 'Railion' with Epoch VI markings.

In each case the finish is excellent, with the main colour even and markings clearly printed.

The 185.2 has an accurate body shell, with modified cabs for crash protection, with the typically sparse detail on the roof (cabling, insulators, and main switch). There is a driver figure in one end, the glazing is flush, with frames neatly painted black.

Added details include windscreen wipers, handrails, and cabs steps on the bogies. Buffer beam detail (brake hoses, electrical connectors, and dummy scale couplers) is either fitted or provided as accessories.

The underframe and the bogie sides are also nicely detailed, while the wheel centres have simulated brake discs.

The mechanism uses a central flywheel-fitted motor in a heavy cast metal frame with shaft drive to a worm and reduction gears on each bogie. There is pickup from all wheels, and two traction tyres are fitted. With the substantial weight of the loco, the result is a model that runs smoothly and hauls well. It moves off at just over 1 volt and needs only 7 volts for a scale maximum speed (140km/h). On a full 12 volts, it achieves 200km/h.

The model has working directionally controlled head and tail lights. On the printed circuit board within there is an eight-pin socket for a digital decoder and space for the device, along with a loudspeaker if required.

The type DSA 200 single arm pantographs are sprung but not wired for current collection. The contact strips are somewhat wide, no doubt sensibly in recognition of sharp model curves.

The couplings are fitted in NEM pockets flexibly mounted on the bogies.

The MaK G1206 diesel, a former NS class 6400 now in 'Railion' traffic red, is equally well specified, except that fitting a loudspeaker could be more of a challenge under the low bonnets.

Manufactured by

Piko Spielwaren GmbH,
Lutherstraße 30,
D-96515 Sonneberg, Germany.
www.piko.de

DISTRIBUTED BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.co.uk

PRICES
185.2 ref.59540 £84.00.
G1206 ref.59482 £91.00.

N

‘Kinked’ bogie tank wagons new from Fleischmann

Brand new from Fleischmann is one of the highlights of this year’s new items programme, and one of the few examples of new tooling, in the shape of the type Zacens kinked bogie tank wagon used for mineral oils. The dropped centre design allows the contents to be completely drained more efficiently. The 70m³ capacity tank is insulated, with heating equipment, and the wagon is mounted on type Y25 bogies, rated to run at 100km/h loaded and 125km/h empty.

The tank is fitted with a top walkway and railings finely moulded in black plastic. The access ladder and end platform railings are equally fine. The open frame projects carrying the buffers and shunters’ steps, and is detailed underneath with moulded brake gear and discharge pipes.

Standard couplers are fitted at either end, on close-coupling mounts ‘steered’ by the bogies.

The bogies have very well detailed side frames, and brake shoes in line with the wheel treads. They run on blackened metal wheels on metal pinpoint axles, insulated one side by centre bushes.

The model is being released in packs of three in a number of different liveries appropriate for Epoch V, including private owners (ref.846001, *illustrated*) and a set registered with ÖBB, used by ‘OMYA’, with different running numbers (ref.846003). The markings are very neatly printed.

Manufactured by

Gebr.Fleischmann,
Postfach 910148,
D-90259 Nürnberg, Germany.
www.fleischmann.de

UK SALES AGENT
John Hills,
Fleischmann UK
Marketing & Distribution,
Riverside Studio,
40, Brook Lane, Ferring,
West Sussex, BN12 5JD.
www.fleischmann.co.uk

PRICE ref.846001 Euros 75.00.

N

Old tank wagon in Spanish guise under Arnold label

In contrast to the above, Arnold has recently released a new version of the standard four-wheel tank wagon with brake cabin registered with RENFE and bearing the branding of the ‘Repsol’ company, still a major fuel supplier in Spain. The markings are neatly printed.

Vehicles of this vintage remained in service in Spain well after they had been superseded in other parts of Europe.

The tank is of three-ring rivetted construction, and nicely detailed.

The access ladders and top railings are formed from blackened metal pressings.

The model runs freely on blackened metal disc wheels, and standard couplers are fitted.

Manufactured for

Hornby España S.A.,
Federico Chueca, s/n,
E-28806 Alcalá de Henares,
Spain.

DISTRIBUTED BY
OnTracks, Unit 2,
Pontrilas Business Park,
Pontrilas, Hereford, HR2 0AZ.
www.hornbyinternational.co.uk

PRICE ref.HN6112 £19.99.

N Vans with digitally-controlled doors new from Fleischmann

Also new from Fleischmann is another of the highlights of this year's new items programme - a lightweight permanently-coupled pair of long-wheelbase vans, one with brake house, for fast small goods service.

The models have nicely detailed and neatly finished body shells, as might be expected, but also offer a working feature made possible by digital control: the doors can be opened and closed, and the interior lights switched on and off, separately in each vehicle if required, using the function controls on a suitable digital controller, for example the multiMAUS. It is also possible to address the four doors individually. The speed of the doors and the brightness of the lights can be programmed, though most modellers will find both aspects quite acceptable as supplied.

With the doors open, there is a clear view through the vehicle. The electronics are cleverly concealed in the roof.

The decoder will work with either DCC or Selectrix systems. Under analogue control, the lights work but the doors cannot be opened.

Footsteps are formed integrally with the underframe, which also has the brake gear moulded in low relief as part of the detailed floor. Brake shoes are in line with the treads of the blackened metal disc wheels. The axles are split, and pickup is assured by means of fine wire wipers behind all eight wheels.

The model rolls freely, and comes fitted with standard couplers in pockets on close-coupling mounts.

Full instructions (in German) are provided; an English translation should be downloadable from the website.

Our sample depicts vans registered with the ÖBB, carrying Epoch III markings. The lettering is very neatly printed on the van body and the solebars. German versions (DRG, DR, and DB) were to be offered only in sets along with a BR38 loco but we understand they will now be available in twin packs.

Manufactured by

Gebr.Fleischmann,
Postfach 910148,
D-90259, Nürnberg, Germany.
www.fleischmann.de

UK SALES AGENT
John Hills, Fleischmann UK
Marketing & Distribution,
Riverside Studio, 40, Brook Lane,
Ferring, West Sussex, BN12 5JD.
www.fleischmann.co.uk

PRICE ref.830681 Euros 169.00.

N Klv53 track maintenance railcar from Hobbytrain

Recently released under the brand name of Hobbytrain is a DB type Klv53 *Rottenkraftwagen* or track maintenance railcar, with trailer. The railcar is equipped with a small hydraulic crane. These vehicles were developed by DB and the manufacturer Schöma from earlier designs, and between 1966 and 1981 no fewer than 840 were built by various companies for the DB. Although superseded from 1996 by the GAF100, some are still in service.

The model is well detailed - the horn and exhausts are separately added parts, and the glazed cab even has interior fittings. The crane arms can be moved.

Some small parts are supplied for the modeller to fit - brake wheels (not open spokes), an alternative extended upper arm for the crane arm, and support jacks, all in yellow plastic, plus lamps in black plastic, with lenses painted silver.

The markings are sharply printed. This version is noted as being for Epoch V.

The two vehicles are permanently coupled and wired together. The mechanism is in the long wheelbase trailer, concealed by a 'generator' casing. The motor drives both axles of the trailer through single-stage worms and gears, with current collected from all wheels of the railcar. Operation is smooth and quiet, with good control across the speed range, though the maximum possible is rather faster than the prototype 70km/h due to the limited gear reduction. Running in of half-an-hour in each direction at three-quarter power is recommended.

The printed circuit board has a socket for a digital decoder, and a Kühn N205 is recommended. Installation instructions (only in German) are included.

A standard coupler is fitted to the rear of the trailer.

A very neat little model.

Manufactured for

Lemke Collection,
D - 42781 Haan, Germany.
www.lemkecollection.de

DISTRIBUTED BY
Gaugemaster Controls,
Gaugemaster House,
Ford Road,
Arundel,
West Sussex, BN18 0BN.
www.gaugemaster.co.uk

PRICE ref.H23551 £135.00

S

New passenger train packs by American Trains

American Trains is offering models of the GM-EMD E8 diesel and Budd steel passenger cars in new liveries; we illustrate the Southern Pacific 'Daylight' version,. Also available are the Missouri Pacific *Colorado Eagle* and the Missouri Kansas & Texas (MKT) *Texas Special*.

The models are being sold in sets consisting of two E8A locomotives, four passenger cars (RPO/baggage, sitting car, diner, and observation car) and an oval of track with 27" radius curves and four 12" straights.

Three further passenger cars are offered separately to extend the trains.

The E8s can be obtained separately, either individually or in A+A pairs.

All are available with either scale wheelsets for DC, or hi-rail wheels for either DC or AC. (The sets do not include the power unit/controller.)

Samples supplied by

Belfast Caboose,
c/o Mountain Train,
49, High Street,
Holywood,
Co.Down, BT18 0LD,
Northern Ireland.

PRICE - set £779.00.
Additional cars - £80.00 each.

On30

Ore hopper new from Prairie Locomotive Works

Prairie Locomotive Works is a new concern which has begun operations not with a loco, as the name might suggest, but with a new model representing a wooden ore hopper car of substantial and robust construction.

It represents a Wells and French 15 ton bottom dump wooden ore car, a standard catalogue design from this famous Chicago-based builder of rolling stock. Examples were used by the Quincy & Torch Lake, with similar cars found on the East Broad Top and across the C&NW narrow gauge system - anywhere there was ore, stone, or coal to be moved.

The model is based on surviving cars of the Q&TL in Hancock, Michigan. Cars of this type were not restricted to the Keweenaw, and could be found all over in any ore or coal service.

The model depicts a car with ratcheting door releases but without air brakes. The coupled length of 24' was designed to line up with the standard hatch spacing still in use on Great Lakes freighters. It certainly captures the look of a typically rugged vehicle built to withstand harsh conditions. It measures a scale 22' long over headstocks and is 7' wide. The hopper body stands 4' above the frame, and c.7' above rail level, so the car should pass under low loading chutes.

The model is injection moulded plastic, made in China, with a good level of detail: wood grain effect on most visible surfaces, a planked slope sheet interior, and basic bolts on the end beams and bolster ends. Handrails, grab irons, stirrup steps, hopper door control wheels, and truss rods are added black plastic parts. The brake column is blackened wire, topped with a black plastic curved-spoke handwheel.

The archbar truck side frames are moulded in black plastic; they have plain bearings and are fully sprung. The blackened metal RP25 profile disc wheels are by Kadee® Quality Products and have cast ribs on the inner face. The trucks are attached to the bolsters with self-tapping crosshead screws. The car rolls freely.

The car is fitted with body-mounted working Kadee® metal knuckle HO scale couplers in standard draft gear boxes. mounted on a shim which allows easy conversion to the On3 coupler height if desired.

The model comes without markings; it would seem to be an ideal candidate for sympathetic weathering, according to the load carried.

The car is supplied in a card box, simply wrapped in bubble-wrap: perfectly adequate protection and a welcome respite from over-elaborate blister packs and sleeves.

A useful alternative to run in industrial service with Shays and Climaxes, Porters and Davenports.

Manufactured for

Prairie Locomotive Works,
10415 East St. Rd. 23, Walkerton,
Indiana 46574, U.S.A.
www.prairielocoworks.com

SAMPLE SUPPLIED BY
EDM Models,
19, Briar Avenue, Acomb, York,
YO26 5BX.
www.ngtrains.com

PRICE £34.50 + post & packing.

N Latest American rolling stock from Micro-Trains®

The latest version of the Pullman 12-1 heavyweight sleeper running on six-wheel passenger trucks represents a car owned by Santa Fe, with the 'Pullman' name displayed across the top and car name *Red Oak* on the body side (ref.142 00 040, US$22.70).

Other recent freight car releases are all new identities for existing models.

The 40' standard box car with plug door and no roofwalk appears as Canadian National road number CN 291147 (ref.074 00 150, US$20.75), as usual lettered in English on one side and French the other.

The car was built in December 1962 by Dominion Steel and Coal, re-built in December 1968, and runs on Bettendorf trucks. The 291099 - 291396 series was insulated and heated by one underslung alcohol-fuelled heater. Cars in this series had the roofwalks removed and movable aluminium bulkheads installed for increased load protection.

The 50' steel side fifteen-panel gondola with fixed ends gains two new CSX Transportation road numbers, CSXT 704698 and 704786, carrying light building material loads (refs.105 00 536 and 537 respectively, each US$22.35).

They run on black Barber roller bearing trucks.

The loads are finely detailed and realistically painted resin castings which fit snugly into the car but can be removed.

The AAR designation for these cars is GBSR. GB is defined as 'an open top car, having fixed sides, fixed or drop ends, and solid bottom, suitable for (steel) mill trade.' The addition of the letter S means the cars are equipped with permanent racks for stowing parts or equipped (or modified) to permit loading of a particular commodity. The final letter R indicates a gondola equipped with removable roof or covers for the protection of the load.

The 50' standard box car with plug door and no roofwalk represents St.Louis-San Francisco Railway road number SL-SF 15535 (ref.038 00 480, US$19.75). It was built in March 1969 by Chicago Freight Car as a 40' car, and re-built to a 50' car the same year. It runs on black Barber roller bearing trucks.

St. Louis-San Francisco Railway leased 75 of these rebuilt box cars, giving them a blue paint scheme without the usual exclamation mark on the end of the slogan. The cars were equipped with Evans DF-2 belt rails.

The 40' hi-cube box car with single door is offered as Illinois Central road number IC 15474 (ref.101 00 100, US$25.30). It runs on black roller bearing trucks. The doors can be opened.

These tall cars were specifically designed for use in large appliance service and were assigned to specific companies - Whirlpool, Admiral, Philco, etc. The mini hi-cube phase was short-lived, and quickly overshadowed by longer cars.

Erie Lackawanna road number EL 5029 is the new identity for the 51' rib side mechanical reefer (ref.070 00 020, US$25.70).

Built in December 1967, this car was one of twenty mechanical refrigerators (classified RPL by the AAR) delivered to the EL without roofwalks; it runs on black Barber roller bearing trucks.

The Erie Railroad and the Delaware, Lackawanna & Western Railroad were merged on 17th October 1960. The new Erie-Lackawanna adopted the rectangular Lackawanna logo and added the Erie diamond - the result was an encircled broken E within a diamond.

The 50' flat car with fishbelly side and side mount brake wheel is reprinted in Northern Pacific black as road number NP 62720, and comes with a load of large steel pipes (ref.045 00 250, US$17.10). Wooden bolsters are provided to bear the load, and the finely moulded side stakes supplied as standard will need to be fitted.

This car was built in December 1967 using components from General Steel Industries (GSI); it runs on black roller bearing trucks. The hallmark of these GSI flats was the massive one-piece cast steel underframe. The car is equipped with 10" Freight Master end-of-car (EOC) cushioning, which is proclaimed in the 'CUSHION UNDERFRAME' lettering. Keeping loads such as pipes and lumber from shifting in transit was always a railroad goal, as it cost time and money to send a flat car with a shifted load to a track with an overhead crane to set the load right, so the cushioned underframe made good economic sense, even on a humble flat car.

Also reprinted is Pennsylvania Railway 100-ton three-bay open hopper as road number PRR 180154, with coal load (ref.108 00 040, US$20.45).

Class H43 by the railroad, with a capacity of 3,418 cu.ft., it was built in March 1964 and runs on Barber roller bearing trucks. The large yellow circle indicates a car built for unit train operation. The moulded coal load is nicely formed, and though it fits tightly it can be removed to reveal the interior detailed with slope sheets.

The standard of finish and the clarity of the markings on all these models is excellent, as usual.

Where appropriate, there are finely moulded brake wheels and stirrup steps. Brake equipment is usually added to the underframe, and (unless noted otherwise) the couplers are on the trucks.

Manufactured by

Micro-Trains Line Co.,
351, Rogue River Parkway,
P.O.Box 1200, Talent, Oregon
97450-1200, U.S.A.
www.micro-trains.com

PRICES in text.

Left
New DBAG overhead maintenance railcar 711 201 passing through Köln West on 18th November 2010.
Photo: Graham Lightfoot.

Below right
Waldeisenbahn Muskau 0-8-0T 99 3314 (Henschel 15226 of 1917) undergoing a major overhaul in Meiningen works on 26th February 1991.
Photo: Alan Pike.

Modellbahn-Kurier 34 Digital 2011

Edited by Ralph Zinngrebe
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de

280mm x 210mm	*92pp*
Softback	*Euros 11.50*
German text	*ref.1734*

This edition of the modelling quarterly from *Eisenbahn Kurier*, dated for the fourth quarter of 2010, is concerned with developments in digital control.

Following a survey of recently-released digital products, there are articles of different lengths (between one and ten pages) from several contributors.

Specifically, the topics are: consideration of which booster may be suitable for a given layout; the new Intellibox 2 from Uhlenbrock; the latest software update (1.4) for the Märklin Central Station; a new multi-protocol digital system from MTTM, compatible with most existing handsets; the new LokPilot V4.0 loco decoder from ESU, an unexpected new product; the DB-4 booster from Littfinski (LDT); the µCon-System intelligent booster; the QDecoder, offering intelligent signal control; the TT-DEC turntable decoder from LDT; the CC socket - an interface for the Märklin Mobile Station 2; using a mobile phone as a wireless remote control for a digital system; the CAN-bus and the programming language used by the Märklin Central Station 2; using Win-Digipet - the basics of layout control with a PC; a short introduction to iTrain (a control programme for Windows, Mac, and Linux); and a review of the EEP7 railway simulation programme.

On a practical level there is advice on fitting decoders to N scale locos, and an account of a conversion of a Fleischmann 'Magic Train' Oe diesel with a replacement SB Modellbau drive, digital decoder, and sound. The contents are rounded off with a description of the large digitally controlled loco shed layout of the Modellbahnfreunde Maifeld.

The presentation is straightforward, with restrained use of coloured headings and backgrounds.

The photographs are all in colour, and well reproduced on good quality paper. Naturally the work involves a high proportion of product illustrations, screen shots, schematic and circuit diagrams, and simulated views.

As might be surmised from the summary of the contents, the technical nature of much of the material means that reasonable German would be necessary to get the full benefit.

There are thirteen pages of advertisements, for other EK publications and relevant suppliers.

The magazine comes with a DVD which contains many articles from EK magazine and the complete contents of previous digital specials. There are links to all the manufacturers mentioned, and various programmes for track planning and layout control, either as demo versions, or free- and share-ware, plus a selection of video clips.

All told, a good value package for the digitally inclined though not really aimed at the beginner.

DB Lokomotiven und Triebwagen 2010
EK-Aspekte 30

Edited by Thomas Frister
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de

280mm x 210mm	*76pp*
Softback	*Euros 9.80*
German text	*ref.1909*

The latest edition of the 'Aspects' series, dated for the third quarter of 2010, once again offers an annual analysis of the allocation of all DBAG locomotives and railcars, electric and diesel, as at 1st July 2010.

After an introductory four-page essay which looks back at significant railway events and technical developments of the previous year, the major part of the publication is simply a listing, class by class, of all units with their present allocation. Machines allocated to DB subsidiary companies and operational historic locos are also listed, along with nominally withdrawn units still in use with specialist departments and now classified as 'plant'. There are interesting summaries of classes withdrawn from certain depots, or newly allocated to others.

Apart from this factual information, which will no doubt interest future historians as well as present enthusiasts wishing to work out where to find specific types, the other major value of the work, particularly for modellers of the modern German scene, is the accompanying collection of contemporary illustrations, taken within the last eighteen months, the latest as recent as June 2010. All are in colour, well reproduced on good quality glossy paper. The photos are presented large, taking half a page, which allows detail to be examined. The majority of the views show trains in context, from industrial settings to scenic landscapes, all over the country.

The work is only concerned with DB stock and does not include private operators, so while it is a comprehensive guide to current DB motive power, it is not a complete handbook for anything you might see - or might want to try and see - on German rails.

No technical details of the classes are included.

The factual nature of the data and the strong pictorial content make this worthwhile even for those who read little German.

The book includes nine pages of advertisements for other EK publications.

Muskauer- und Kromlauer Park - Die Waldeisenbahn Muskau
Dampfbahn Magazin Spezial 7

Edited by Helge Scholz
SSB Medien, SOEGmbH,
Bahnhofstraße 41, D-02763 Zittau, Germany.
www.ssb-medien.de

297mm x 210mm	*60pp*
Softback	*Euros 4.90*
ISSN 1866-2374	*German text*

This special issue of *Dampfbahn*, the magazine dedicated to steam railways in the German state of Saxony, is concerned with one of the less well-known narrow gauge lines in the area, the 600mm gauge Waldeisenbahn Muskau. It is the remnant of an extensive network centred on Weißwasser, between the Spree and the Neiße, the present border with Poland, which was developed to serve industrial and agricultural interests, to promote economic growth. The first section opened in 1895 and the network reached a peak of 85km. Although in decline from the 1960s, inadequate road transport meant that sections remained in use until 1991 when the remaining industries served succumbed after the political change. Fortunately, by this time a preservation group had been formed and parts of the network have since been re-opened.

After an introduction to the area, the special provides a summary of the historical background, an interesting explanation of the geology of the landscape, a description of the routes, the story of the railway's preservation, the stock in use, and a survey of nearby features and attractions.

SSB Medien is keen to promote the state of Saxony through its railways, and it is significant that the title puts the area before the railway. There is material extolling the virtues of the countryside, the cultural, entertainment, and accommodation facilities, recreational activities, etc.. It all helps to set the railway in its modern context, showing it as a tourist attraction which appeals to general visitors as well as enthusiasts who appreciate its heritage value.

The special is well illustrated with a good collection of photographs, the majority in colour, augmented by some historic black & white pictures, showing both region and railway. The standard of reproduction is excellent throughout, on high quality glossy paper. A consistent house style is maintained: graphic devices and colour are used with restraint; the captions are in yellow on a grey background and (as we have noted before) might usefully have been in slightly larger type. The centre spread has a detailed map of the line, enhanced by historic pictures, though these are reproduced rather small.

Five pages of advertisements complete the contents.

If only for the pictures, this must be considered a bargain, even for those with little German.

The WEM clearly has quite a different character to the other well-known narrow gauge lines in the region, and on this evidence should be worth investigation.

As well as the four regular issues of *Dampfbahn*, it is possible to subscribe to the specials in advance at a useful saving compared to the individual cover price.

Unvergessene Kleinbahn Wittingen - Oebisfelde

by Klaus-Peter Sebastian
Verlag Ingrid Zeunert,
Postfach 1407, D-38504, Gifhorn, Germany.
240mm x 170mm *128pp*
Hardback *Euros 24.50*
ISBN 978-3-924335-77-9 *German text*

This new book from Zeunert is concerned with an interesting local light railway in north Germany, between Hamburg and Hannover.

The project to create a north - south rail link through the area between Wittingen and Oebisfelde goes back to 1845, as business interests in Hamburg wanted a connection with Berlin via Magdeburg, but the line was not opened until 1909. Despite being a relative latecomer to the railway scene in the area, the line prospered as it was quite cheap to operate and had good connections both with main line railways and other local concerns, often sharing stations. In 1945 it was one of several companies which merged to form the Osthannoversche Eisenbahnen (OHE). Unfortunately the W-Oe ran close to what became the border between east and west, and in fact Oebisfelde was in the east and the line was truncated at Rühen. Nevertheless, it did not close until June 2004.

It is clearly a lost treasure to local enthusiasts, amongst whom must be counted the publisher, based not far from the line, and has not been forgotten, as the title declares.

Other parts of the OHE are still open, and indeed the company is very active as an open access operator in this part of Germany. Many of the diesel locos which were regularly used on the line are still in traffic.

After the historical introduction, the bulk of the book takes the form of a tour along the line inspecting the installations, with twenty schematic track plans. The journey culminates in a photo survey of the typical motive power employed, though there are no stock lists.

The work is supported by 84 black & white and 100 colour photos, all well reproduced on high quality glossy paper, plus maps and diagrams, and scale drawings of some structures. Several facsimile documents and timetables are also reproduced.

Presentation is straightforward, in the usual style for this publisher: many of the pictures occupy two-thirds of the page width alongside a single column of text; others take the full page width. The photos are mostly adjacent to the relevant text; coloured tint backgrounds distinguish the brief but informative captions.

The factual nature of the text and the strong pictorial content mean that even those with only basic German should be able to enjoy this book.

The variety of motive power may make this an inspiration for modelling, while modest installations, a flat landscape, and few trees may also be factors!

The Railways of Jamaica

by Jim Horsford
Locomotives International,
World of Model Railways, Meadow Street,
Mevagissey, St.Austell, Cornwall, PL26 6UL.
282mm x 223mm *168pp*
Hardback *£25.00*
ISBN 978-1-900340-20-5

The first railway in Jamaica opened as early as 1845, with British finance and stock, and was progressively expanded to open up the interior of the island, carrying bananas, sugar, rum, and other produce to the ports. The standard gauge network eventually reached a peak of 185 miles, in 1925, stretching from Kingston to Montego Bay and to Port Antonio, plus branches. American influence was later to infuse the motive power, resulting in an interesting mixture. Despite the provision of some new locos and stock in the 1980s, the railway was in decline and was closed in 1992.

This book covers what became the government-run system, but does not include mineral or agricultural lines.

A look at the geographical situation precedes the historical background, together occupying about a fifth of the book. The remainder is more or less equally divided between a thorough description of the routes and a photo survey of the motive power and rolling stock, mostly without drawings.

The book represents three years of research, and is illustrated with a good selection of photos, black & white and colour, from such noted enthusiasts and early travellers as Charles S.Small, Carl Stratmann, and the recently-deceased Christopher Walker, among others. In fact, the author himself died before the book appeared, although he had seen the proofs.

If the image quality varies somewhat, the pictures are reproduced as well as the originals will allow, and the interest of the subject matter makes them all worth while.

A map of the system is provided with the preface, and a series of maps also shows the gradual expansion (though place names are not included), while there more detailed maps and schematic track layouts in conjunction with the route descriptions.

The work is simply laid out, with considerable use of a green 'spot colour' in some sections for titles and captions, or providing a background tint, sometimes for whole pages; on others, a beige colour is used to differentiate topics.

Author and publisher are to be congratulated for finding as much as they have about this often overlooked island system. Tropical locations and the mixture of stock would make this an interesting subject for modelling.

The price quoted above includes postage in the UK and Europe, and worldwide by surface mail; please add 20% for air mail.

Armstrong Whitworth
A Pioneer of World Diesel Traction

by Brian Webb
Lightmoor Press, in conjunction with
The Railway Correspondence & Travel Society.
144b, Lydney Industrial Estate, Harbour Road,
Lydney, Gloucestershire, GL15 4EJ.
280mm x 215mm *184pp*
Hardback *£19.95*
ISBN 978 1 899889 45 7

Most railway enthusiasts, if asked to define the formative years of diesel-electric traction, would probably name the 1940s and 1950s, and for that reason this well-researched book covers ground that will be completely new for many. In fact, the late author's researches were hampered because it would appear that the diesel traction work of Armstrong Whitworth went completely unnoticed by the contemporary railway enthusiasts of the 1930s, and so much that could have been recorded, and doubtless would have been if the subject had been steam locos, was lost. Fortunately, some former employees of Armstrong Whitworth were able to make available to the author various records which provided a foundation for further research.

The works of Sir W.G.Armstrong Whitworth & Co. were situated at Scotswood on Tyneside. Its founder, later Lord Armstrong, was a pioneer of hydraulic power, and notably turbines, shipbuilding, machine tools, aircraft, airships, motor cars, steam and heavy oil marine engines.

In the matter of diesel traction for railways, the company was well ahead of its time, and indeed a pioneer, with locomotives and railcars built to various gauges not only for the home market but also for export to such places as Argentina, Brazil, Ceylon, India, and the West Indies.

However, most were only built in ones or twos as experience was gained and standard designs evolved, and despite promising results railway production was suspended in 1937 in favour of armament work. If the company had continued with the development of its products and home sales had been much greater, the history of British railways in the latter part of the twentieth century might have been very different.

The text of this authoritative and detailed account was apparently completed in 1979 but did not make it into print, even though the author had other titles to his credit, perhaps because at that time it was thought there was no market for such a publication. Fortunately it remained safely on file, surviving the author's death at the early age of 46 in 1981, and is now presented unaltered, with his original collection of illustrations. It is all a remarkable achievement given the lack of published information and official archive sources for AW, a situation which has not changed significantly since the work was completed.

The book contains many rare photographs of AW locomotives and railcars at home (including Indian railcars being tested on the Leek & Manifold!) and abroad.

Of particular interest to modellers are the many drawings, mostly general arrangements of the type used in the technical journals, helpfully reproduced to either 4mm or 7mm scale. Some show proposed machines which were never built.

Most of the photos are inevitably in black & white. Understandably, the quality of the originals varies, from crisp official works portraits through extracts from advertisements and contemporary railway magazines, more or less retouched, to enthusiasts' snaps on location, but all have been reproduced as well as possible and merit inclusion.

A seven-page colour section, compiled by David Kelso, has been added, depicting surviving (mostly preserved) AW locos and railcars, among them examples in the New Delhi railway museum, in Sri Lanka, on St.Kitts, and elsewhere.

The presentation is straightforward, and appended tables provide principal dimensions and a works list.

Despite its historical and technical subject, the main text reads well and in conjunction with the illustrations results in a volume which is difficult to put down.

Right
North Western Railway 2'6" gauge railcar No.14. This fifteen seat vehicle was built for the Kalka - Simla hill railway in 1934 by Armstrong Whitworth (works no.D39).
It is now displayed at the railway museum in Delhi. February 2003.
Photo: Graham Lightfoot.

Left
PKP Taurus 5 370 008 on the Berlin - Warsaw Express at Berlin Hauptbahnhof on 15th September 2010.
Photo: Benno Wiesmüller.

Below
Preserved lightweight Pacific 03 001 at Radebeul Ost on 21st September 1997.
Photo: Ernst Wolf, courtesy Ian Futers.

Video-Kurier 92

EK Eisenbahn Videothek
c.58mins DVD ref.8092 Euros 19.80

The latest edition of the video magazine from Eisenbahn Kurier is introduced from Nürnberg Gostenhof on the occasion of the event staged there in August 2010 to mark 175 years of railways in Germany.

A major part of the programme (14'30") is devoted to coverage of the 175 year festival at the Bayerische Eisenbahnmuseum (BEM) at Nördlingen in June. Steam specials were run not only on the branch to Feuchtwangen, as usual for the museum workings, but also on the main line to Aalen and Donauwörth. Various locos were involved, including 2-6-2 23 042, 2-10-0 52 8168, 2-8-2 41 1150, Pacific 01 2066 (*sic*), and 4-6-0 38 1301, a Prussian P8 returned from Romania and now operated by the ÖGEG in Austria, but the star of the show was the just restored S3/6 Pacific No.3673, back in Bavarian green. Unfortunately, the weather was wet and dull for most of the time, only improving for the final sequence, featuring a V60 0-6-0 diesel somewhat unusually hauling two VT98 four-wheel railcars. On the plus side, the cold and damp produced good exhaust effects.

In contrast, the weather was fine for the Nürnberg event (8'15"). A wide variety of steam, electric, and diesel locos were on show outdoors, many displayed on the turntable.

The newly refurbished *Der Adler* replica was giving rides, and recently restored 2-10-2T 95 027 from the Rübelandbahn was in action. An interesting indoor exhibition included visiting historic locos (or almost equally historic replicas) from Britain, France, Austria, and Sweden as well as Germany - *Saxonia*, *Rocket*, *Sans Pareil*, *Licaon* and others.

From the first train to one of the latest: we are shown the new BR440 Alstom Coradia Continental electric multiple units, just coming into service around Nürnberg (6'45").

Despite the delivery of new diesels, there is still an important role for the classic BR218. Of the more than 400 built, around 160 are still in service with DBAG and subsidiaries. We see them on passenger and freight services working from one of their last remaining strongholds, Mühldorf in Bavaria (9').

To mark 80 years since their introduction, the next section (10'45") recalls the BR03 light Pacifics. There is some historic black & white film but most of the footage shows various special trips dating from the 1990s. Cottbus-based 03 204 is seen with Polish double-deck coaches. Sadly most of the machines shown are now out of ticket.

The *Bahn News* roundup in this issue (4') offers three short items from the Berlin area: Taurus electrics new to the PKP, Polish railways, deployed on the *Berlin - Warsaw Express*; a BR91 2-6-0T and vintage coaches operating special services on part of the Berlin S-Bahn network; and the open days in September 2010 held to mark 100 years of the Hennigsdorf factory, now owned by Bombardier, with many examples of the electric locos built there on show, and a chance to see the new Talent 2 e.m.u. under construction.

The final *Rückblick* section (3') presents some period DB black & white newsreel film on the theme of 'safety first' - testing collapsible shock-absorbing buffer stops, and the radio masts for communication between control and train.

The modern video material is of broadcast quality, with steady camerawork from well chosen locations. The lineside observations are complemented by some footage on the footplate and from the trains.

The links and commentary are in German (only), clearly delivered at reasonable speed. There is some use of backing music.

The first screen of the DVD offers the options of film start, chapter selection, audio menu (a simple choice of commentary on or off), and contact details, and the option of 4:3 or 16:9 screen formats.

Die Baureihe 03
Die leichte Schnellzuglok

EK Eisenbahn Videothek
c.58mins DVD ref.8237 Euros 19.80

This programme celebrates eighty years of the BR03 light Pacific - the first of this new class was placed in service in 1930. By 1938, 298 machines had been delivered. As a lighter version of the BR01, they were capable of working on less heavily constructed lines.

In the west, the last examples were withdrawn in the early 1970s, but in the east some lasted until 1980, having benefitted from a *reko* programme with replacement boilers.

Coverage begins with footage of the preserved class leader, 03 001, which was in working order until the recent expiry of its boiler ticket. It is seen on various excursions, including a run from Remagen along the Ahr valley. Cottbus-based 03 204 is also seen in action during a Saalfeld - Gera *Plandampf* (10').

We are next taken back to the 1930s, with old black & white official film of the locos being serviced and in use (4'35"); then just a minute or so of stills illustrates the application of streamlining and the effects of the war.

The next chapter (5'30") deals with the eighty machines which passed to the DR after the war, by means of official film, initially black & white then later in colour, showing long, well loaded, trains.

One of the former DR *reko* machines (295) is now preserved at the museum in Nördlingen, and was recently returned to working order; modern video is contrasted with colour film from the 1970s (4'50"). There is also a newsreel (with original commentary) showing 03 001 being serviced and then taking a special train. The section is rounded off with shots of the loco at the Dresden Altstadt festival just before its ticket expired.

Official film and enthusiast footage from the 1970s then documents the use of the class by the DB, with the final allocation of some of the class to the south-west of the country, noting how 131 (now at Neuenmarkt-Wirsberg) came be one of the last survivors (15'50").

The final chapter (13'40") returns to preserved locos - 205 on various excursions in the 1990s; 204 on the Berlin S-Bahn and at a *Plandampf* based around Saalfeld, for the latter hauling a train of vans in rather dull weather, brightened by an interview with the driver; and 295 is seen with *Silberlinge* stock.

The older film, whether black & white or colour, is very clear, while the modern video material is of professional quality. All has been cleverly compiled and moves at a good pace.

The commentary (only in German) is clear and informative, with ample technical and historical background.

The first screen provides film start or a 'chapter menu' for direct access to the seven sections, the choice of 4:3 or 16:9 screen formats, and the option of with or without commentary.

The Eisenbahn Kurier railway video library is published by EK-Verlag, Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de

Into the Feather River Canyon

Union Pacific's Canyon Subdivision

7idea Productions,
118 mins DVD SPV ref D.429 £21.00

The Feather River Canyon was the Western Pacific Railroad's route through the Sierra Nevada Mountains in Northern California. Now operated by Union Pacific, the line starts at Oroville, north of Sacramento, and stretches 135 miles to Portola, near California's eastern border with Nevada. Part way, the famous Keddie Wye forms a junction with BNSF Railway's High Line to the north.

The programme begins at Oroville Yard on the Union Pacific Sacramento subdivision, where a pair of GP40-2s (one still in Rio Grande livery) are seen working the Roseville local. Once this was a major yard with engine facilities and roundhouse but now there are only a few sidings.

North of the town, the line twists and turns to gain height and generally follows state highway 70. Although sometimes a distance away, at one spot the road crosses the line twice within a few hundred yards, giving a good view of one of the sidings, then they meet up to cross Lake Oroville together on a bridge built in 1962, when the line was relocated due to the construction of a new dam. Beyond the bridge, the line immediately enters a tunnel; a head-on shot shows a train of autoracks and double stacks emerging and crossing the bridge. Earlier the land has been reasonably flat but now the line heads across to the Feather River and the terrain changes. The route does not have steep gradients, such as those on the Donner Pass route to the south, but hugging the canyon walls brings a danger of rock slides.

Highway 70 and the railway join up again and at Pulga swap sides of the canyon so that the railway is on the north bank. The views across show some dramatic and colourful rock faces as the trains slowly pass; there is a 25mph maximum track speed along much of the canyon. Later, road and rail cross each other and the canyon a number of times, giving some good vantage points when the light is right.

Traffic through the canyon is mainly double-stacked containers, with some manifests, hauled by modern Union Pacific locomotives from EMD or GE. Frequently these have a single engine front and rear although there is one extreme example of three SD90-43MACs hauling another nine engines and a manifest. BNSF also has trackage rights here so their trains head to or from the High Line at Keddie. Steady rain has increased the danger from falling rocks so highrail pickups, known here as Broncos, are preceding trains along some stretches to check for rock slides.

Further east the line enters Serpentine Canyon, with even more colour in the rock face, although at first this is hardly visible due to the rain; the sound of which, hammering on the camera cover, adds to the atmosphere. At Keddie, a high-level shot shows the BNSF line swinging off to the north on one arm of the Spanish Creek Trestle; the lack of a track guard rail, compared with the UP line across, can be seen.Quincy Junction serves as an interchange with the 2¼ mile long line to the Sierra Pacific Industries timber mill. The mill uses an EMD SW7 switcher, on which the cameraman was given a cab ride. Later, cars from the mill are seen after being picked up by the Portola local, headed by a GP60. Another feature of the line is Williams Loop where the line turns 360° and crosses over itself at an oblique angle. A long train of double stacks is seen running parallel to itself at different levels. Towards Portola another double stack slowly crosses the 1,005' Clio Trestle with a faulty engine on the rear. It just makes it to Portola before the crew runs out of hours.

At Portola, the Western Pacific Railroad Museum is an attraction then the programme ends with a short section following a WP Centennial special from Oroville to Portola headed by preserved UP FEF-3 #844.

The camera crew found some good vantage points, both lineside and above the canyon looking down on the action. Sometimes, however, it appears as though they were not too sure of the best composition as there are a number of short shots taken at slightly different camera settings. An over-use of fades-to-black also results in a segmented feel rather than a flowing narrative. On-screen subtitles show the locations and milepost markers.

This programme is available in the UK through Steam Powered Video, of Upper Harbledown, Canterbury, Kent, CT2 9AX. The price quoted includes UK postage & packing.

Right
Burlington Northern and Western Pacific power combine on a train in the dramatic Feather River Canyon, between Marysville and Keddie, in the mid-1970s.
Photo: Robert G.Watkins, courtesy Benno Wiesmüller.

Below
Western Maryland Scenic Railroad 2-8-0 No.734 crossing C&P bridge number 2 near Mount Savage, Maryland, with a photo freight on 19th October 2010.
Photo: Dan Morris.

734 Photo Freight

Highball Productions
67 mins DVD SPV ref:S163 £21.00

Peter Crook of Highball joined a special freight train charter for photographers on the Western Maryland Scenic Railroad in October 2010.

The train, made up of ten hoppers and gondolas plus caboose #1813, was hauled by ex-Lake Superior & Ishpeming 2-8-0 #734, built by Baldwin in 1916. The engine spent some time at the Illinois Railroad Museum before being bought by the WMSR where it has been modified and painted to resemble a Western Maryland locomotive. To provide accommodation, a pair of passenger cars and the WMSR's ex-Pennsylvania Railroad GP30 #501 were on the rear but these were removed for the run-bys. The freight was an easy load for the 2-8-0 along the sixteen miles of single track (maximum grade 2.8%) from Cumberland to Frostburg, Maryland. The weather was good, with the Fall colours adding to the 'scenic' aspect of the line. The engine crew was determined to make the run as photogenic as possible with lots of steam and smoke and noise. Most of the shots were from lineside although there is a sequence taken from the train looking forward - this also includes the almost obligatory shots looking down at the swaying couplers! There is quite a lot of repetition as the train was stopped frequently and reversed to allow the photographers the best opportunity to get 'just the right shot'. This is well illustrated by a nice shot of the engine entering Brush Tunnel then reversing out, only then to run right through. There are also numerous views of the train rounding Helmstetter's Curve, described as the line's iconic location. Carl Franz, who organized the charter, had been instrumental in assisting the landowner in the aftermath of a serious fire in 2009. For some distance along the route the line is closely paralleled by a pathway, giving good opportunities to view the train, even through the tunnel. At Frostburg the engine is seen being turned on the turntable.

On the second day the order of freight cars was changed and there are some shots of the engine travelling tender-first with the camera just behind the smokebox. There are also shots taken inside the cab, with the fireman shovelling coal, and more by the line around Sunnyside and again at Helmstetter's Curve. At Frostburg, the engine drops ash and is watered by the local Fire Department before returning to Cumberland, where the final shots show the train passing through the restored Western Maryland station.

This programme is available in the UK through Steam Powered Video, of Upper Harbledown, Canterbury, Kent, CT2 9AX. The price quoted includes UK postage & packing.

Exhibition Diary

Dates, events, and information compiled by **Heather Scott**

Please send details for possible inclusion to:

Peco Publications & Publicity Ltd., Beer, Devon, EX12 3NA.
Telephone: 01297 20580 Fax: 01297 20229
E-mail: rm-clubs@btconnect.com

Saturday 8th January

Maidenhead

Organiser: Marlow, Maidenhead & District MRC.
Venue: Cox Green Community Centre, 51, Highfield Lane, Maidenhead, Berkshire, SL6 3AX.
Open: 1000-1700
Admission: adult £4.00, child £2.00, family £10.00.
Amenities: parking, refreshments.
Features: layouts, trade, and societies. Layouts include *A Glimpse of the Algarve* (Portuguese N – CM June 2008) by John Cannons and *13th Street Yard* (US HO) by John Baggaley.
Contact:
tony.floyd@servicegraphics.co.uk

Saturday 15th January

Guildford

Organiser: Astolat Model Railway Circle.
Venue: Methodist Church Hall, Woodbridge Road, Guildford, Surrey, GU1 4RB.
Open: 0930-1700
Admission: adult £3.50, concession £2.50.
Amenities: prior notice of any disabled visitors would be appreciated due to limited access. Refreshments.
Features: 19 layouts from N to G including *Prospect Valley* (US HO – CM January 2010) by Tony Cane and the High Wycombe MRS, and *Champion Falls* (N) by Alan Crooks. Also second-hand stalls, trade stands, and societies.
Contact: Vic Langston
01483 235 387
www.astolatmrc.co.uk

Saturday 15th & Sunday 16th January

St.Albans

Organiser: Chiltern Model Railway Association.
Venue: The Alban Arena, Civic Centre, St.Albans, Hertfordshire, AL1 3LD. In the centre of the city and adjacent to the shopping centre and Saturday market. The Arena is well served by car parks which are free on Sundays.
Trains to the Abbey station from Watford Junction on the Premier Line - London (Euston) and all points north. Trains to the City station from Brighton, Gatwick, and London (Kings Cross/St.Pancras) connecting St.Albans, Harpenden, Luton, Bedford and the East Midlands.
A free regular vintage bus service will be in operation between The Alban Arena and the Abbey and City stations on both days.
Open: 1000-1800 Saturday
1000-1700 Sunday
Admission: adult £7.00 (two children free with each adult); unaccompanied child £3.00. Price includes free colour programme. Free admission for people with critically impaired mobility.
Amenities: the exhibition is on three floors, but only the main level is accessible without steps. Refreshments, licenced bar.
Features: more than 20 layouts including *Nürnberg Winkelhof* (German HO) by Tony Adams, *Sweethome Chicago* (US HO – CM November 2007) by Jon Grant, *Hutchinson Sidings* (US HO) by Ian Allington, and *Camp 93* (US On30) by Richard Turner, plus modelling demonstrations and display stands.
Contact: Box Office 01727 844488; CMRA Secretary, David Crossley, on 01438 715580.

Saturday 15th & Sunday 16th January

Huddersfield

Organiser: Pennine MRS.
Venue: St.Philips Community Hall, Briarlynn Road, Birchencliffe, Huddersfield, West Yorkshire, HD3 3NP.
Open: 1000-1700 Saturday
1000-1600 Sunday
Admission: adult £4.00, concession £2.50.
Amenities: free parking, refreshments.
Features: layouts including *Megsdorf* (German N) by the Raven MRG and *Zweinuck-an-der-Donau* (German HO) by Graham Hands. Trade.
Contact: 01132 820 364

Saturday 15th & Sunday 16th January

Stoneleigh Park

Organiser: Leamington & Warwick MRS.
Venue: Stoneleigh Park Exhibition Centre, Stoneleigh Park, near Coventry, Warwickshire, CV8 2LZ.
Open: 1000-1700 Saturday
1000-1600 Sunday
Admission: adult £6.00, concession £5.00, child £3.00, family (2+2) £15.00.
Amenities: free parking, access for disabled visitors, refreshments.
Features: *Felsen* (German HO – CM December 2009) by John Smith, and *Ulvik* (Norwegian HO – February 2003) by Martin Axford. L&WMRS second-hand stall. Trade.
Contact: Chris Mead 01788 843 035
christopher.mead1@ntlworld.com
www.lwmrs.co.uk

Saturday 22nd January

Harpenden

Organiser: Brambleton MRC.
Venue: Harpenden Public Halls, Southdown Road, Harpenden, Hertfordshire, AL5 2HU.
At the St.Albans end of Harpenden High Street just beyond the Harpenden Arms public house and only two minutes' walk from Harpenden railway station.
Open: 1030-1730
Admission: adult £3.50, senior citizen £2.50, child £2.50.
Amenities: all-day refreshments.
Features: 12 layouts including *Neunbrucken-bahn* (N), *St.Etienne-en-Caux* (French OO9 - CM October and November 2010, and in this issue) by Charles Insley, and *Overkill* (US On30 – CM November 2008) by Richard Insley. Trade, preservation societies.
Contact: Harvey Foster 01763 261250
www.brambleton.co.uk

Saturday 22nd January

Lenham

Organiser: The SNCF Society.
Venue: Lenham Community Centre, Groom Way, Lenham, Kent, ME17 2QT. Ten minutes walk from Lenham railway station.
Open: 1000-1700
Admission: £3.50.
Amenities: free parking, wheelchair access, refreshments.
Features: layouts from Society members and guests, society archive and library corner, sales stands, slide show presentations.
Contact: Peter Brumwell
01223 896 606
lordbrumwell@uwclub.net

Saturday 22nd & Sunday 23rd January

Calne

Organiser: Bentley MRG.
Venue: Calne Leisure Centre, White Horse Way, Calne, Wiltshire, SN11 0SP.
Open: 1000-1700 both days
Admission: adult £4.00, senior citizen £3.00, child £2.00. Discounts available for family groups including two or more accompanied children.
Amenities: large free car park and further parking available along White Horse Way. Easy access for wheelchair users. Refreshments.
Features: *Weisswasser* (N), *Kuppla Yard* (HO), *Coeur D'Alene* (On30), and *Esme River Railroad* (On30). Trade.
Contact: 01249 657283 (in advance); 01249 819160 (during the show).
calneshow@railnet.freeserve.co.uk
www.calnemrs.org.uk

Saturday 22nd & Sunday 23rd January

Canterbury

Organiser: City of Canterbury MRS.
Venue: St.Anselms School, Old Dover Road, Canterbury, Kent, CT1 3EN.
Open: 1000-1700 Saturday
1000-1630 Sunday
Admission: adult £4.00, senior citizen £3.00, child £2.50, family (2+2) £11.00.
Amenities: free parking on site, Dover Road Park and Ride next door. Regular buses pass the school. Access for disabled visitors to both halls. Hot and cold refreshments all day.
Features: 14 layouts including *Mariaholz-Klabondorf*. Modelling techniques demonstrated by Society members. Trade.
Contact: Jeremy Kennett 01227 738789 evenings only.

Sunday 23rd January

Barton Le Clay

Open Day

Organiser: Beds. & Bucks. Narrow Gauge Modellers' Group.
Venue: Village Hall, Hexton Road, Barton Le Clay, Bedfordshire, MK45 4JY. Off old A6 on B655.
Open: 1030-1700
Admission: OO9 Society member £3.50, non-member £ 4.00, concession £ 3.00, family (2+2) £5.00.
Amenities: parking, full access for disabled visitors, refreshments.
Features: *Oberaudorf* (HOe) from Paul Sutherland, *Ziller Valley* (HOe) from Geoff Harper, *St.Etienne-en-Caux* (French OO9 - CM October and November 2010, and in this issue) from Charles Insley, and *Martins Vale Plantation Railway* (1n20 scale) from Mike Bartleet.
Contact: Mark Howe, Area Secretary
01582 882295
markshowe@dsl.pipex.com

Saturday 29th & Sunday 30th January

Kendal

Organiser: Kendal MRC.
Venue: Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX. On Saturday local bus routes 41/41A between Kendal town centre and Oxenholme Station pass the Leisure Centre.
Open: 1000-1700.
Admission: adult £5.00, senior citizen £3.00, child £3.00, family (2+2) £14.00.
Amenities: car park, refreshments.
Features: *Furka Oberalp* (Swiss HOm) by Ian Edwards, and *California Level* (6mm/ft 18" narrow gauge) by David Atkinson. Lakes Line Rail Users Group, Train Sim, Cumbrian Railways Association, Stephenson Locomotive Society, Club sales stand, modelling demonstration from Keighley MRC, and trade.
Contact: Martin Elson
01539 731 738 (home)
01539 713 944 (work)
martin.elson@tiscali.co.uk
www.kendalmodelrail.co.uk

News

Information from CONTINENTAL MODELLER

Expo Narrow Gauge awards

At Expo Narrow Gauge on Saturday 30th October 2010, the **David Lloyd Trophy**, awarded to the 'best in show' in memory of the late former Editor of CM, went to *Gweek North Quay, Helford Valley Railway* (O-16.5) built by members of the Falmouth MRC.

The award for imaginative scenic freelance modelling presented in memory of the late Reinier Hendriksen, a talented Dutch modeller, went to fellow Dutchman (and regular CM contributor) Henk Wust for his latest creation, *Punta Marina*, an Italian quayside scene, his first layout in O scale. It will be featured in CM soon.

ZEDEX report

The annual exhibition and meeting of Z gauge modellers took place in Southmoor (Oxfordshire) on Sunday 10th October 2010, sponsored by Oxford & District Model Railway Club. Described by one participant as 'as much a convention as an exhibition', ZEDEX now appears well established in the modelling calendar.

With eighteen contributors, there was plenty for visitors to see and enjoy and for modellers to discuss matters with fellow Z enthusiasts. Several of the excellent layouts on show, too numerous to list, have been featured in CM.

In addition to the Z layouts, there were five Nm metre gauge exhibits.

The next gathering in Southmoor will be on Sunday 9th October 2011.

Ztrack Magazine

Meanwhile, fans of Z might like to investigate *Ztrack Magazine* which, as the name suggests, is dedicated to Z. It has been going since the mid-1980s and has enjoyed the recent growth of Z both in America and internationally.

www.ztrack.com
6142, Northcliff Boulevard
Dublin, Ohio 43016, U.S.A.

Darjeeling bogie van in O-16.5

Model Railway Developments have a new kit for a Darjeeling Himalayan Railway bogie van in 7mm scale.

These vans were ordered by the DHR in 1914, and originally had roll-top roofs. However, by 1940 the roofs had started to be replaced with corrugated iron. By 1965, nine of these vans survived in service. In 2000, two bodies remained as storage facilities.

The model is of a similar standard to the four-wheel open wagon and van previously reviewed in CM. It is in three easily assembled sections - the underframe, the upper body, and the roof - plus the bogies. All these are made up from etched brass, and are fully tabbed so that they may be assembled dry and then locked with solder on the inside. The price is £37.80.

The bogies are also available separately. They consist of two etches which fold up and come together, each with slots for the axleboxes. The wheels must be positioned during assembly, as fitting them afterwards is impossible. Separate DHR axlebox castings and side springs complete the bogies, which are priced at £5.10/pair.

Model Railway Developments,
6, The Square, Carshalton, SM5 3BN.
www.emardee.org.uk

CONTINENTAL MODELLER Cup Competition 2010

Help us choose the worthy winner of the CONTINENTAL MODELLER Cup by voting for your favourite articles published during 2010 and get free entry into the prize draw.

How to enter

Simply list your six chosen articles in order of preference and send it to us with your full name and address, either by using the coupon below (photocopies or lists on plain paper are acceptable) and posting it to the address shown, or by e-mailing your list to cm-editor@btconnect.com, or by visiting the *Contact Us* page on our website **www.pecopublications.co.uk** and entering your list in the comments box on the contact form.

Prize draw

All entries will be entered into the competition prize draw.

The first ten entries drawn will receive prizes as follows:

1st: £400 worth of vouchers*
2nd: £200 worth of vouchers*
3rd: £75 worth of vouchers*

and seven runner up prizes to be selected from -

a) a CONTINENTAL MODELLER subscription for 12 months;
b) two tickets to a major model railway show (Glasgow, York, Manchester, or Warley);
c) a RAILWAY MODELLER DVD Xtra;
d) a VIP tour for two of Pecorama and the Peco factory.

In addition all ten winners will each receive a copy of the RAILWAY MODELLER Annual 2012 when published at the end of this year.

** Vouchers can be 'spent' at any of the retailers advertising in CONTINENTAL MODELLER.*

Rules

1. Readers will decide who is to win the CONTINENTAL MODELLER Cup 2010 by selecting in order of preference the six best articles.
2. The Cup will be awarded to the author of the most popular article.
3. Only one entry per person is allowed; suspected duplicate entries will be disqualified.
4. Employees of Peco and associated companies and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. All entries will be entered into the prize draw. The winners will be notified by post.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

Closing date for the competition is 31st January 2011. The results and names of the prize draw winners will be published in the April edition of CONTINENTAL MODELLER.

The 2009 winners were Ernst Furrer and Jürg Storrer for their Swiss layout Schynige Platte Bahn *(pictured).*

CONTINENTAL MODELLER CUP ENTRY FORM

Articles in order of preference ***Month***

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Name _____

Address _____

_____

_____

Tel.: _____ **e-mail:** _____

Send your completed entry to:
Peco Publications & Publicity Ltd., Underleys, Beer, Seaton, Devon, EX12 3NA.
e-mail: cm-editor@btconnect.com

Prizewinners at Warley/NEC

Each year during the Warley show at the NEC, a number of prizes are awarded, chosen by representatives of the sponsors, and presented by longstanding Warley club member and well-known music producer Pete Waterman.

The **Bachmann Cup** for the best layout in 4mm/3.5mm scale went to the remarkable *De Hezelpoort 1927* by master modeller Loek Bronkhorst. The layout (see CONTINENTAL MODELLER November 2010) featured working rail and road models – including a pedalling cyclist! Loek (*left*) is pictured receiving his award from Pete Waterman.

The **Kirtley Models Trophy**, for layouts in large scales, went to *Rymensburger Chnollebahn*, a highly-detailed G scale scene showing a small section of a run-down German agricultural narrow gauge railway set in 1969, built by Marcel Ackle (also featured in CM November 2010). Marcel (*left*) is seen receiving his award from Pete.

The **Mayor of Sandwell's Trophy**, was awarded by the incumbent, Cllr Mrs Pauline Hilton, to the layout she most liked - *Twin Falls Logging & Mining Railroad*, an American-outline On30 layout by Drew & Mick Lawrence.

Initial American influence

Alan Pike writes:

With regard to the Editorial in the October 2010 edition, I first became interested in American railways when I saw the locomotives brought to the UK during the Second World War. This was enhanced whilst on military service in the Far East when I had a close interest in the MacArthur 2-8-2s on the Federated Malay States Railway.

I was in a servicemen's club in Singapore one evening in 1946 when a fellow soldier showed me a copy of the *Model Railroader*. Subsequently we both joined the NMRA. I had hoped to visit the USA but it was not to be, and some years later membership was one of several luxuries which had to go. Nevertheless, the sheer brute strength of North American locos still attracts me!

On another subject, I enjoyed Martin Axford's piece on the Rübeland line which I visited, with Frank Hornby, in 1992. The picture at the foot of page 631 is especially poignant because to the left was a café simply called by the authorities 'Café No.3', if I remember correctly, which was run by a charming young couple and reminiscent of establishments in the UK before the Second World War.

WD MacArthur 2-8-2 No.717 (Baldwin 70423 of 5/1944) at Singapore shed in June 1946. Photo: Alan Pike.

RAIL 2011 at Houten

The organisers of the RAIL exhibition, to be held once again at Houten in The Netherlands from Friday 11th to Sunday 13th March 2011, are offering the opportunity for visitors to enjoy the weekend with accommodation at a special rate - they have negotiated with the Postillion Hotel, not far from Houten, for a double room for two nights (Friday and Saturday) including continental breakfast for 99.00 Euros. Bookings should be made directly to the hotel - contact Mrs Hilde van Riel by e-mail

sb2.bunnik@postillionhotels.com

mentioning the RAIL arrangement.

Anyone who has tried to find accommodation in the area when visiting other shows or the National Railway Museum in Utrecht will appreciate this bargain.

Houten is not far north of Utrecht and the venue, the Euretco Expo Centre, is just off the A27 motorway (junction 29, Houten). Houten can also be reached by train from Schiphol airport, Amsterdam.

The exhibition has become noted for high quality and a wide range of layouts, from large club assemblies to individual dioramas.

Next year it will once again include a Proto 87 (finescale HO) convention involving such noted modellers as Emmanuel Nouaillier, Brian Harrap, Winfried Schmitz-Esser, and Iain Rice.

There is always a good selection of trade stands, from specialist suppliers to general retailers, plus a market section with second-hand stalls.

www.rail.nl

Coming next month

out 20th January

- **Halkida**
  A modest Greek branch line terminus authentically modelled in HO by Yiannis Hazapis.
- **Klein Arosa**
  Not just for the garden - Neil Cooper has created a portable G scale Rhätische Bahn exhibition layout.
- **Bastille**
  David Thomas considers the history of this interesting Paris terminus with its intensive suburban services and suggests it might make an unusual layout.
- **Ausfahrt Süd**
  The Thistle Modelmakers Society present their new German HO layout, due to be at Model Rail Scotland.

... 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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See order form for advertising rates and conditions.

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.

Trade

Retailers Announcements

LOWESTOFT, *Parrs, 252 London Road South* for Dapol, PECO, Superquick and many other lines. *Tel: 01502 565695.*

HULL – EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *Plus Daughters, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

MODEL EXCHANGE, 160 CENTRAL DRIVE, BLACKPOOL, FY1 5EA. *Tel: 01253 299 687.* BUY*EXCHANGE*SELL TRAINS.

Trade Sales

WE SELL NEW AND HIGH QUALITY SECOND HAND CONTINENTAL MODELS from a range of manufacturers. *See www.locosmoco.com telephone: 01584 878 833.*

Trade Sales Books

CONTINENTAL MODELLER – BACK ISSUES. Pre 2006 – please make enquiries as to the availability. 2006 January, February, March, May, June, July, September, October, November, December; 2007 January – December inclusive; 2008 January – December inclusive; 2009 January – December inclusive; 2010 January, February, March, April, May, June, July, August, September, October, November, December. Prices for UK Residents £3 per issue, overseas including Eire £4 per issue. *Peco Technical Advice Bureau, Underleys, Beer, Seaton, Devon EX12 3NA, England.*

Business for Sale

ESTABLISHED MODEL RAILWAY BUSINESS FOR SALE, leading dealer in Märklin/Trix in all gauges for over 25 years. Lots of stock plus Brawa/Roco/Bachmann/UK etc. USA Outline in Trix/Athearn/Walthers/Proto2000/Lionel etc. Lots of used equipment and unused Scenic materials from my own dismantled layouts and drawers full of miscellany. Saleable asset value of stock in the region of £90,000+, will discuss offers of around £50,000. Reason for sale – health issues. *Initial contact by phone please, Brian Lockwood: 01638 716 397 or 01638 566 249.*

Wanted (Trade)

This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British & American O-scale also considered along with interesting items of railwayana. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

WHEN SELLING YOUR VALUED MODEL RAILWAY I feel you are looking for a top price. Fast professional service and no messing about. Please don't make the mistake of not sending me your list. If you choose not to send me your list I wish you every success with the sale of your equipment. *R. Mansfield, 43 East Park, Old Harlow, Essex, CM17 0SE or phone 01279 417646, 07811 453 306. www.raymansfieldmodelrailways.com www.modelrailwaymart.com Email: trainmaster 47120002000@yahoo.co.uk*

OBVIOUSLY YOU WANT THE HIGHEST PRICE FOR YOUR MODEL RAILWAY? OF COURSE YOU DO! From single items to large collections, make sure you send us your list for a prompt response and a high cash offer. Even if we do not want your models we will tell you and not ignore you. Forget the rest, try the best. We want all types of model railways from Z to gauge 1, Collections, layouts with stock, in fact anything. We will remove your layout, dismantle and take the lot. Contact us today. *S&J MODELS, 20 Winnington Lane, Northwich, Cheshire, CW8 4DE. Tel: 01606 872786, email: sjmodels@tiscali.co.uk website: s&jmodels.com*

COLLECTIONS LARGE OR SMALL, American, European and British OO, HO, N, O, good prices paid. *Tel: 01405 816466 or send list: 1 Millcroft Close, Thorne, Doncaster, South Yorks. DN8 4DR email: simonecull06@tiscali.co.uk*

CONTINENTAL, BRITISH, AND AMERICAN WANTED, HO, OO, O, N, HOe, HOm AND Z gauge needed. Locomotives, rolling stock and accessories wanted. Top prices paid, distance no object. *Call: 01302 371 623 and mobile: 0752 676 8178 email: anoraksanonymousservice@gmail.com*

Fairs, Sales and Swapmeets

December 2010

31 December (Fri) 10.30am-3.30pm
DONCASTER TOY COLLECTORS FAIR, Doncaster Racecourse DN2 6BB. Adults £3.50, Concessions £2.50, Children £1. Large selection of dealers selling new and old Railway items. Organised by MIKE BISHOP.
Tel: 01377 240 160.

January 2011

9 January (Sun) 10.30am-3.30pm
KEMPTON PARK TOY AND TRAIN COLLECTORS FAIR, Kempton Park Racecourse, Sunbury on Thames, Middlesex, (M3 junction 1 onto A308). Over 200 stalls of Model Railways, toys, scale models and collectables. Adults £3, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors Fair. RM TOYS LTD.
Tel: 023 923 815 29 or 07957 823 507.

22 January (Sat) 10.30am-3pm
CRAWLEY at K2/Leisure Centre, Pease Pottage Hill (A23), Crawley, Sussex, RH11 9BQ. Admission £2.
Tel: 01732 840 787 or 01622 735 396.

25 January (Tues) 7pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586. Refreshments available. Details: JANET PEARSON. *Tel: 01282 439 009.*

February 2011

5 February (Sat) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF, (just off Felling by Pass A184). Future date: 16th April.
Tel: 0191 410 6386.

Private

Private Sales

HO FLEISCHMANN AND LILLIPUT LOCOS AND ROLLING STOCK FOR SALE – (mostly DRG Epoch 2)- all boxed. Other miscellaneous items. *Email: steven.roll@mypostoffice.co.uk telephone: 0208 692 6918.*

FOR SALE ROCO 43475, 78000, BROWN, ORANGE £45.00. Jouef HJ2032 Picasso as new £96, both post free UK. *Tel: 01873 852 116.*

COST £1400, WILL ACCEPT £850 O.N.O. N GAUGE USA – ALL NEW KATO, ATLAS, MICRO-TRAINS, including 6 locos, 28 points & 36 yards Shinohara track, 30 freight cars, 2 coach sets (10 coaches). *Full list: 01732 789 488.*

FOR SALE – LARGE COLLECTION OF G SCALE USA TRAINS. *Tel: 07515 365 654.*

N SCALE LARGE COLLECTION OF ROLLING STOCK AND ROAD VEHICLES – mainly German, various makes. Also a few locos, mainly Swiss (5 No by Fulgarex). *Contact ROGER VINE, email: srvdach@hotmail.co.uk or telephone: 01634 864 843 (Kent).*

LARGE CONTINENTAL HO COLLECTIONS. Mostly DRG German and pre 1966 SNCF Outline. *For lists phone: 01323 891 871 or email: jrowcroft@tiscali.co.uk*

FLEISCHMANN HO FREIGHT ROLLING STOCK – excellent condition, boxed. *For list ring: 01274 491 962 (Bradford).*

Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, ready made BEMO, LILLIPUT, ROCO etc or kit and scratchbuilt. *Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne. BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com*

Private Wanted

HO HO HO. WIKING MODEL ROAD VEHICLES WANTED. *Tel: 01420 88275 (Hants).*

GERMAN TRAINS N + HO, TRIX TRAINS, and also N + HO Fulgurex trains. *Tel: 0191 456 2162.*

FALLER ROADWAYS, SETS, NUMBERS: 402, 406 OR WHAT HAVE YOU! *Tel: 0780 429 5617.*

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CM Classified Advertisement Order Form — last date for receiving copy for March 2011 issue is 11th January 2011

Please insert the following advertisement under the section headed:.....

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Box number £5.50 extra. Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

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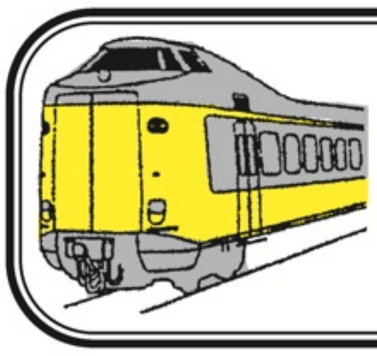

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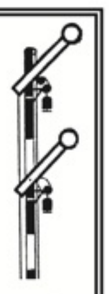

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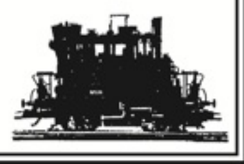

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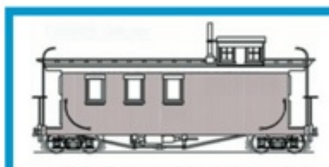

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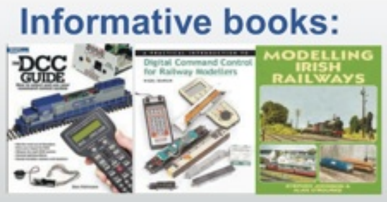

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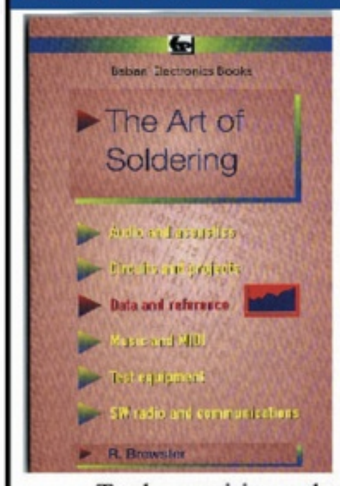

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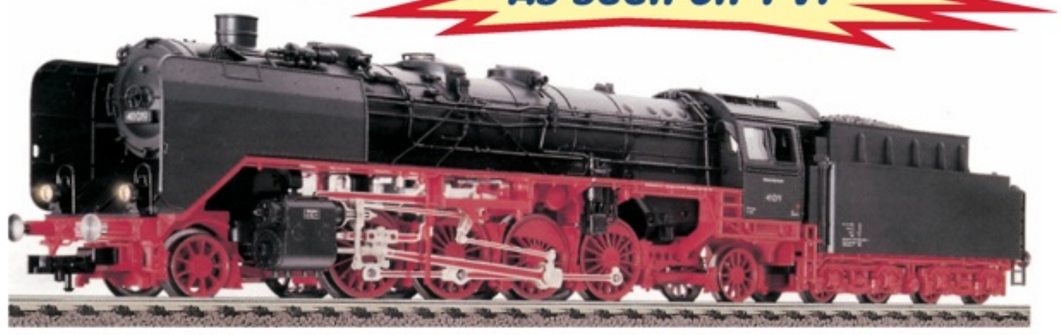

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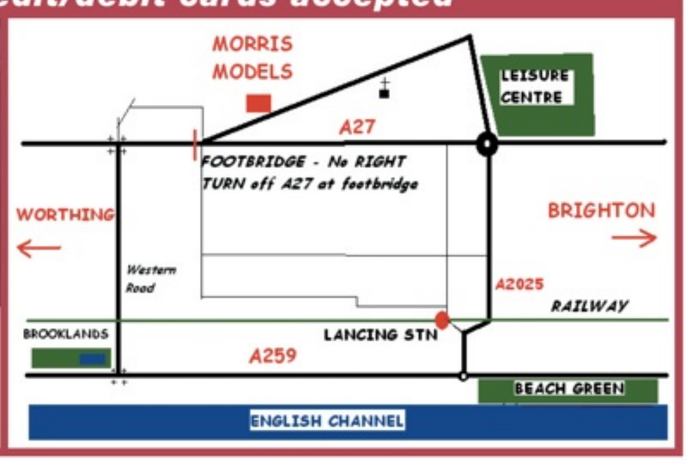

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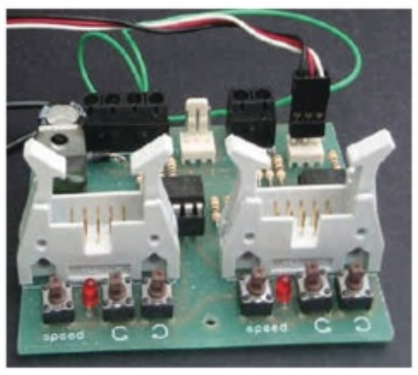

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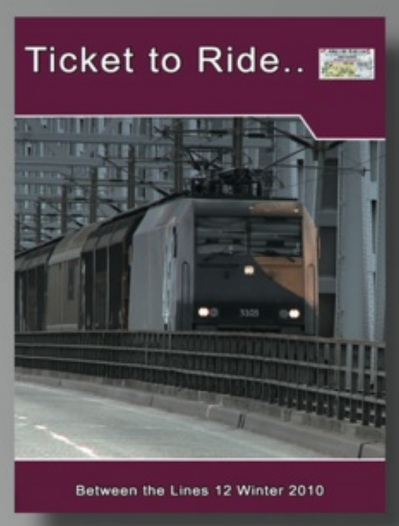

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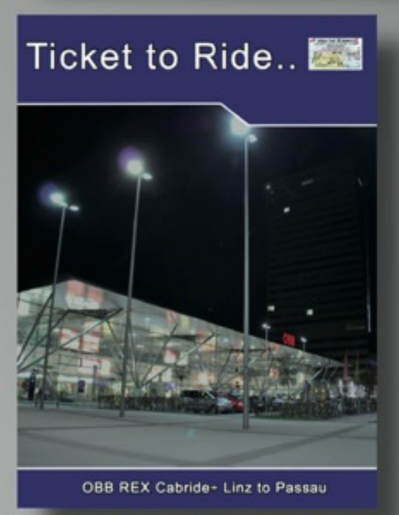

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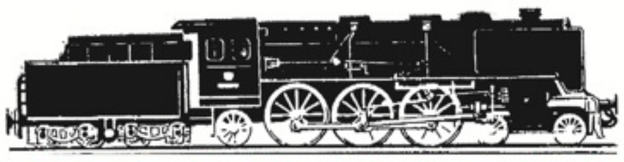

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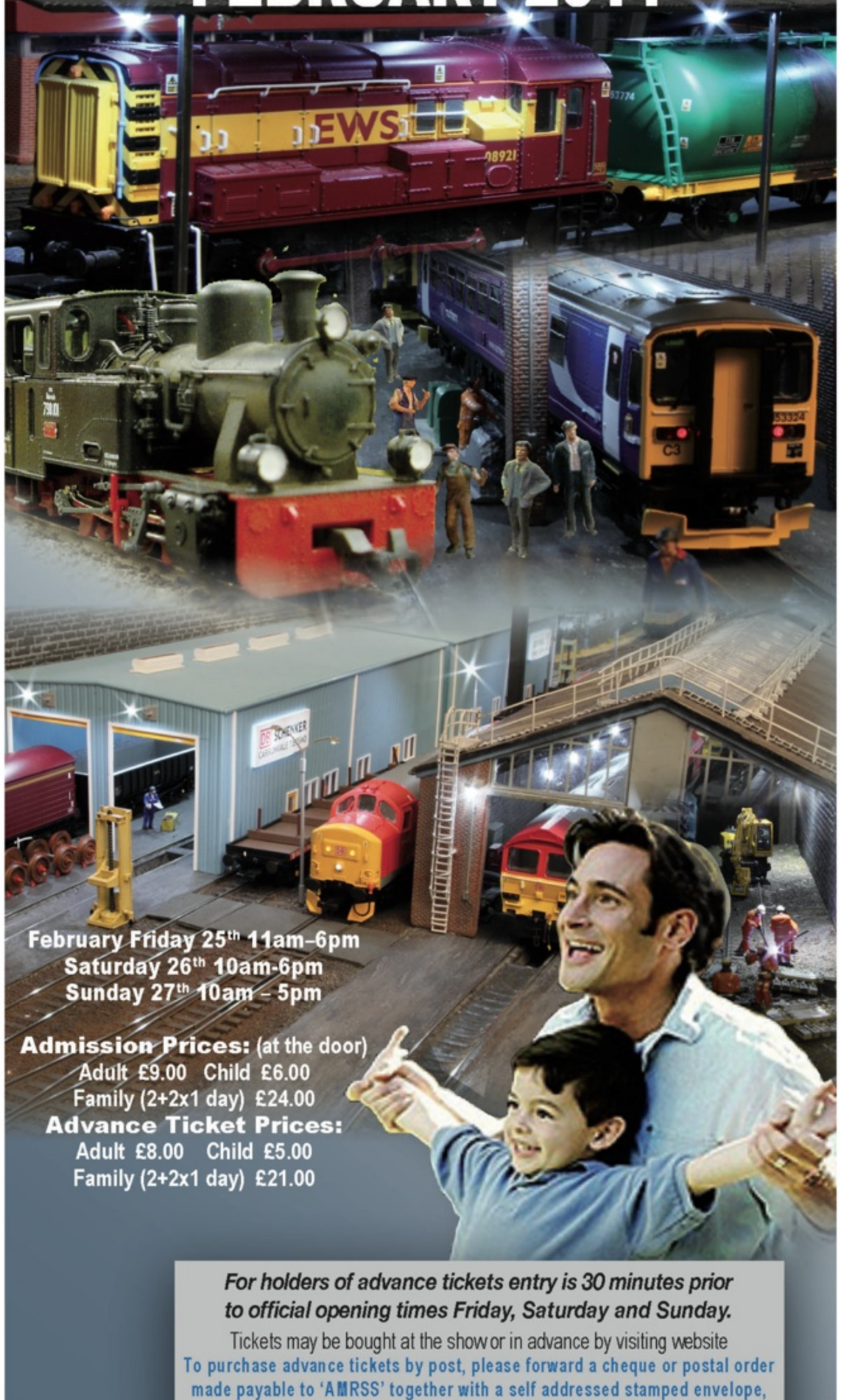

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54833	DR Flat with Cablecoil Era IV	£19.95
54886	DB Sinalco Goods Wagon	£11.95
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DF II Diesel, blue/cream #0018 ..... £70.00
OOO1 DF 110001 Chinese diesel, passenger, red/cream £75.00
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CT00209 SYZ25 Double deck coach, white/blue/grey/red £25.00
CT00205 SYZ25 Double deck coach, white/blue/grey/red £25.00
CT00210 SYZ25 Double deck coach, white/blue/grey/red £25.00
CP00407 25T BSP coach, white/blue £20.00
CP00408 25T BSP coach, white/blue £20.00

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Zugset 2000 ICE Special Advertising Graphics, wood case £195.00 (2)
854235 221 136-5 IMOTRANS, diesel, blue, digital £140.00
4802k 30Yr Intercity Br103 red/cream + 3 x coach, digital £160.00
804320k BASF 145-CL 002, green, (decoder fitted) £135.00
804320k BASF 145-CL 002, green, (Fleischmann chip £115.00
844901k BAV 2-4-0T, #6058, lined green £135.00
Xenia CSD 365 423, 2-6-2T **New** £165.00
99.4169k DB 01.187, 4-6-2, Ltd Ed Large Boiler **(As New)** £145.00
4824k DB 03.140, 4-6-2 Ltd Ed Wagner Deflectors £165.00
74075k DB 078 303-5, 4-6-4T, Digital sound £195.00
74376 DB 103 109-5, red/cream, Digital Sound **New** £228.00 (2)
74375 DB 103 163-2 electric, red/cream, Digital sound £185.00
4348 DB 111 205.1, electric, t/b £65.00
74118k DB 18 629, 4-6-2, digital sound £245.00
4230 DB 212 380-0, diesel, maroon, blackened wheels £60.00
4938 DB 218 227-7 diesel, maroon, track cleaner £80.00
4235 DB 221 118-8, maroon (NEM) £90.00
4138 DB 39.103, 2-8-2, Wittle deflectors £115.00
4136k DB 39.161, 2-8-2, original deflectors £145.00
64130k DB 41 352, 2-8-2, twin digital £165.00
4130k DB 41.270, 2-8-2, Wittle deflectors £155.00
418271k DB 50 2536, 2-10-0, digital sound £265.00
4176 DB 50 3127, 2-10-0, Professionally weatherd £115.00
4176 DB 50.3123, 2-10-0, Wittle deflectors/Wannentender £100.00
80.4176 DB 50.591, 2-10-0 Ltd Ed open front Wittle deflectors £165.00
4179 DB 50.662, 2-10-0 Wannentender 3 dome £95.00
4181 DB 50.849, 2-10-0, Wagner deflectors, 4 dome £135.00
4156 DB 55 4455, 0-8-0 ..... £95.00
4155 DB 55 4455, 0-8-0, professionally weathered £95.00
4157 DB 56.2659, 2-8-0 ..... £110.00
4805 DB 560.622, 2-10-0 Special Ed for DB 150, Wittle deflectors £110.00
4061(NEM) DB 64 247 2-6-2T £98.00
4061 DB 64.335, 2-6-2T, black £95.00
4065 DB 65 .018, 2-8-4T, black (As new) £110.00
4065(NEM) DB 65 018, 2-8-4T (DCC) £125.00
4081k DB 81.006, 0-8-0T, black £85.00
4081k DB 81.006, 0-8-0T, black(As new) £135.00
4030k DB 91 1595, 2-6-0T £85.00
4099 DB 98 812 0-8-0T £95.00
4938 DB Br218 227, maroon, track cleaner £70.00
4030k DB Br91 1595, 2-6-0T **New** £95.00 (2)
4215 DB Cargo 212 350-3, diesel, red £60.00
4223 DB CARGO 360 159-8, red £60.00
4319k DB E19 12, blue **New** £165.00
4405k DB Railbus, maroon £70.00
4355k DBAG 101 005-7, red £90.00 (2)
864355k DBAG 101 067-7 2006 World Cup, green/graphics, F'mann chip £155.00
4378 DBAG 103 101-2 Lufthansa, yellow/grey (Analogue + digital chip) £115.00
4352 DBAG 120 143-3, red £70.00
4353 DBAG Br120 146-6, red £75.00
4450 DBAG ICE (Double pantograph) 2 car set £145.00
4452k DBAG ICE 2, 2 unit £145.00
4460k DBAG ICET 2 unit set £165.00
4801 Deutsche Bunderspost 0-6-0 diesel, t/b £85.00
4824k DR 03 140, 4-6-2 ..... £145.00
4113k DR 13 1189, 4-4-0 ..... £135.00
4121k DR 22 004, 2-8-2 ..... £165.00
4122k DR 22 012, 2-8-2 ..... £165.00
4319k DR E19 12, electric, blue £135.00
4318k DR E1911, green (one missing handrail) £125.00
4827k DRG 39 105, green/black, 2-8-2 ..... £165.00
4133k DRG 41 275, 2-8-2 Digital £138.00
4897 DRG 80 Yrs set Br39 2-8-2 + 5 x coaches £260.00
4012k DRG 89 7493, 0-6-0T £75.00
4092 DRG 94 1810 0-10-0T £90.00
4098 DRG 98 911, 0-8-0T £80.00
4141 DRG Br24 064, 2-6-0 ..... £95.00
4063 DRG Br64 268 2-8-2T £75.00
4319k DRG E19 12, blue £135.00
804156k DRG G8^2, 2-8-0, photogrey (Ltd Ed) £145.00
4090 Europ 0-10-0T (blackened wheels) £78.00
4894k F-Zug Gambrinus set DB 03 140, 4-6-2 + 3 x coac h £195.00
485101k GBAG Coal wagon set 0-10-0T + 5 x 3 tub wagons **New** £225.00
814320k HGK145 Cl o11, red, ... £95.00 (3)
403401k HORST 2-6-0T Rack, black £135.00
4893 KPEV 0-10-0T, green + 5xwagons £145.00
4828k KPEV 4-4-0, green, S6 ..... £185.00
4829 KPEV 4-6-0, green P8 ..... £185.00
4890 KPEV 4-6-4T + 2 x bogie clerestory + 6wh + 6wh bagg Set £215.00
4820 KPEV 8957 4-6-4T, green £148.00
4893 KPEV Guterzug Set 0-10-0T green + 5 x wagons £195.00
4886 KPEV Staatsbahnwagen Set 0-10-0T + 5 x wagons £195.00
904320CHk MThB (Swiss) Lokoop (SOB) Re486 651-3 **New** £125.00 (2)
914320CHk MThB (Swiss) Lokoop (SOB) Re486 652-1 ..... £110.00
432301k NIAG Re481 004-0, blue/white stripe, green graphics £148.00
4372 NS 1215 electric, grey/yellow £70.00
A4174 OBB 50.1022, 2-10-0, Wagner deflectors (Austria only) £135.00
904086AK OBB 86.453, 2-8-2T, black (As new) (Austria only) £175.00
4345 SBB Ae3/6 #10647, green £125.00 (3)
82435k SBB Ae3/6 #10700, brown £160.00
4323k SBB Cargo 481 005-7, blue/red, digital **New** £175.00
4342 SBB Re4/4 " #11374, green, blackened wheels £75.00
4340 SBB Re4/4" #11156, green, pro fitted DCC/digital plate £85.00
FV4078 SNCF 232TC.420, 4-6-4T, green **(As New)** (France only) £165.00
4281 SNCF 68006 diesel, blue/white, Newer release £90.00
904320kCH Swiss MThB Lokoop Re486 651-3, grey F/mann digital chip £115.00
874008 Swiss Tunnel engine cleaning set, 0-4-0T + wagon with brushes £95.00
864322k TCS 145 001, black/red **New** £138.00 (2)
824321k TXLOGISTIK 145 cl031, silver £125.00 (2)
401002k Zollern 0-6-0T, green £135.00

JOUEF

827600 SNCF 141P3, green **(As New)** £95.00
7400 SNCF TGV Atlantique 4 unit set, blue/silver £75.00
SNCF 5516 electric, green (early plastic box) £38.00
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FS CIWL restaurant coach, blue £25.00
FS Y sleeper (ex CIWL), blue £22.00
5300 CIWL Restaurant, blue £20.00 (2)
5302 CIWL Pullman, blue/cream £20.00 (3)
530200 CIWL Sleeper, blue #3352 ..... £25.00
530055 CIWL Restaurant, blue £22.00
5313 CIWL Restaurant, blue £22.00
5305 Mitropa Sleeper, maroon £18.00 (4)
5104 SNCF 2nd/Fourgon modernised, green £10.00
534200 SNCF Grand Comfort 1st/baggage, red/silver £15.00
HJ4019 SNCF TEN sleeper, blue £30.00 (2)
657955 SNCF Bogie Canvas covered wagon, Contrex, white/blue £15.00
675455 SNCF Long bogie stake wagon with wood load, brown £12.00
672900 SNCF FRET Long Bogie slidewall van, grey/green £15.00
62955 SNCF FRET Long Bogie slidewall van, grey £15.00
657855 SNCF Vittel long bogie canvas cov wagon, blue/white £15.00
651900 SNCF Bogie tanker, Fina, silver £9.00
658155 SNCF Bogie well wagon with bulldozer **New** £15.00
663 SNCF 85T Cockerill Crane set (KD couplings) £35.00
6513 SNCF Bogie Tanker Ugine-Kuhlmann, white/orange stripe £7.00
6280 SNCF STEF Refrig van, white £4.00
673455 DB Long Bogie CargoWaggon, silver/blue £16.00 (4)

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L131001 Baden 2-6-2T Vic 905, epl, blue **New** £90.00 (2)
L104030 Baden 4-6-2 lvh 64, epl, black **New** £120.00 (2)
L112601 DB VT06 3 unit, red, eplII **New** £95.00 (2)
L112813 DR 137 463 Observation Railcar, eplI, grey (Eagle Emblem) **New** £60.00
L104224 DR Br42 1800, 2-10-0, eplI, Camoflage **New** £135.00
L131400 DR Br93.1353, 2-8-2T **New** £95.00 (2)
L112813 DR Diesel Railcar Dresden 137 463, grey, eplI **New** £85.00
L112513 DRB VT137 2 unit Railcar, red/cream, eplI **New** £80.00 (2)
L131372 DRG Br92 202, 0-8-0T, eplI, digital (Lok Pilot) **New** £95.00 (3)
L112803 DRG Obs Railcar Vt137 240, grey, eplI **New** £88.00
L102901 Henschel 0-4-0T, Fireless, green **New** £62.00 (3)
L112700 KPEV Akku-Triebwagen System Wittfeld, brown/grey-cream **New** £80.00 (3)
L136512 Panzer Armoured Train, eplI, green, motorised digital (Lok Pilot) **New** £65.00 (3)
L136501 Panzer Armoured Train, eplI, green, non-powered **New** £38.00 (2)
L136500 Panzer Armoured Train, eplI, green, powered **New** £55.00 (2)
L136512 Panzer tank x 2 set (DCC Lok Pilot) **New** £90.00
L102901 ZuckerFabrik 0-4-0T Fireless, green **New** £60.00 (2)
L350041 British Forces on Rhine 2 x coach set, green, eplII **New** £35.00 (4)
L350081 British Rhineforces 2 x coach set, green, eplII **New** £35.00
L351011 DB 4 x Langenschwalbacher Coach set, eplII, green **New** £55.00 (5)
L385301 DB Autotransport Coach, green, eplII **New** £18.00 (6)
L350061 DB fast train coach set x 3 recess door, green, eplII **New** £50.00 (4)
L350071 DB fast train coach set x 3 recess door, green, eplII **New** £50.00 (4)
L383811 DBAG Works Bogie coach, red, skirts **New** £15.00 (4)
L381502 DR 2nd B4ip, Ex Langenschw., eplII, green, 232-402 **New** £15.00 (4)
L381702 DR 2nd B4ip, Ex Langenschw., eplII, green, 232-403 **New** £15.00 (4)
L381602 DR 2nd B4ip, Ex Langenschw., eplII, green, 232-406 **New** £15.00 (4)
L381802 DR 2nd B4ip, Ex Langenschw., eplII, green, 232-407 **New** £15.00 (4)
L350022 DR Coach set x 3 recess door, green, eplV **New** £50.00 (4)
L350032 DR Coach set x 3 recess door, green, eplV **New** £40.00
L383302 DR Sleeper, maroon, eplII **New** £18.00 (6)
L384603 DRB 1st/2nd, Express Badische Bauart, green, eplI **New** £18.00 (4)
L384803 DRB 1st/2nd, Express Badische Bauart, green, eplI **New** £18.00 (4)
L384703 DRB 3rd Express Badische Bauart, green, eplI **New** £18.00 (4)
L384713 DRB 3rd Express Badische Bauart, green, eplI **New** £18.00 (4)
L384603 DRG 1st/2nd Baden, green, eplI **New** £20.00 (6)
L384803 DRG 1st/2nd/3rd Baden, green, eplI **New** £20.00 (6)
L384703 DRG 3rd Baden, green, eplI **New** £20.00 (6)
L384713 DRG 3rd Baden, green, eplI **New** £20.00 (5)
L382802 Mitropa Sleeper, maroon, eplII **New** £20.00 (5)
L387414 SBB 1st/2nd Lightsteel, green, eplV **New** £18.00
L387514 SBB Diner Lightsteel, maroon, eplV **New** £20.00 (7)
L387624 SBB 2nd Lightweight, centre entrance, green eplV **New** £20.00
L387814 SBB 1st Lightsteel, green, eplV **New** £18.00 (2)
L388004 SBB RIC Diner, orange, eplV/V **New** £22.00 (6)
L388214 SBB 2nd, RIC, green, eplV **New** £22.00
L388556 SBB 1st, Swiss Express, orange/grey, eplV **New** £18.00 (6)
L388614 SBB Mitropa Diner EW III, purple/white, eplV **New** £24.00 (3)
L388886 SBB 2nd/Drivers Swiss Express, orange/grey, eplV **New** £35.00 (7)
L388986 SBB 1st/Baggage Swiss Express, orange/grey, eplV **New** £18.00 (3)
L352010 USTC 2 x coach set, green, eplII **New** £35.00 (4)
L224801 Baden Van J.F.Menzer Wine, cream, epl **New** £9.00 (4)
L224805 Baden van, Printz Brewery, epl, white **New** £8.00 (4)
L225831 DB DEA Bogie tanker, grey, epV **New** £12.00 (6)
L221551 DB Flat car 475 887, brown, eplII **New** £7.00
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L235065 DB middle tipping open wagon, eplV, brown **New** £10.00 (3)
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L231131 DB Schenker ferry wagon, grey, eplII **New** £12.00 (6)
L230991 DB Tank wagon (Tub Tender) twin set **New** £22.00 (4)
L235989 DR Bogie tanker, Camoflage, eplI **New** £15.00 (4)
L235433 DR Horse transporter, 3 axle with brake hut, brown, eplII **New** £12.00 (4)
L238400 FS 16 axle heavy transporter with load, eplV **New** £28.00 (2)
L238405 OBB Heavy Transport wagon with tank load, eplV **New** £28.00 (4)
L240084 SBB 2 x Gup goldau Bogie gravel carrier **New** £30.00
L221752 SBB E5 steel open, brown, gravel lload **New** £8.00 (4)
L221751 SBB L7 steel open, brown with coal load **New** £8.00 (4)
L221750 SBB L7 steel open, grey with coal load **New** £8.00 (5)
L224804 SBB van, Feldschlossen, eplI, white **New** £8.00 (5)
L240064 SR swiss Plane Transport set, 2 x flat with Me-109 **New** £32.00 (4)

LILIPUT SH

L104021 DB 18 316, 4-6-2, F'mann digital decoder fitted £85.00
L112701 DB ETA 177 122 Railcar, maroon, eplII £75.00
L332501 DB VS145 driving trailer,maroon, eplII £28.00
L11250 DB VT 25 red, eplII £75.00
121504 DB VT 25.504 2 unit DMU, maroon £65.00
L112601DB VT06 3 unit, red, eplII £85.00
L112501 DB VT25 2 unit DMU, maroon, eplII £75.00 (2)
L112502 DR VT137/VS145, DMU, maroon/cream, eplII £75.00
12404 DE 1002 mak, red/white, diesel £50.00
105212 DR 52.8063, 2-10-0 ..... £90.00
12501 DR VT137/VS145, green £85.00
5204 Historische Eisenbahn Br 52, 4867 2-10-0 ..... £150.00
L112401 HGK DE75 Mak diesel, red/white £48.00
40011 Japanese 4-4-4T Streamline, black/red wheels (KAIRY) £125.00
OO12 Japanese 4-4-4T Streamline, Camouflage (KAIRY) £125.00 (2)
L109108 NS (ex Br91) #7501, 2-6-0T £58.00
L131999 NS 3505 4-6-2 ..... £75.00
L105215 OBB 526969, 2-10-0 with kabin tender £86.00
L105215 OBB 52.6969 2-10-0 with Kabin tender, Austria Special £125.00
320016 SBB Ae4/7 #10952, grey £68.00
L114704 SBB Ae4/7 #10976+10997 set (wooden box) one power + one dummy (digital) £135.00
L114724 SBB Ae4/7, brown, eplI £95.00
L112404 SBB Mak Diesel Am 842 000-2, red/white stripe (Dcc fitted) £60.00
7224 03 Tegernseebahn mak Diesel #14, blue £60.00
L23500 Baden Baggage, 4wh, green, epl £15.00 (2)
84901 Baden Bogie Baggage, green £16.00
84203 DB 1st, blue £15.00
84203 DB 1st, recess door, green, eplII £10.00
83100 DB 1st, skirts, green, eplII £10.00
L328701 DB 1st/2nd EILZUG, green, eplV £16.00 (2)
L328601 DB 2nd EILZUG, green eplV £16.00 (2)
L328501 DB 2nd EILZUG, recess door, green eplV £16.00 (2)
84200 DB 2nd, green, recess doors £12.00
84100 DB 2nd, recess door, green £10.00
L334510 DB 2nd/3rd BC4i, green, eplII Altenberger £18.00
84003 DB 2nd/Drivers, skirts, green, eplII £15.00
L328901 DB Baggage EILZUG, recess door, green, eplV £16.00 (2)
L383911 DB Baggage, streamline, blue, eplIIa £16.00
81903 DB Bogie 2nd Langshwalbacher, green £10.00
L383621 DB diner 'Pop' skirts, maroon/grey weathered £16.00
L382701 DB Diner, maroon, eplII £15.00
83600 DB Diner, skirts, maroon, e[IV £12.00
L351011 DB Langebschwalbacher x 4 coach set, green, eplII £70.00
L383811 DBAG Crane support coach, red £20.00
L381502 DR 2nd Langen schwalbacher, green, eplII £15.00
L381602 DR 2nd Langen schwalbacher, green, eplII £15.00
L381702 DR 2nd Langen schwalbacher, green, eplII £15.00
L350032 DR Eilzugwagen, 3 x coach set, green, eplV £40.00
L384713 DRB 3rd Badische Express, green, eplI £16.00
L381903 DRB 3rd Langen schwalbacker, green, eplII £15.00
L384903 DRB Baggage Badische Express, green, eplI £16.00
L329203 DRB Post Oack wagen, green, eplII £15.00
L384103 DRG 1st Gr28 express coach, green, eplI £15.00
84102k DRG 1st, recess door, green £15.00
84102 DRG 1st, recess door, green £12.00
84602k DRG 1st/2nd (ex Baden), green £15.00
L384203 DRG 1st/2nd Gr28 express coach, green, eplI £15.00
84802k DRG 1st/2nd/3rd (ex Baden), green £15.00

PO Box 279, RYTON, NE40 9AF

e-mail on: geoff@contikits.freeserve.co.uk

PLEASE NOTE OUR NEW ADDRESS AND OPENING HOURS

Opening hours: TUE & WED 12.30–5.30pm, THUR 6–9pm, FRI 12–4pm
SAT 10am–4pm CLOSED SUN & MON TEL: 0191 4133389 FAX: 08700 510852

84502k DRG 1st/2nd/3rd, recess door, green £15.00
L384503 DRG 1st/2nd/3rd, recess door, green, eplI £16.00
L384503 DRG 1st/2nd/Baggage Gr28 express coach, green, eplI £15.00
L384403 DRG 2nd Gr28 express coach, green, eplI £15.00
84402k DRG 2nd, recess door, green £15.00
84202 DRG 2nd, recess door, green £12.00
L334500 DRG 2nd/3rd BC4ii 66544 Dresden, green £18.00
81502 DRG 2nd/3rd Bogie (Ex Langschwal), green £12.00
L334505 DRG 2nd/3rd Dresden, green £18.00
84702k DRG 3rd (ex Baden), green £15.00 (2)
81902 DRG 3rd (Ex Langshwal), green £12.00
L334501 DRG 3rd C4i 73525 Dresden, green £18.00
L334506 DRG 3rd Dresden, green £18.00
L384303 DRG 3rd Gr28 express coach, green, eplI £15.00 (3)
81602 DRG 3rd Langshwal, green £10.00
L334501 DRG 3rd Waltbg M. Traglastabt, green £22.00
L334507 DRG 3rd, Dresden, green £18.00
84302k DRG 3rd, recess door, green £15.00
84302 DRG 3rd, recess door, green £12.00 (2)
27100 DRG 4wh baggage £6.00 (2)
84902 DRG Baggage, eplI, green £15.00
L334550 DRG Baggage, Karwendelexpress, blue/black, eplI £24.00
81602 DRG Bogie 2nd/3rd Langschwal Bacher, green £9.00
81402 DRG Bogie 3rd Langschwal Bacher, green £9.00
81702 DRG Bogie 3rd Langschwal Bacher, green £9.00
81202 DRG Bogie Post Langschwal Bacher, green £9.00
L382703 DRG Diner Gr28 express coach, maroon, eplI £15.00
847k DRG D-Zug 5 coach set, green £65.00 (2)
L383003 DRG Reichsmarschall Press coach, eplI £18.00
L382303 DRG Rheingold Salonwagen 10504, purple/cream £38.00
L382503 DRG Rheingold Salonwagen 10716, purple/cream £38.00
L383302 DRG Sleeper, slirts, maroon, epIII £16.00
83600k DSG Diner,skirts, maroon, eplII £14.00
83603 DSG Schurzen, diner, maroon, eplII £12.00 (2)
83703 DSG Sleeper, skirts, maroon, eplII £12.00 (2)
L383105 OBB 1st, skirts, orange/cream, eplV £12.00 (3)
L383615 OBB Diner Skirts, green, eplII £14.00
288 OBB K-wagon, blue/yellow stripes £10.00
L388704 SBBSwiss Express, epV £15.00
88254 SBB 1st, eplV, green (old logo) £10.00
87750 SBB 1st, lightweight, green, centre entrance £10.00 (4)
87650 SBB 1st, lightweight, green, twin centre entrance £10.00 (3)
89500 SBB 2nd eplV, green (old logo) £10.00
87850 SBB 2nd lightweight, green, centre entrance £10.00 (10)
L387624 SBB 2nd Lightweight, green, epVm £15.00
88350 SBB 2nd UIC, green, epIV £12.00 (3)
L387514 SBB Diner, Lightweight, red £18.00
L388504 SBB EW III, 1st, epV, Swiss Express £15.00
L388024 SBB Historic Speisewagon WRM, maroon £18.00
L387814 SBB Lightweight 1st, epV, green, Museum £18.00 (2)
L387624 SBB Lightweight 2nd, epV, green, Museum £15.00
87950 SBB Lightweight Baggage, green, epIV £12.00
L387514 SBB Lightweight Speisewagen, epV, maroon £18.00
O6988204 SBB Rail-In-Club Gesellschaftwagen 'Sombero', red/black £35.00
O6988104 SBB Rail-In-Club Speisewagen 'Grotto Ticinese', red/black £35.00
88651 SBB restaurant, red/grey £10.00 (2)
88651 SBB Restaurant, lightweight, red/grey, PANTO £12.00
L388004 SBB Speisewagen WRM, orange £20.00 (3)
L388614 SBB Speisewagen, EW III, Mitropa, epV, purple/grey/white £16.00 (3)
23200 DB 4wh cattle wagon, brown £4.00 (2)
L231301 DB 4wh tanker, VTG, silver £9.00
L221201 DB 6 axle Bogie flat with stakes £10.00 (4)
L225821 DB Bogie tanker Fire Service, yellow £12.00
L225811 DB BP Bogie tanker, green £12.00
L235060 DB Fd-z-72 open wagon, centre tipper, brown £10.00
L231101 DB Ferry Stake wagon, brown £7.00
225301 DB Ferry van, eplII, brown £10.00
L231001 DB Ferry van, epIII, brown £9.00
L225301 DB Gmrh30 covered van, brown £8.00
25915 DB Guards van, green, epIII £5.00 (2)
L225101 DB Hoechst 4wh tanker, grey/orange, epIII £8.00
L224308 DB Hoogovens Bogie Hopper,silver £15.00
L222799 DB Leasing Rent A wagon, cream £7.50
21603 DB 'LINZ' wood. open, pav £12.00
21707 DB Ommr33 open wagon £6.00
21706 DB Ommru, brown £6.00
L231101 DB Rbmms55 Flat wagon + stakes for Ferry £10.00
L220001 DB Rolling Road, brown £10.00 (3)
20007 DB Rolling Road, brown £10.00
20008 DB Rolling Road, brown £10.00
L220011 DB Rolling rRoad with DB Artic lorry load £15.00
L240021 DB Saltz 4 x Bogie tank, grey, epIV (old logo) £45.00
L231101 DB stake wagon for Ferry use, brown £9.00
L225801 DB Texaco bogie tanker, green £12.00
22917 DB van Kuppers Kolcsch + Lorry set £12.00
L225501 DB van with brake hut £7.00
L240091 DB works set, bogie baggage, blue, open + flat with cont £32.00
L220601 DB Zwischenwagen, brown £12.00
L225061 DBAG 4wh tanker, fire control, red/white stripe £9.00
L225399 DBAG works van, turquoise £9.00
L240064 DR 2 wagon set with Swiss Airforce Me109 ..... £25.00
21602 DR 2x lowside, brown £10.00 (3)
L221202 DR 6 axle Bogie flat with stakes £10.00
L225322 DR Works van, green epIV £7.00 (2)
21607 DRG LINZ wood open x 2 set, brown £12.00
21702 DRG Ommru wood open, brown £6.00
L225810 FS GRP Bogie tanker, light grey £12.00
L225800 FS Tieflader Typ Smmps, bogie flat, grey £12.00 (5)
21300 KPEV Altona van with brake cab £6.50
L240084 Neuschotte wagon set 'Gup Goldau + Bellizona', grey/white £28.00
L224428 NS Cargo Bogie Eaos open, red £9.00
21614 NS FRICO van with brake cab, white £6.00
L225005 OBB 4wh tanker, ELAN, grey £9.00
L225805 OBB Bogie tanker, ELAN, white/grey £12.00
23911 ÖBB Bogie van, 'Liliput' yellow £7.00
23715 ÖBB Eternit Lowside, blue £5.00
L222504 OBB OMV Bogie tanker, cream/black £12.00
200 OBB Pair of Rolling Road £15.00
25111 OBB tank car Solvay, grey £5.00
L240140 SBB 2 x 4wh tanker set, epIV/V £18.00
L240084 SBB 2 x Gravel carrier set, GUP £28.00
L240024 SBB 4 x Weiacher Kies, epIV, brown £45.00
L225004 SBB 4wh tanker Wascosa, silver, epV £8.00 (9)
L240155 SBB 6 x Beer van set, epIII £68.00 (2)
L224304 SBB Alusuisse Hopper, silver £16.00
L224684 SBB Bogie gravel carrier VIGIER, grey £10.00
L224624 SBB Bogie gravel carrier VIGIER, yellow £10.00
L225894 SBB Bogie tanker 'AlcoSuisse', silver £12.00 (6)
L222509 SBB Bogie tanker BP, light grey £12.00
L225834 SBB Bogie tanker 'Esso' grey £14.00 (2)
L225814 SBB Bogie tanker Schenk, white/red £12.00
L225854 SBB Bogie tanker 'Shell', grey £14.00 (5)
L225844 SBB Bogie tanker 'Wascosa', multicolour graphics £22.00
L225896 SBB CICA Bogie tanker, grey £15.00
L224696 SBB 'Hastag', epIV, green £10.00
L224664 SBB Kieswagen 'Hunwagen', orange £10.00 (5)
L224634 SBB Kieswagen 'Kies AG Wil', green £10.00 (2)
L224654 SBB Kieswagen 'Kies AG', epV, yellow £10.00 (8)
L224644 SBB Kieswagen 'Kieswek Huntwagen', epIV, brown £10.00 (2)
L224614 SBB Kieswagen 'Makies, epIV/V, green/white £11.00 (6)
L224604 SBB Kieswagen 'Weiacher', brown £10.00 (2)
L224614 SBB Makies bogie gravel wagon, green/white £10.00
L220004 SBB Rolling Road, blue £9.00 (3)
L240085 SBB Twin bogie gravel carrier £28.00
L240084 SBB Twin Gravel Carrier set, grey/white £28.00
L225844 SBB Wascosa Bogie tanker, multicolour graphics £22.00 (2)
L222304 SBB Xas Bogie Ballast wagon, grey £14.00 (2)
L222507 SNCB Bogie tanker VTG, grey £12.00
L222507 SNCB Bogie tanker VTG, grey, epIV £10.00
21791 SNCB open, brown £6.00
L221207 SNCF 6 axle bogie heavy flat, brown £10.00
L224426 SNCF Bogie EAOS open, brown £8.00
L2400644 Swiss Airforce J-3 6 4 on 2 x wagons £32.00
850 Track cleanertanker set £25.00

MARKLIN HAMO

2856 DB Br111 Airport Express set with 3 x coaches £140.00
8315 DB Br52 3329, 2-10-0 with tub tender £115.00
38880 DB 44.1652, 2-10-0, ex 044.534 ..... £135.00
3309 DB 85.007, 2-10-2T £115.00
38380 DBAG Br128 '12x', white £110.00
8349 DR E204 001-2, green £75.00
8324 NS 1139 electric, grey/yellow £70.00
8309 NS mP3020 PTT Post EMU Railcar, red/yellow £145.00
8356 SBB Ce6/8 Crocodile #13302, green £98.00
8356 SBB Ce6/8 Crocodile, green #13302 (DCC Fitted) £115.00
34305 SOB Re446 448-3 Swiss Com graphics, Delta £110.00
38613 SBB Re460 003-7, red, Delta £95.00
38611 SBB Re460 019-3 MIELE, blue/red £115.00
3459 SNCB 8002, diesel shunter, green, special edition £100.00
3466 SNCB 5541 diesel, yellow/green (Lenz chip) £135.00
34156 SNCB 26.005 2-10-0, green/black £150.00
42902 DB Cargo 2 x ex coach Inormation car set, red £40.00 (2)
4279 DB Deutsche Bundespot bogie coach, two tone grey/yellow £18.00 (2)
4240 DB TEN sleeper, blue £20.00 (6)
42932 DBAG Bogie baggage, red/grey doors £18.00
41771 DBAG IC Night 6 x Talgo coach set, two tone blue/grey £95.00
4094 DSG Diner eplV, maroon £18.00
4265 NS 2nd, blue/yellow £18.00
42651 NS 2nd, blue/yellow £22.00
43217 OBB 1st/2nd, skirts, green, eplII £20.00
45250 BAV Beer wagon set x 3 ..... £75.00
48260 DB 3 x Silo wagon, grey, Rudolph Rohrbach, eplII £16.00
47121 DB Artic car carrier with 8 x MB cars, green £50.00 (2)
46902 DB Bogie EAOS open, blue with wood chip load £18.00
4690 DB Bogie Eaos open, brown £10.00 (8)
48038 DB Bogie Viessmann Van (Long), orange £18.00
47717 DB Cargo 2 x ex coach Inormation car set, red £26.00
47700 DB Cargo flat with 2 x Hellman swap body, red/grey £30.00
46123 DB Double 4wh car transporters, no cars £24.00
48941 DB Flat with 3 x Eku Cont (Double set) £28.00
4872 DB Moka 4wh tanker, silver, eplII £10.00
4460 DB Taes bogie van, brown £10.00
4726 DB Tams Bogie covered open, brown £12.00 (6)
46581 DB Tiwn silo wagon, silver, eplII £12.00
48945 DB Twin Haus Zu haus 3 cont wagons £22.00
46516 DB VTG Bogie tanker, grey, epIII £15.00
4423 DB Wooden Lowside £4.50
48012 DBAG Hibblns bogie high capacity van, red £18.00 (6)
4733 FS Van rapelli, white £12.00
47903 Fuel Car set Aral 4wh tanker + tanker lorry £32.00
46283 Kraus Maffei 3 x wagon set (locomotive builders) £55.00
47447 Marklin 2003 Hupac with Marklin Artic Trailer £30.00
4898 SBB 3 wagon set 'Cirucs Knie) £45.00
48024 SBB High capacity van set, VOLG silver + Flumroc blue £45.00
48022 SBB High capacity van, cream £18.00
47205 SNCB Cargo Bogie canvas covered wagon x 2, turquoise £40.00
47894 SNCF 3 x wagons, slide roof, open, cement £48.00
442400108 SNCF Lowside, brown, eplII £10.00
47511 SNCF Simotra bogie tanker, grey/orange £18.00 (2)
48449 SNCF/SGW 2 x Bogie ore carriers, grey £35.00 (2)
48441 SNCF/SGW Bogie ore carriers, grey £16.00 (3)
4514 WLE 4 x Uc twin silo wagons, red £50.00 (2)
8474 WURT DAPG 4wh tanker with brake cab £10.00 (2)

ROCO

43075 AEG 'White Lady' 143 001-6 + driving trailer set, white, Lenz DCC £155.00
62504 BLS 185 577-4, Cargo, turquoise/silver **New** £115.00
63510 BLS 465 001-6, Connecting Europe, blue/

CONTIKITS

STRICTLY MAIL ORDER

Continued from the previous page

44541 DRG 6wh Baggage (Ex Wurt), green £18.00
44855 DRG 3rd, 6wh, green £14.00
44862 DRG 2nd/3rd, 6wh, green £14.00
44862 DRG 2nd/3rd, 6wh, green £15.00 (2)
45477 DRG 3rd 6wh, gondola end, green **New** £20.00
45585 DRG 1st/2nd/3rd 14938 Munchen, green £38.00
45586 DRG 3rd 17646 Munchen, green £38.00
45587 DRG Bogie Baggage 107764 Munchen, green £38.00
4294 DSG sleeper, pikes, maroon, epIII £10.00
44452 DSG Sleeper Pikes, maroon, epIII £18.00
44452.1 DSG Sleeper Pikes, red, epIII £15.00
44452.2 DSG Sleeper Pikes, red, epIII £15.00
45069 DSG Sleeper, maroon, epIII £25.00
45359 DSG Sleeper, recess door, maroon £20.00 (2)
45359 DSG Sleeper, recess door, maroon, epIII **New** £24.00
4292S DSG Pikes Sleeper, red £15.00 (2)
4218B Dutch Plan D coach in Roco orange/blue £15.00 (2)
44469 FNM 1st, recess door, brown, 1:87 ..... £16.00
44637 FS 2nd/Corridor, Eurofima, orange £28.00
44692 FS 3rd CZ 36.373, green £25.00 (2)
44694 FS UZ300 Poste Coach, green £25.00 (2)
44700 FS 3rd, recess door, green, epIII 30-690 ..... £25.00
44701 FS 2nd B30 881, brown, recess door £28.00
44704 FS 2nd, recess door, green, 20-060, epIII £25.00 (2)
44708 FS 1st, recess door, green, epIII, 10-096 ..... £25.00
44714 FS 1st/corridor, maroon/grey £28.00
44736 FS 1st, maroon/grey £30.00
44737 FS 1st/2nd/Corridor, maroon/grey £30.00
44778 FS 1st/2nd Abz 66535 two tone brown £26.00
45040 FS 1st, grey/green, 1:87 ..... £26.00 (2)
45041 FS 1st/2nd, grey/green, 1:87 ..... £26.00 (2)
45042 FS 2nd, grey/green, 1:87 ..... £26.00 (2)
45043 FS 2nd, grey/green, 1:87 ..... £26.00 (2)
45043 FS 2nd/Corridor, blue/white/green £30.00
45180 FS 1st/2nd Corridor, blue/white/green £30.00
45180 FS 1st/2nd, blue/cream/green £28.00
45181 FS 2nd/corridor, blue/cream/green £28.00
45182 FS 2nd/Corridor, blue/white/green £30.00
45218 FS 1st/corridor, blue/cream/green £28.00
45219 FS 2nd, blue/cream/green £28.00
45711 FS 2nd Trenitallia, grey/green, Eurofima £30.00 (2)
44013 KPEV 3rd/4th (Pair), 6wh clerestory, brown/grey £36.00
45410 KPEV 1st/2nd 6wh clerestory, green £18.00 (3)
45411 KPEV 3rd 6wh clerestory, green £18.00 (2)
45412 KPEV 4th 6wh clerestory, green £18.00 (2)
45413 KPEV Post 6wh clerestory, green £18.00 (2)
45766 KPEV 4th, 6wh clerestory, green + brake hut **New** £22.00
44205A KPEV 4th 6wh clerestory, green £18.00
44206B KPEV 3td 6wh clerestory, brown £18.00
44812 LAB 4th short 4wh, green £12.00 (5)
44813 LAB Baggage short 4wh, green £12.00
44814 LAB Baggage, 4wh, green £15.00
44498 MAV 1st, blue/grey £30.00
44498 MAV 1st/2nd, blue/grey £30.00
44497 MAV 2nd, blue/grey £30.00
45723 MAV Diner, blue/grey £25.00
4218A NS 1st, plan D, blue £16.00 (2)
43058 OBB 1st/2nd Transalpin 7110 intermediate coach, red/white/black £40.00
43059 OBB 2nd Transalpin 7110 intermediate coach, red/white/black £32.00 (3)
43060 OBB 2nd , black/grey/red £28.00
44480 OBB 2nd, Lightweight, green, epIV £15.00 (2)
44482 OBB 1st Schlieren, green, epIV **New** £22.00
44482 OBB 1st, Lightweight, green, epIV £15.00
44570 OBB Baggage, recess door, green, epIII £18.00
44573 OBB 1st/2nd, recess door, orange/cream £20.00
44652 OBB 1st Amoz, orange, ... £25.00
44659 OBB 2nd Bmoz, orange, ... £25.00
44668 OBB 2nd/baggage, red/black £28.00
45013 OBB 2nd/drivers, orange/grey, 1:87 ..... £40.00
45031 OBB Bogie Baggage, green, recess door, epIV **New** £18.00
45123 OBB 1st, Schlieren, green £18.00
45123.1 OBB 1st, Lightweight, green, epIV £15.00
45197 ÖBB 1st Eurofima, two tone grey/red roof **New** £21.00
45198 ÖBB 2nd Eurofima, two tone grey/red roof **New** £21.00 (10)
45506 OBB 2nd, red/black £28.00
45931 OBB 1st, 2nd Eurofima+diner 3 x orange coach set, 1:87 **New** £90.00
47332 OBB works Pikes coach, red £15.00
45412 P.St.E.V 4th 6wh, clerestory, green £16.00
44314 RENFE 2nd, brown/cream/orange stripe £16.00
4116 RENFE 4 x Estrella coach, beige/brown **New** £90.00
44949 RENFE 4wh, 3rd, green £9.00
44462 RENFE Bogie Bagagge, green £15.00
44080 RENFE Intercity 4 coach et, blue/grey, 1:100 ..... £65.00
44334 SBB Bogie baggage, green/grey, ... £15.00 (4)
44339 SBB 1st/2nd NPZ, blue/grey/red doors £24.00
44438 SBB Post #940, green £20.00
44438 SBB post coach #955, green £22.00
44495 SBB 1st, mkII, black/blue/green £20.00
44496 SBB 2nd, mkII, black/blue/green £20.00 (3)
44730 SBB 1st/2nd Seetal coach, green £28.00
44731 SBB 2nd Seetal coach, green £28.00 (2)
44731 SBB 2nd SEETAL coach, green, epIV, 1:87 ..... £25.00
44731 SBB 2nd Seetal, green £30.00
44731 SBB Bogie Baggage, green/grey 1:87 ..... £15.00
44743 SBB Rail In-Club Buffet 200, red/black £28.00
44768 SBB Panoramic with passengers, grey/white £65.00
44769 SBB Panoramic, 1st, two tone grey, white £50.00
44883 SBB 1st, mkIV, green/grey £30.00 (2)
44884 SBB 2nd, mkIV, green/grey £30.00 (2)
44884.1 SBB 2nd, mkIV, green/grey £30.00
44884.2 SBB 2nd, mkIV, green/grey £30.00
44891 SBB 2nd, mkIV, green/grey £28.00
44892.2 SBB 2nd/Drivers, mkIV, green/grey/red face £50.00
44965 SBB 2nd, mkIV, green/grey £28.00 (2)
44965 SBB 2nd, mkIV, green/grey £28.00
45088 SBB Baggage, black/blue/green £20.00
45187 SBB Baggage, two tone grey **New** £30.00 (2)
45193 SBB Baggage, green/grey 1:87 ..... £32.00 (2)
45194 SBB baggage, green/grey £32.00
45194 SBB Baggage, green/grey 1:87 ..... £26.00
45306 SBB 2nd, blue £20.00
45306 SBB 2nd/corridor, blue, epV **New** £21.00 (2)
45325 SBB 2nd/Drivers, white/black/red £38.00
45325 SBB 2nd/drivers, white/red/black £55.00
45331 SBB 1st, white/red/black £22.00
45333 SBB 2nd, white/red/black £22.00
45464.1 SBB 2nd/Drivers, white/blue/red doors, D Deck £58.00
45468 SBB 2nd/drivers, white/blue/Dinosaur graphics £65.00
45592 SBB Bogie baggage (+Bicycle), blue/cream **New** £33.00
4234A SBB 1st Eurofima open, orange, 1:100 ..... £12.00 (2)
4241S SBB PTT coach, green, early logo £18.00
4241S SBB PTT Z coach, green, early logo £16.00
44228A SBB Restaurant, mkIV, red/grey, panto, 1:100 ..... £12.00
54234A SBB 2nd/Couchette Eurofima, blue £24.00
54234A SBB 2nd/Couchette, blue/white stripe £25.00
44646 SNCB 2nd/corridor, blue/pink stripes £35.00 (2)
44657 SNCB 1st/Eurofima, orange £24.00
44657 SNCB 1st/Eurofima, orange/white stripe £32.00 (3)
44661 SNCB 2nd/Eurofima, orange £24.00
44661 SNCB 2nd/Eurofima, orange/grey stripe £25.00
45658 SNCB 4wh 3rd 27.330, green £18.00
45659 SNCB 6wh 2nd/3rd 37.508, green £22.00
44607 SNCF 1st/2nd DEV, green/silver £20.00
45110 SNCF 1st Corail, two tone grey/orange doors, 1:87 ..... £25.00
45379 SNCF 1st/corridor Eurofima, grey/silver/red doors **New** £30.00
45384 SNCF 1st, blue/grey, Eurofima, corridor, 1:88 **New** £33.00
45387 SNCF 1st/corridor, blue/grey, Eurofima, 1:87 **New** £33.00
45734 SNCF 2nd/bar, Corail, two tone grey/orange doors **New** £32.50
4271F Swiss Mittelthurgau Dome coach, TEE, 1:100 ..... £12.50 (2)
44859 Tegernsee Bahn 2 x 6wh coach, green £35.00
4250B Tegernsee Bahn 2nd Bogie convert, blue £16.00 (2)
4250C Tegernsee Bahn 2nd Bogie convert, blue/cream £16.00
44007 Tegernseebahn 2 x 6wh coach, blue £35.00 (3)
44020 Toshiba 3 x Push/Pull coach set, red/white £85.00
45095.1 Vallee de Joux 1st/2nd gondola ends, green, 1:87 ..... £25.00
4212 WEG 3rd 4wh, red/cream £12.00
4213 WEG Baggage 4wh, red/cream £12.00 (2)
47384 BAV 4wh stake with brake cab, green £10.00
47384 BAV 4wh stake with brake hut, green + wood load £16.00
46825 BAV Gm Munchen van, green £8.00
820 Bridge laying set £45.00
47152 CD Long bogie high capacity van, silver/brown £20.00
46808 CFL Us van for Oxy-Acetline Eqt **New** £12.00 (2)
47327 CFL Us van, bauxite £9.00 (3)
46849 CFL van Gs, bauxite £10.00
47327 CFL van Us **New** £11.00 (4)
47322 CFL van, red **New** £11.00
44009 Circus Krone 4 x van set £60.00
45062 CSD 4wh works coach, green epIII **New** £15.00
48046 CSD Burgerliches Beer van, white £9.00
46521 DB 3 x Beer Cont 'Birke/Knoor' (2 wagon set) £35.00
45984 DB 3 x Twin silo wagon set, grey £45.00
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PRIMEX 3 RAIL

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7449 DBAG ICE 2nd Class Coach V — **WAS £30**

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HO GAUGE HIGHLIGHTS

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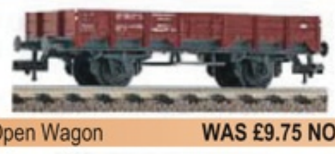
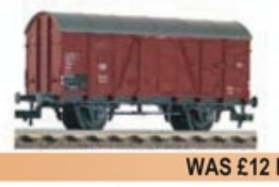


5011 DB Open Wagon — **WAS £9.75 NOW £5.95**



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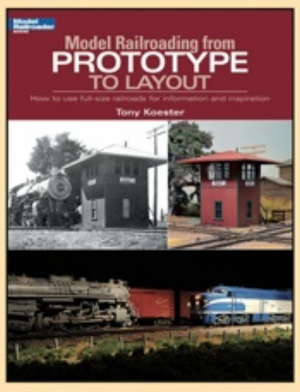

Model Railroading from Prototype to Layout Tony Koester

Model Railroading from Prototype to Layouts shows how to capture the flavor of a real railroad without getting sidetracked by detail. Using Tony Koester's expert advice before and during construction of a layout, modelers can sharpen their focus, saving time, money, and even space. Softcover; 8.25 x 10.75; 96 pages; 25 b&w photos; 200 color photos; ISBN:0890247976 £ 15.50 (FREE UK p&p)

The Columbia River

Amtrak, BNSF & UP action on oppsite banks along the mighty Columbia River, which divides Washington and Oregon. This is rugged, highly scenic country, and both railroads put on great displays. BNSF is using some older power, including a number of warbonnets, while UP is using mostly newer power. Big time railroading in big time scenery.

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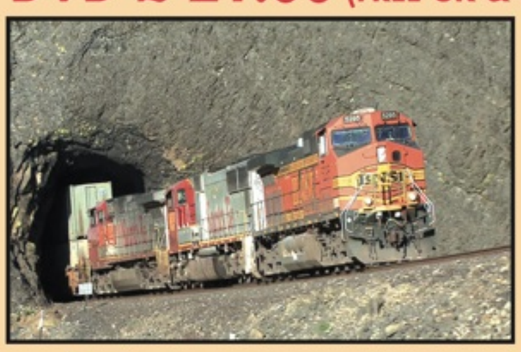
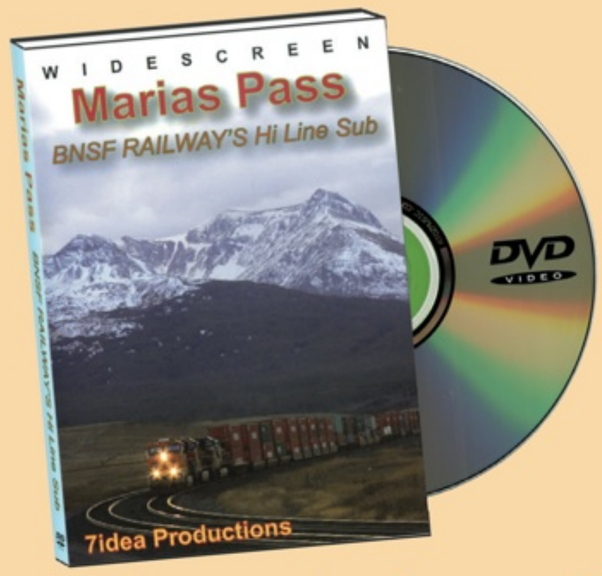


Marias Pass - BNSF Railway's Hi-Line Subdivision



It's mid October at Glacier National Park in Montana's rugged Rocky Mountains. Fall splendor has faded from the quaking aspens. Stands of larch have begun their annual transformation from green to yellow before their needles fall. The wind-swept open country to the east has taken on shades of brown while evidence of recent snows highlights the mountain peaks. Somewhere below all of this the Middle Fork of the Flathead River meanders through this wild and scenic country on its way west. The icy water knows an easy way through this forbidding mountain range and so does a railroad, for this place is Marias Pass. Today's BNSF Railway continues to use this historic route through the Rockies forged over 100 years ago by the "Empire Builder" James J. Hill. Beginning at Whitefish, BNSF's Hi Line Sub heads east through tunnels, trestles, wooden snow sheds and over the Continental Divide where mountain forests meet the high plains. Witness heavy trains and big power rolling through Montana's Big Sky Country. Enjoy bonus scenes of SP Daylight steam locomotive #4449 in Montana and Idaho.

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734 PHOTO FREIGHT

Ex Lake Superior & Ishpeming 2-8-0 #734 on a photo freight on the Western Maryland Scenic in fall foliage. Hear her barking exhaust, and see smoke and steam plumes in the cold air as the engine works hard on the grades.

Cover Photo by Mark Jones.

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