FEBRUARY 2011 CONTINENTAL MODELLER

CONTINENTAL MODELLER

FEBRUARY 2011 | £3.65 (UK)

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VOLUME 33

Halkida
Greek HO layout

Inside this issue...

Swiss G scale
Klein Arosa

Bastille Paris terminus

Latest Reviews
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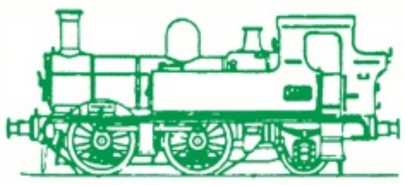

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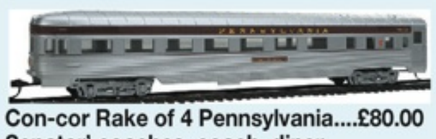

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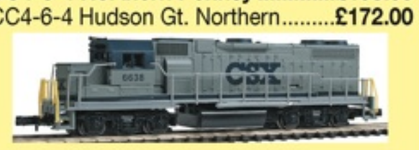

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January 2011
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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday
of the preceding month.

Cover
ADTranz Bo-Bo diesel A-475 waits to depart with a passenger train from Stylida, a Greek HO layout which is loosely based on the seaside terminus at Halkida.
Photograph: Nick Fotis.

Vale - W.J.K.Davies

We were saddened to hear that our longstanding and valued contributor W.J.K.Davies, Keith to his family and friends, died unexpectedly at his home on Monday 6th December. He was 75.

This was a surprise as we had spoken to him on the telephone only a few days earlier, discussing future articles.

The news reached us just as we were working on his next article (featured in this issue); appropriately, it deals with one of the areas for which he had become best known, Portugal, but he had a wide range of interests in the light railways of western Europe, from the Iberian peninsula to Austria. He ventured into Europe to explore such railways before enthusiast travel to the continent was common, and he was interested not just in the obvious steam locos (the attraction for many other early adventurers) but also unfashionable railcars, mundane rolling stock, the structures, and how the railway served the community.

He was an early stalwart of the Narrow Gauge Railway Society and the Continental Railway Circle.

With a professional background in further education, he would immerse himself in any subject which interested him. The combination of direct experience and thorough research gave him a unique perspective.

He had a lot of material published, as books and magazine articles, dating back (we believe) to 1959. His work on the minor railways of Portugal, which had previously been largely undocumented, as a series of articles for CM and then a book from Plateway Press, had considerable influence on the railway authorities there in the establishment of a museum and preservation policy.

He compiled what is still sought after as the definitive account of the War Department Light Railways in the First World War, and was also responsible for the standard history of the Ravenglass & Eskdale.

We were always honoured that such a respected railway author was prepared to contribute to CM.

Although he was not a modeller himself, he recognised and encouraged enthusiasm in others and was always prepared to share his knowledge and experience, either on his own initiative or in response to specific enquiries.

To support photographic illustrations, either his own or collected from archive sources, he initially produced drawings and diagrams by hand, then readily adopted and mastered computer technology for this purpose.

He will be much missed. The large body of published work, authoritative yet always accessible, stands as a lasting memorial.

However, the article in this issue will not be the last - we have more material on file, which will make several articles.

Although his death was not expected, he was clearly aware of his age and we understand he had made arrangements to secure his archive collection - that would have been typical of his planning.

We feel privileged to have known and worked with him.

Our sincere condolences to his family and friends.

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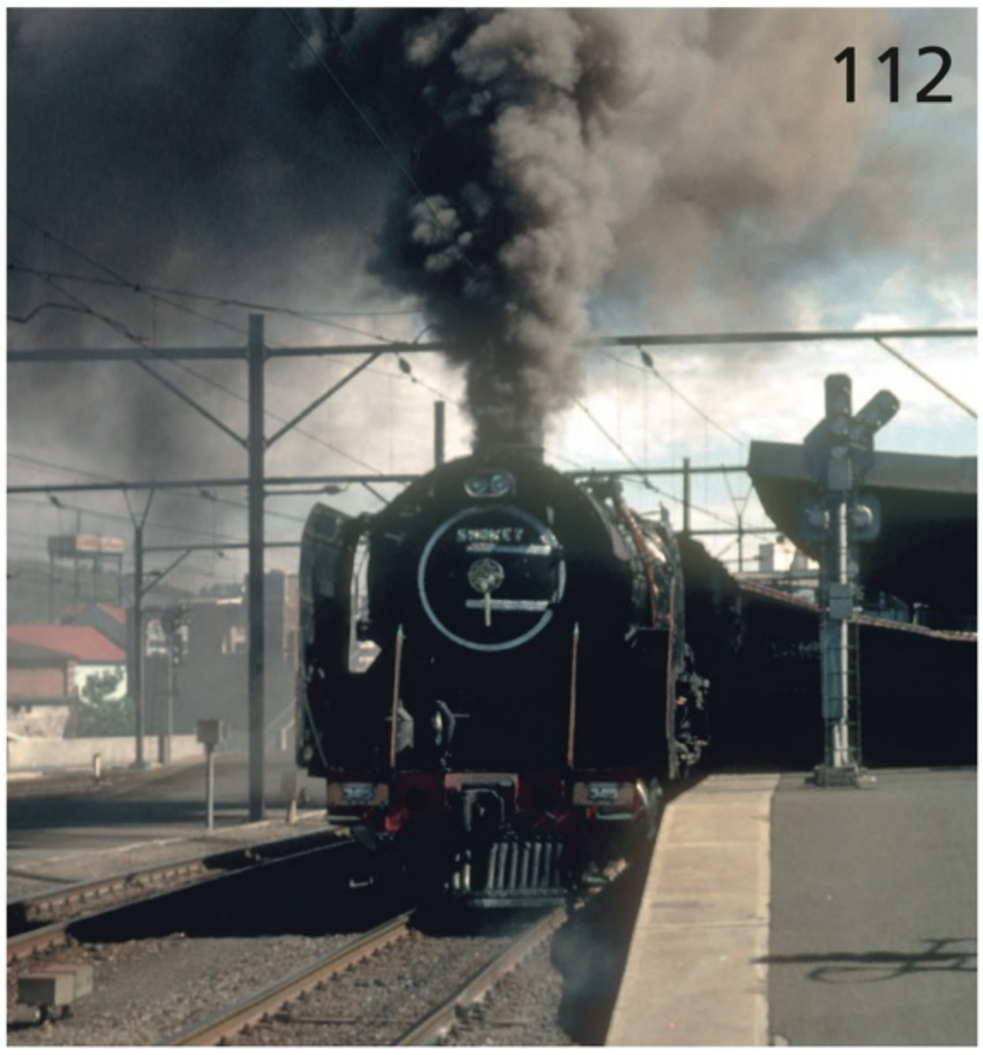

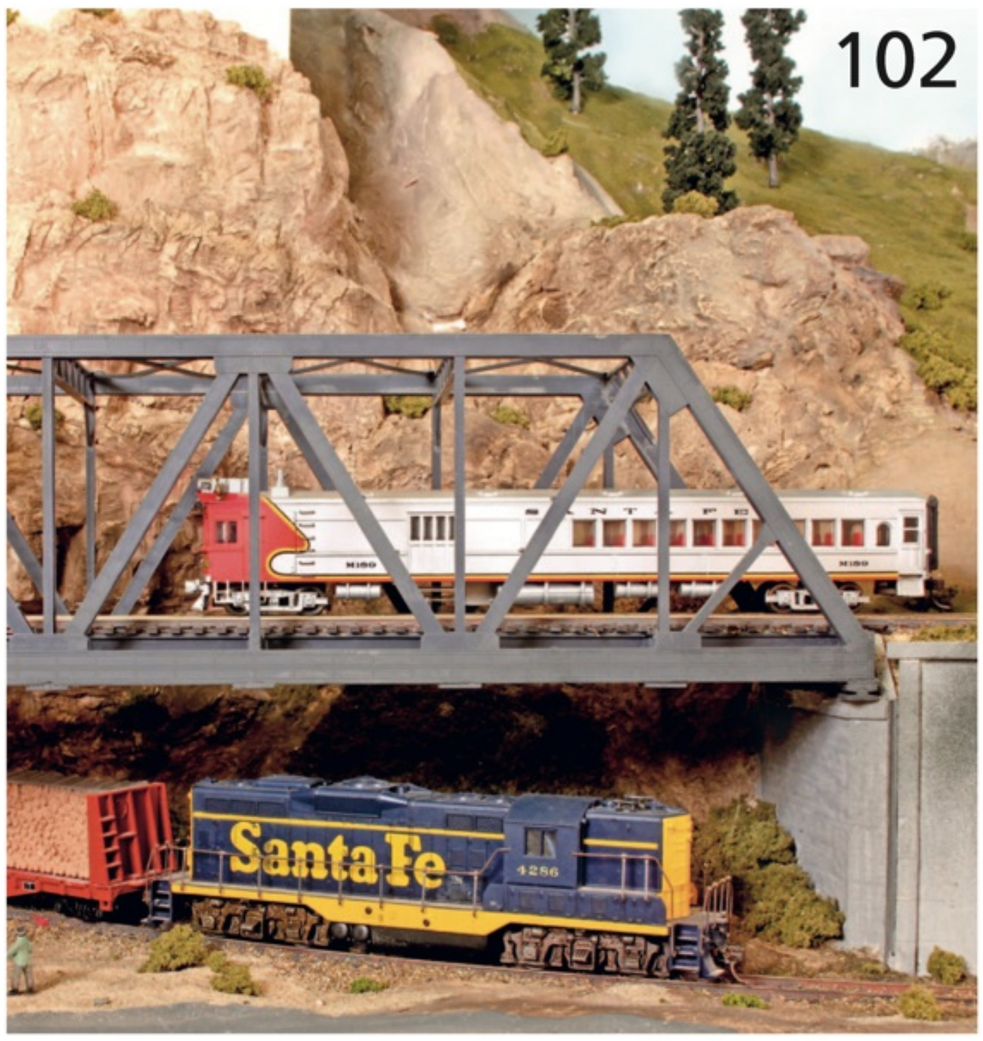

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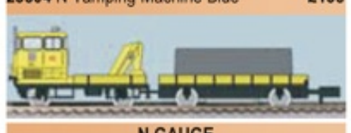

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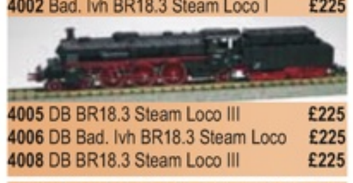

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1020-03 Coach – blue £60.50
TRACK: Kit form
1-metre 4 pieces rail/track bed/fishplates.....£12.00
Y-Points.....£60.00
Fishplates (pack of 10).....£1.60

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
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

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

HObbex
Spiel + Freude

HO Scale:
Mast: Style A – DR / DB / OBB Lattice:
OH 001 **Start Pack** – 4 Lattice Masts/2 Pole Masts/1 Tower/1 large Pole/4 long Wires/4 short Wires (177mm)/Isolators/Tension Assembly.....£10.75
OH 100 10 × Masts (5 short/5 long arm) + 10 × Wires (5 short (177mm)/5 long).....£15.75
OH 101 10 × Masts (short arm) £9.40
OH 102 10 × Masts (long arm) £9.40
OH 103 10 × Masts (no arm) + 2 × single 350mm Wires/2 × Tension Assemblies/Isolators £9.40
OH 104 4 × Tower Masts (no arm) + 8 × single 350mm Wires/8 × Cross Span Hangers/Isolators/Tension Assembly.....£11.65
Mast: Style B – DB Round:
OH 300 10 × Masts (5 short/5 long arm) + 10 × Wires (5 short (177mm)/5 long).....£15.75
OH 301 10 × Masts (short arm) £9.40
OH 302 10 × Masts (long arm) £9.40
OH 303 10 × Masts (no arm) + 2 × single 350mm Wires/2 × Tension Assemblies/Isolators £9.40
OH 304 4 × Tower Masts (no arm) + 8 × single 350mm Wires/8 × Cross Span Hangers/Isolators/Tension Assembly.....£11.65
Mast: Style C – OBB Solid:
OH 400 10 × Masts (5 short/5 long arm) + 10 Wires (5 short (177mm)/5 long).....£15.75
OH 401 10 × Masts (short arm) £9.40
OH 402 10 × Masts (long arm) £9.40
OH 403 10 × Masts (no arm) + 2 × single 350mm Wires/2 × Tension Assemblies/Isolators £9.40
OH 404 4 × Tower Masts (no arm) + 8 × single 350mm Wires/8 × Cross Span Hangers/Isolators/Tension Assembly £11.65
Mast: Style D – SNCF / DB H-Profile:
OH 006 **Start Pack** – 3 Long Masts/3 Short Masts/2 Tall Masts/4 Hangers/4 long Wires/4 short Wires (177mm)/Isolators/Tension Assembly.....£10.75
OH 600 10 × Masts (5 short/5 long arm) + 10 Wires (5 short (177mm)/5 long).....£15.75
OH 601 10 × Masts (short arm) £9.40
OH 602 10 × Masts (long arm) £9.40
OH 603 10 × Masts (no arm) + 2 × single 350mm Wires/2 × Tension Assemblies/Isolators £9.40
OH 604 4 × Tower Masts (no arm) + 8 × single 350mm Wires/8 × Cross Span Hangers/Isolators/Tension Assembly.....£11.65
Universal Accessories:
OH 029 10 × Cross Span Hangers.....£6.75
OH 110 12 × Long Wires/Isolators/2 × Tension Assemblies £12.40
OH 111 12 × Short Wires (177mm)/Isolators/2 × Tension Assemblies £12.40
OH 112 12 × Short Wires (150mm)/Isolators/2 × Tension Assemblies £12.40
OH 120 5 × Tension Assemblies/Isolators/10 × single 350mm Wires/25 × Y-arms (for cross spans).....£12.40
OH 130 Tunnel Kit – 9 × Masts/11 × Heavy Duty Wires (250mm) + Arms £7.25
LH 107 Twin Park/Street Lights £5.50
OH 903 Installation Booklet (German only).....£2.50

N Scale:
ON 001 **N Gauge Start Pack** – 6 Masts/4 long Wires/4 short Wires/2 Tower Masts/4 Cross Span Wires/4 Hangers £11.05
ON 100 10 Lattice Masts/5 long Wires (220mm)/5 short Wires (110mm).....£12.10
ON 101 10 × Short Arm Masts £9.40
ON 102 10 × Long Arm Masts.....£9.40
ON 104 4 Tower Masts, 9 Cross Wires & 10 Hangers £7.50
ON 110 10 × Long Wires (220mm) £7.75
ON 111 10 × Short Wires (110mm) £7.75
ON 122 Cross Span for 2 Tracks - 2 × Tower Masts & Wires.....£6.20
ON 123 Cross Span for 3 Tracks - 2 × Tower Masts & Wires.....£7.50
ON 130 Tunnel Kit – 9 Lattice Masts/11 Heavy Duty Single Wires.....£7.75

Schneider Elektronik Lichtsignale
These signals use LED's rather than bulbs to give a much longer life

HOm SWISS ELECTRIC LIGHT SIGNALS
2211 2 LED red/green.....£10.75
2212 6 LED green/red yellow/yellow green/green £24.50
2213 3 LED green/red/yellow.....£14.50

HO SWISS ELECTRIC LIGHT SIGNALS
2201 2 LED green/red.....£12.20
2202 6 LED green/red yellow/yellow green/green £24.50
2203 3 LED green/red/yellow.....£15.80
2204 7 LED green/red/yellow yellow/yellow green/green....£26.05
2205 4 LED green/red/yellow/green £17.50
2206 8 LED as above + yellow/yellow green/green.....£28.00
2207 5 LED green/yellow/green/red/yellow £18.00
2208 9 LED as above + yellow/yellow green/green.....£30.00
2209 4 LED yellow/yellow green/green.....£16.50
2210 Ground Signal £9.50

HO GERMAN ELECTRIC LIGHT SIGNALS
2101 2 LED red/green.....£13.60
2002 6 LED red/green green/yellow × 2.....£22.00
2103 4 LED yellow green red × 2 .....£16.50
2004 6 LED green/2 × red/3 × yellow £20.35
2105 8 LED red/green red/yellow yellow/green × 2 .....£27.20
2006 10 LED £31.25
2107 4 LED green/yellow × 2 .....£15.30
2009 4 LED Ground signal £9.50

HO STREET LIGHTS etc.
10/8 Street Light – 50mm high £5.05
10/9 Gas Light – 50mm high.....£5.05
1326 Wooden Post Street Light – 100mm high £6.05
1327 Wooden Post Street Light – 90mm high £6.05
1332 Station Clock £5.20
1341 Gas Lantern – 50mm high £5.05
1342 Street Light – 50mm high.....£5.05
1344 Street Light – 45mm high.....£5.05
1346 Gas Light – 50mm hig.....£5.85
1347 2-Light Street Lamp – 60mm high £9.10
1348 3-Light Street Lamp – 60mm high £12.60

N GAUGE SELECTION

KATO (Lemke)
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
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
23715 DB Double Container Wagon Type Sggnos 715 – *"RINNEN"*...£37.75
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

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
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
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
79072 Golfers.....£8.05
79074 Hikers.....£8.05
79080 Cattle Market with Farmers/Cattle.....£8.05
79153 SBB Personnel.....£9.45
79159 Hikers.....£9.45

KIBRI KITS
7022 2 × Semi-Detached Houses *"Am Ostweg"* £11.95

HO SELECTION

HERIS HO

11013 DB T2S TEN Sleeper – red (beige roof) £25.25
11051/2 CityNightLine Baggage Coach – blue £43.50
11052/2 CityNightLine Service Coach WRm – blue £43.50
11054/2 CityNightLine Double-deck Coach WLBm – blue £43.50
11210 DB 4×*"RED CROSS"* Coach Set £159.50
11280 CityNightLine Couchette Bpm – blue £43.50
11282 CityNightLine T2s Sleeper – blue (unmarked) £39.50
11284 CityNightLine Double-deck Coach WLABm – blue £43.50
11285 CityNightLine Double-deck Coach WLBm – blue £43.50
11916 DB *"IGRALUB.DE"* Silo Wagon £30.90
12032 Belgian Restaurant Coach 90 006 blue/cream £43.80
12118 Belgian 1st Class EpIV – blue/yellow £31.30
12122 Belgian 1st/2nd Coach EpIV – blue/yellow £31.30
12133 Dutch (ex Belgian) 2nd Class USI Y28 Coach – maroon/white stripe £26.10
12134 Dutch (ex Belgian) 2nd Class USI Y28 Coach – maroon/white (no. variant) £26.10
12200 Dutch Couchette Bcmh £44.00
12203 4×EETC Dutch AutoTransport Set – (Sleeper/2nd Coach/2×Car Carriers) £145.50
12204 4-unit *"Ski-Express"* Set (3×Couchettes – 2×blue/1×red & 1×Sleeper) £159.50
12512 Belgian Glass Transporter *"Saint Roch"* £22.95
12523 2×Belgian Car Transporters – blue EpV £51.45
13001 SBB TEN Sleeper Type T2S – blue £39.50
13002 SBB Type T2S Sleeper – blue with new logo £39.50
13004 SBB Sleeper Type T2s – blue with new logo £39.50
13009 OBB Type P Sleeper 4557 – EpV £39.50
13022 OBB (ex SBB) T2 Sleeper – blue £29.20
13025 SBB 2nd Class EW IV Coach – light/dark grey £33.60
13026 SBB 2nd Class ICN Livery Coach – EpV £33.60
13027 SBB 2nd Class ICN Coach with red band – EpV £33.60
13087 OBB 2nd Class Sleeper 201-8 – blue/grey £42.10
13123 OBB 3-unit *CAT* Set – *"NIKI Airlines"* £124.70
13128 OBB Double-deck 2×Coach Set *"Karten Linie"* £90.00
14033 SNCF USI 2nd Class Coach Y28 ..... £26.00
14118 SNCF Car Transporter – green – latest logo £32.90
14119 SNCF Car Transporter – green – latest logo £32.90
14121 SNCF Car Transporter – green £24.50
14143 SNCF 2×UIS *"TER"* Coach Set £52.00
15032 SNCF *"EVS"* Silo Wagon £30.90
15034 SNCF *"EVS FRANCE"* Silo Wagon £30.90
16037 FS Type T2s *TRENO NOTTE* Sleeper – Epoche V £39.30
17503 JZ 2-axle Goods Van EpV £17.25
18007 FS CIWL P Type Sleeping Car – silver £47.85
18018 SNCB CIWL P Type Sleeping Car – silver £47.85
30003-1/2 2×2-axle DB *CARGO* Closed Wagons – red £18.10
30003-3/4 2×2-axle DB *CARGO* Closed Wagons – red £18.10
30003-5/6 2×2-axle DB *CARGO* Closed Wagons – silver £18.10

JAGERNDORFER

21630 OBB Class 1163 010-0 Electric – OBB Logo £185.00
22630 OBB Class 1163 019-1 Electric – Flying Fin £185.00
70202 OBB *RailJET* 2-Coach Set – 1×1st/1×Economy £115.20

LASER HO Italian Models

1062/06 2-axle Ibcefs Closed Wagon *"INTERFRIGO"* £20.40
1062/08 2-axle Ibefs Closed Wagon *"INTERFRIGO"* £20.40
4011/02 Bogie Type Dz 93105 Baggage Car £50.00
4014/02 2nd Class Bz 33000 Corridor Coach – grey £53.00
4014/52 2nd Class Bz 33000 *Isabella* Coach £50.00

OS KAR

2024 FS 2-unit ALn 773 Diesel Railcar – blu/crm – EpIV £253.75
3202 FS 2nd Class Bz 33754 Corridor Coach – brown £34.00
3202.1 FS 2nd Class Bz 33381 Corridor Coach £34.00
3203 FS 2nd Class Coach 50 83 20-48 393-8 grey £34.00
3203.1 FS 2nd Class Coach 50 83 20-48 486-0 grey £34.00
4001 FS Rgmms Flat Wagon EpIV/V £18.00
4041 FS Rgmms Bogie Stake Wagon 8 887-7 – brown £17.50
4046 FS Rgmms Bogie Flat Wagon – yellow £18.00
4051 FS Rgmms Flat Wagon – grey EpIV/V £18.00
4061 FS Rgmms Bogie Stake Wagon with pipe load 8 876-0 – brown £18.50
4071 FS Rgmms Bogie Stake Wagon with steel load 9 067-5 0 – brown £17.50
4100 FS Bogie Gabs Wagon 0 068-8 with sliding silver doors EpIV/V – old logo £19.00

ACME HO 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

ViTRAINS HO

1005 Set 3×Double-Deck Coaches – 2×2nd+2nd/Driving Trailer (white/orange/purple) £94.00
1008 Set 4×SNCF Double-deck Coaches – *TER "Centro"* Livery – 1st/2nd/Driving Trailer/End Coach £205.00
1011 Set 3×FS Double-Deck Coaches – XMPR livery (blue/white) £112.25
1015 Set 3×FS Double-Deck Coaches – yellow/prple £112.25
1017 Set 4×SNCF Double-Deck Coaches – yllw/white £164.00
1020 FS ALn 668 1409 2-Car DMU – blue/grey £201.50
1034 Set 4×SNCF Double-Deck Coaches – *"Nord Pas de Calais"* – 1st/2nd, 2nd, Driving Trailer & End Coach £205.00
1040 MINUETTO Umbria Regional EMU *"Pintoricchio"* £228.00
1041 MINUETTO Abruzzo Regional EMU *"Lupetto"* £228.00
1042 MINUETTO Toscana Regional EMU *"Elfo"* £228.00
2004 FS ALn 668 1403 Diesel Railcar – blue/red £110.20
2006 RENFE Class 250 006 Electric – blue/yellow £114.50
2009 RENFE Class 250 019 Electric – blue/yellow £114.50
2011 FS Class E464 903 Electric – *ROMAGNA* livery £111.00
2160 SNCB Class 160 024 – blue/silver lines EpIII £135.50
2163 SNCB Class 16 1602 – yellow/blue £135.15
2173 SNCB Class 160 022 – blue/silver lines EpIII/IV £134.00
2175 SNCF Class BB 16755 Electric – *BETON* Livery £160.00
2177 SNCF Class BB 16671 Electric – *BETON* Livery with new SNCF logo £160.00
2178 SNCF Class BB 416654 Electric – *FRET* Livery £160.00
2180 SNCF Class BB 816583 Electric – blue/grey £160.00
3002 2nd Class Double-Deck Coach (wh./ornge/prple) £35.50
3003 2nd Class Double-deck Coach – XMPR Livery £35.50
3004 2nd Class Double-Deck Coach – XMPR livery £35.50
3007 SNCF Additional Double-Deck Coach for 1009 Set £40.50
3008 2nd Cl. Double-Deck Driving Trailer to match 3002 ..... £40.00
3009 2nd Class Double-Deck Driving Trailer – XMPR £39.00

LS MODELS HO

10158 SNCF Cl. BB16583 Elctric – EpV – blue/white/red £173.95
12041 SNCB Class 1805 Electric – EpIVab – grey/silver £158.50
12045 SNCB Class 1806 Electric – EpIVb – grey/silver with yellow & blue lines £200.20
17001 SBB RAm 502 4-car TEE Set *"Etoile du Nord"* £236.00
17002 SBB RAm 501 4-car TEE Set *"L'Oiseau Bleu"* £236.00
30008 SNCF 2×Type Gs Wagon Set – EpIV – brown £34.00
30011 SNCF 2×Type Gs Wagon Set – EpIV – brown £34.00
30013 SNCF 2×Type Gs Wagon Set – EpIV – brown £34.00
30015 SNCF 2×Type Gs Wagon Set – EpIV – brown £34.00
34004 CFL Bogie Closed Service Van – Type UKKs £17.75
42013 Belgian *"RAILTOUR II"* Bar Dancing Coach £38.40
43051 Set 3×Belgian Coaches – 2× 2nd Class/1×1st Class (to match 43050) £149.50
46116 DB 1st/2nd Cl. Coach ABm 223 – blu/ivory – EpIVb £36.25
46131 DB 2nd Cl. Coach Bm 232 – blue/ivory – EpIVb £36.25
49124 3×Sleeping Cars – 1×CIWL/2×SNCF TEN – blue – EpIV £147.00

MEHANO

3578 (19843) SIEMENS Magenta Dispolok *"EUROSPRINTER"* £84.00
8854 VOSSLOH G2000 *"DLC"* Livery £82.00
9118 VOSSLOH G2000 *"RAG"* Livery £82.00
18506 DB Sgkkms Container Wagon – *"MAX Logistik"* £16.25
19844 DB Sgkkms Container Wagon – *"DB CARGO"* £16.25
19846 DB Sgkkms Container Wagon – *"WANDT"* £16.25
55310 VOSSLOH G1700 SBB *CARGO 1* Am 843 091-0 ..... £126.00
55314 VOSSLOH G1700 SBB *CARGO 2* Am 843 066-2 ..... £126.00

HOBBYTRADE HO Models

151533 DSB Class ME1533 Diesel – black with red ends £182.25
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SL302 25 Yds N/S Concrete Sleeper	£55.20
SL302 12 Yds N/S Concrete Sleeper	£29.65

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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

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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

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

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SLE386F R/H Curved Point	£9.20
SLE387F L/H Curved point	£9.20
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SLE389F L/H Large Radius Point	£9.30
SLE390F Double Slip	£29.10
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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
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PL26 Point Motor Switch Red, Black, White or Yellow	£4.55
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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
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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 Bitr 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	£23.95
L334403	Baggage car Pw3 Pr11 DB	£23.95
L334496	3 axle Baggage Coach – SBB	£22.95
L334500	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	£28.95
L334534	3rd Class Express Passenger Coach in DRG livery	£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 Pw4uk DRG Epoch II	£28.95
L334558	Baggage car Pw4u number 641-013 in DR livery	£28.95
L334945	Coach 1st Class BLS	£26.99
L334949	Passenger Carriage 1st Cl. InterRegio SBB	£29.95
L336612	Anti-Aircraft Gun Coach – DR	£35.95
L336616	Anti-aircraft gun carriage – camouflage	£37.95
L350032	3 Coach Pack for local services DR	£59.95
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
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
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
L384551	Express Semi Dining Car DB	£29.95
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
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
L388345	Couchette RIC coach – OBB	£32.95
L388556	Swiss Express Coach 1st Class – SBB	£30.95
L388596	1st Class Coach – NINA BLS	£31.95
L388614	Restaurant Car Mitropa SBB	£17.98
L388886	Swiss Express Coach 2nd Class Driving Car – SBB	£53.95
L388896	Driving Car 2nd Class – NINA BLS	£54.95
L388984	End Passenger Carriage 1st Cl. Swiss Express	£26.99
L388986	Swiss Express Coach Endwagen – SBB	£31.95
L388996	Passenger Coach Endwagen – NINA BLS	£32.95

Liliput HOe Locomotives

L142120	D11 Zillertahlbahn	£54.95
L142122	VL6 STLB	£54.95
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 Li 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 Pack Aqualays (Pack of 3)	£94.95
95574	Stake Wagon SNCF	£40.95
95160	Hobby Bil 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	£59.99
E0918	Hopper Wagon loaded with coal SNCF	£40.99
E0919	Hopper Wagon Sgmf – SNCF	£22.99
E1258	Gondola type Ekos – 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
E1568	Flat car & container – RENFE	£22.95
E1570	Flat car & piggy 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	£20.99
E1763	Covered wagon Cantabrasi – RENFE	£22.95
E1765	Hbis Wagon in RENFE	£22.95
E1767	Box Car JPD of RENFE Toro y Betolaza, type Hbis	£20.99
E1768	Box Car JPD of RENFE TEM, type Hbis	£20.99
E1815	Box Car Wagon Renfe Ore Tef	£23.95
E1816	Box Car Wagon Ore Renfe	£23.95
E2116	Self propelled AEJ-1 – SNCF	£149.95
E2120	Self propelled AEJ-1 – NORD	£149.95
E2122	Self propelled AEJ-1 – EST	£149.95
E2136	Self propelled AEJ-2 Railcar – SNCF	£149.95
E2138	Self propelled AEJ-3 SNCF	£149.95
E2141	Self propelled AEJ-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 316-006 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
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 2nd Class Coach	£24.95
E3327	TALGO III RENFE Cafe Coach	£24.95
E3404	Class 592 3 Car Diesel Unit – RENFE	£203.95
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
E5066	2nd Class Costa Coach with internal lights – MZA	£37.95
E5067	2nd Class Costa Coach with internal lights – RENFE	£37.95
E5068	2nd Class Costa Coach – RENFE (internal lights)	£37.95
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
E5164	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
E5181	Low Side Wagon type Rs with 3 containers	£33.95
E5182	Container Flat Wagon with 3 20ft containers	£33.95
E5367	EALOS open wagon – Torras papel – RENFE	£19.00
E5477	Uackks Cement Hopper Wagon – Cementos Intermonte – RENFE	£19.00
E5478	Hopper Wagon Cementos Tudela Veguin – RENFE	£22.95
E5483	Cement Hopper Wagon – SNCF	£22.99
E5506	DB Sliding Wall Wagon – Transfesa	£19.00
E5557	Sliding Wall Van – Kronenbourg	£25.95
E5717	CRFF Coal Hopper with load – SNCF	£16.00
E5718	Fanoos Hopper Wagon – RENFE	£23.95
E5723	EF 60Hopper Wagon – Capcol EDF – SNCF	£16.00
E5748	DB Coal Hopper with load	£16.00
E5755	Transfesa Hopper weathered – RENFE	£23.95
E5756	Hopper Wagon Transfesa weathered	£25.45
E5829	SNCF Tank Wagon – Millet	£17.00
E5836	Ermefer tank wagon – SNCF	£20.95
E5837	Tank Wagon Transfesa – RENFE	£25.95
E5873	Uacns Tank Wagon – RENFE	£25.95
E5878	Tank Wagon RENFE Transfesa Biodiesel	£20.95
E5879	Tank Wagon RENFE with Savesa branding	£25.95
E6020	Double-deck artic car carrier – SNCF	£45.95
E6025	Bi-level car transporter Sirfs – FS	£19.95
E6308	Semat van carrier articulated wagon	£21.95
E6309	Semat van carrier articulated	£22.95
E8000	Hopper Wagon Type Uas RENFE	£31.95
E8001	Hopper Wagon in Transfesa livery	£31.95
E8002	Tolva hopper wagon "SUCRAN"	£31.95
E8005	Hopper Wagon Type Uas RENFE	£31.95
E8007	Hopper Wagon Mercaguadiana	£29.99
E12000	Box Car J in Red Oxide livery RENFE	£21.95
E12001	Box Car J in Grey livery RENFE	£21.95
E15000	1st and 3rd class Coach, MZA	£54.95
E15001	3rd class Coach, MZA	£54.95
E15002	1st and 3rd Class Passenger Coach RENFE	£54.95
E15003	3rd Class Passenger Coach RENFE	£54.95
E15004	3rd Class Passenger Coach MZA	£54.95
E15005	3rd Class Passenger Coach RENFE	£54.95
E18008	1st Class Passenger Coach	£51.95
E18009	2nd Class Passenger Coach RENFE	£51.95
E18010	2nd Class Passenger Coach RENFE	£51.95
E18103	T2 Sleeping Coach RENFE	£55.95
E18104	T2 Sleeping Car Wagon-Lits	£55.95
E18105	T2 Sleeping Coach Grandes Lineas	£55.95
E18106	T2 Sleeping Coach RENFE	£43.95
E18107	T2 Sleeping Coach 75-40 122 RENFE	£55.95
E18108	Sleeping Coach T2 Renfe Operadora	£49.99
E19003	Livestock Wagon Granja San Antonio	£19.99
E19004	Box Car Nitrafo De Cal De Noruega	£20.70

Bachmann Spectrum On-30 Locos

25249	2-6-0

Kernow Model Rail Centre

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 A8tu 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
HJ6028	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 type 400.000Gs SNCF	£22.99
HJ6060	Closed Wagon "Interfrigo" SNCF	£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
HL8001	Container fork lift with 1×20 ft container	£23.95
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 VT08.5 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
HR2026	Class 740 2-8-0 Steam Loco 740.106 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
HR2072	Double unit shunting tractor FS series 208	£159.95
HR2080	Shunting tractor FS series 208 green	£86.95
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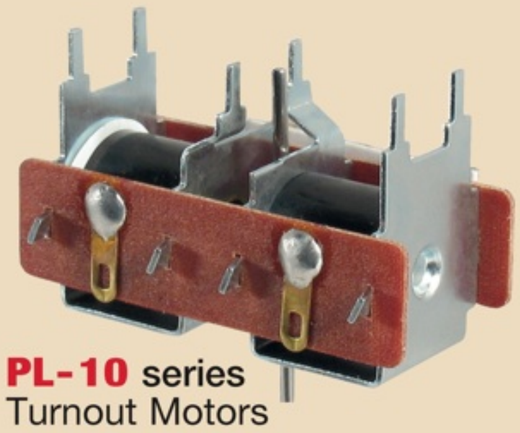

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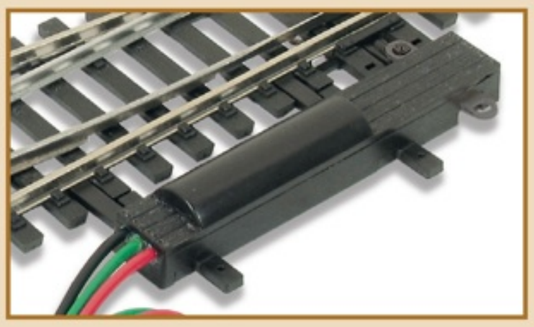

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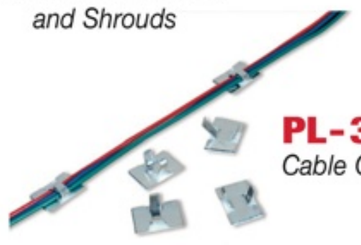

PL-37
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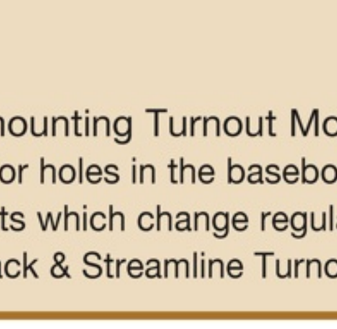
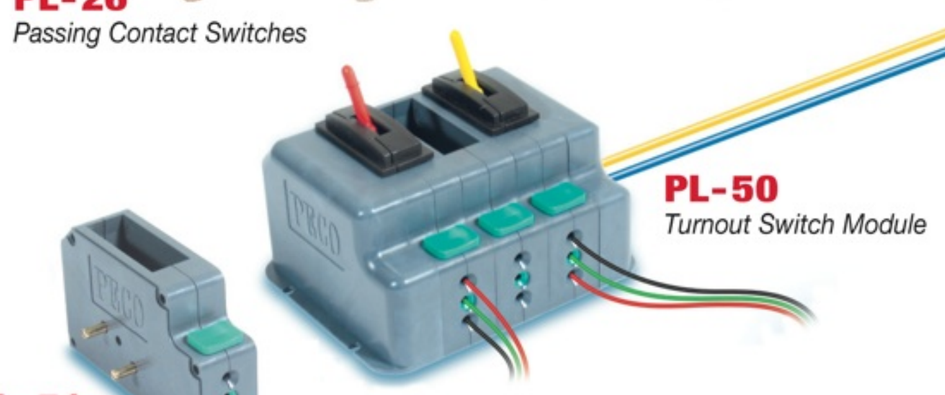


PL-34
Turnout Wiring Loom

PL-26
Passing Contact Switches



PL-50
Turnout Switch Module

PL-51
Switch Module Add-on Unit

PL-27
Switch Console

PL-15
Twin Microswitch Kit

PL-13
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Yiannis Hazapis presents a modest HO layout which he built for and with **Stavros Louvreas** in an attempt to capture something of the character of a picturesque Greek seaside branch terminus. *Photographs by Nick Fotis.*

A sense of Halkida

A Greek HO layout

A year ago I was asked by Stavros Louvreas to build him a layout. I follow a standard procedure - first ask the man what features he would like the layout to have and then see how to fit it all in. Stavros was an easy case. All he wanted was a Greek station, leaving the rest of the design to me. The only problem was the rather confined space: the station should not exceed three metres long and it was all to fit on a shelf in his garage, eventually linking on to his basic oval layout on the opposite wall. Certainly leaving no room for the car, as is always the case.

He left me to think about it for a couple of days and I came back with the question. "Have you ever been to Halkida?" He answered that he had not, and I was rather surprised. Halkida is quite a large town north of Athens, right on the Euripus straits between mainland Greece and the island of Evia. The two land masses nearly meet at Halkida, the landmark of which is the lifting road bridge over the turbulent water of the straits. The railway never made it over the water but ends on the mainland, in the form of a spectacular, or should I say picturesque, terminus, dwarfed by huge eucalyptus and pine trees. With its tracks right next to the water, a loading dock, and a small beach of its own, we are talking of a true 'seaside' station.

The dream of building a scale version of Halkida terminus remained unreachable. It would be impossible to fit it all into the allotted three metres. But, we had had the inspiration, and now all we had to do was work out a practical compromise, as usual. I got a nice piece of A4 paper and started drawing, trying to fit all or most of Halkida's characteristics into the given

Below
At the platforms a local freight behind Alco-engined A-324 is waiting departure, while A-227 (which has been re-engined with a Caterpillar diesel) is waiting its next shunting duty. The layout is rich in carefully observed details - note, for example, the old boat mooring rope soaked with seaweed.

Right
The station building. If the style looks rather French, this should not be a surprise, as many Greek lines were built by French companies.

Below left
The freight has departed and A-221 resumes shunting. The track gang's Wickham trolley is stabled in the yard.

Left
The big Alco A-324 is on the beachside line which will allow for future extension.

space. I came up with a plan, and managed to combine, harmoniously I think, the best features of the terminus. The plan provides plenty of shunting operation plus the ability Stavros wanted - the line could be continued further for a future extension. Stavros was thrilled and construction began.

The baseboards

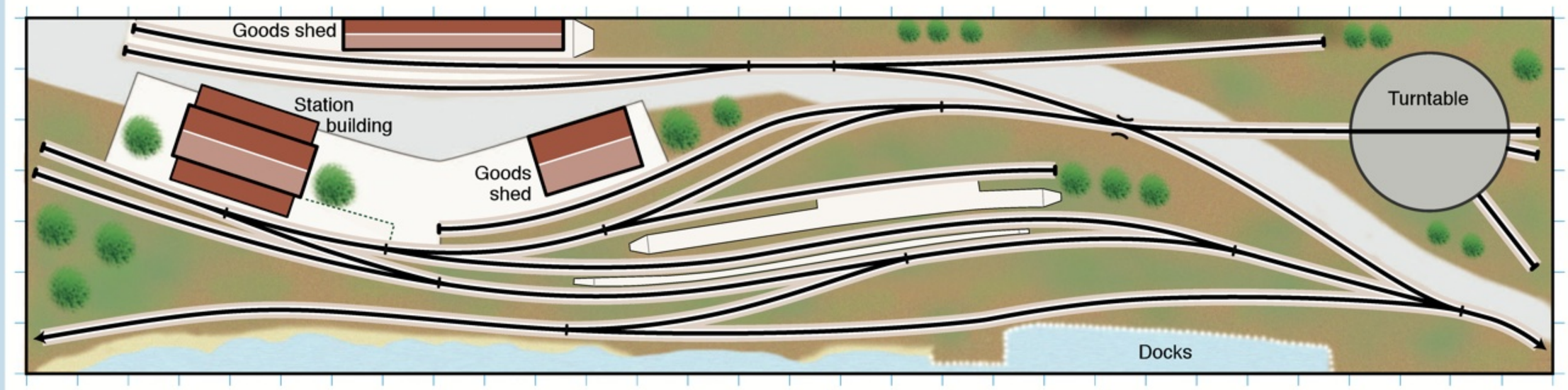
The layout was initially constructed in my workshop, so the first major consideration was that it should be transportable. By splitting it down the middle, the join would clear the points and give a nice manageable length of a metre and a half per module.

First I put the two baseboards, each measuring 150cm x 70cm, on the workbench and laid the track on top, in order to work on amendments and finalise the scheme. Using a marker pen, I drew along the edge of the tracks where the baseboards were to be cut to give smooth slopes between the two levels and the dock area. Finally I cut along the marks with an electric jigsaw.

The two module frames were constructed by the simplest method. Under each module board I screwed longitudinally two beams 50mm x 20mm to give anti-warp strength and rigidity, trying to keep clear of the areas where the underfloor point motors would fit.

Left
A-455 is a Montreal Locomotive Works machine (built from the brass kit from Balkan Models).

Right
Sweeping curves from the three-way point at the station throat give a sense of space even in a space just 3m long and 70cm wide.



Overall layout 3000mm x 700mm. Each grid square = 100mm.

Then five 50mm x 20mm beams were cut 700mm long and were screwed under the longitudinal beams as lateral braces to give a complete 'open frame' construction. Lengths of 8mm plywood were cut to shape, then glued and screwed onto the facing ends of the modules. To keep a perfect alignment of the two modules, I used two 8mm dowels which are glued into one of the plywood sides.

Laying the track

4mm thick cork strips were laid along the track marks on the surface and glued in place using undiluted white glue. No trimming or accurate cuts were done at this time. I prefer first to lay the track, find the desired curve, fix it in place and then trim the cork underlay. Track is Peco finescale code 75.

In order to give a long scale look to the station, long straight and curved points are mostly used, and the beautiful three-way point was placed at the throat of the station to save some space.

Above
The station area and the 'end of the line'. On the left, the seaside line curves away smoothly for possible future extensions.

After the rough roadbed was in place, then came the long awaited moment of laying the track (love it!). The points were first put in place and then joined with smooth curves, using lengths of flexible track. When the desired curve was established, the flexible track was cut to length and soldered to the point ends. This method does not allow the track to lengthen when temperature rises but I find it is the only way to have the smoothest of curves without bends at the joints. Relief gaps can be cut though anywhere else along the rails after the track is fixed.

Using this method the track was laid while both modules were bolted together. When all was complete the track was fixed to the cork underlay using the fixing pins and where needed, a bit of hot glue.

Above
Beautifully laid track near the goods yard. The point lanterns are from Weinert.

Below
ADTranz A-475 (a model from AlphaTrains) is awaiting departure with the daily passenger train. The old coach on the right now accommodates the track gang. In the foreground is the low level track along the dock wharf.

Using 1mm cork under the outside of curved track, giving it a tilt, managed to represent the angle of cant or superelevation - in my book this nice makes all the difference.

At the module joint the tracks had to be reliably secured and aligned. I follow the simplest method to do that, with the use of 1-1.5mm (whichever is available) thick brass nails. With a drill bit 0.1mm thinner than the nail, I make a hole in the baseboard right next to each rail, but at an angle towards the centre of the track. Using a light hammer (or even by hand), I push the pin through the hole, until the pin head touches the rail and I solder the rail onto the pin. Fixing the pins at an angle provides extra rigidity. When all tracks at the module joint are fixed, I then cut them along the joint with a thin cutting disc.

After all track was fixed, the time came for the wiring.

Wiring

For point control, I use the Conrad slow-action point motors with the frog switch. These are very easily installed under the Peco points - all you have to do is to remove the locking spring from the point. I find them best value for money and they come with three main advantages compared to other slow-action point motors - low price, low noise, and ease of installation as you do not have to wire the mechanism to test if it throws the point. The mechanism can be changed by hand since the motor does not drive a worm but a crown gear, which is also the reason why it is quieter.

The mechanisms were temporarily fixed under each point with a drop of hot glue and, when tested, they were fixed permanently with the supplied screws. To reduce the noise further I used a strip of 5mm cork sandwiched between the baseboard and the point motor at the fixing points.

Above
A contrast in motive power - a former War Department 'Austerity' 2-10-0 in service with OSE as LB class, now preserved. (This is actually a Bachmann OO model, but ...)

Left
A-227 pauses in the shade.

Below
A level crossing will be made over the frogs of the three-way point to access the docks. The bridge serves as a temporary headshunt.

All wires are colour coded for ease of maintenance and I follow the Märklin colour code system for that, as I find it 'nice and clear'.

All wires that need to go from one module to another are gathered together at the end and soldered on 25-pin D connectors which can be found at computer hardware or electronics stores.

On one module I also made a small, simple control panel for the layout.

When all the wiring was done and everything was tested, I painted the track, using an airbrush, in a dark brown colour. After it dried, I sprinkled the ballast freely over and either side of the track. Then I ran a thick but soft brush over the track to place the ballast between the sleepers, while at the same time displacing the excess to the sides. This though is only the rough, first part of the job. The second part is working

Left
The smaller goods shed was adapted from a Faller plastic kit, split in half and used as low relief.

Above
The goods yard, from an unusual angle - this view is impossible when the layout is in position.

Below
Stylida station amongst the trees. The building is a kit from Thema and is an exact replica of the station at Brallos. Most railway buildings in central and southern Greece are of this typical French architectural style.

Right
The goods shed was made from a beautiful kit by P.N.Sud Modèlisme which suits the Greek environment perfectly. The goods stock is mostly standard European wagon types from the main manufacturers.

with a finer brush and a bit of tapping on the rails, until it all eventually falls into place and gets the desired result. When I was happy with it, I wet it with water using a sprinkler. Glueing is finally done using 40-60 diluted PVA glue, applied freely over the ballast using a large (the bigger the better) syringe.

The layout was completed and handed over to Stavros for his part of the job, the scenery. Six months went by and then he invited me to take a look at the result. I was amazed at the simplicity, accuracy, fidelity and cleanliness of his job.

Buildings

The station building is from the Greek company Thema Models, which specialises in Hellenic prototype models of rolling stock and railway buildings. Among them is this beautiful structure made of plaster, with several add-on photo-etched details. The result is quite remarkable and Stavros's painting has brought out not only the details but also the hardest part, the 'feeling' of this building with its French style of architecture. The goods shed is also a building of the same class, made of similar material, but this time from the French

specialist P.N.Sud Modèlisme. The goods shed at the rear of the layout is a Faller building, modified as necessary to become part of the backdrop.

Trees

All the trees are hand-made using real branches of suitable shape. Onto these Busch natural tree material was trimmed and cut to shape, and glued using hot glue or UHU to form the thinner twigs. The whole tree was then sprayed using Busch spray glue and a scattering of leaves of the correct colour were scattered freely on top. The result is a very realistic tree which can be of any height and each is certainly unique.

Halkida or Stylida?

You may notice that the name of the station is not Halkida. After all that talk about the place, Stavros eventually decided to name it after another seaside Greek terminus, Stylida, of which he has lots of memories!

What next? The first thing Stavros said when we got together with Nick Fotis to take the photographs was "Well, it is not finished yet!" We both replied "Don't worry, it never is!" Isn't this the greatest part of our hobby? You start building something and if it comes out right, it is constantly inviting you to add, to correct, to perfect.

Considering what Stavros can achieve, the layout has a long way to go. The little wooded area in the middle adjacent to the platform is so characteristic of Greek stations. We can just imagine a small *draisine* resting in the shade of the trees and a small scene of workers drinking ouzo on a pile of rotten sleepers! Another 'must-do' is the completion of the area around the turntable, perhaps including an engine shed. Lights must also be made and spread around the layout for that atmospheric night scene.

With Stavros's talent for bringing plaster, plastic, and green sponge to life, his ability to create little scenes, and his patience adding little details that no-one could ever imagine - well, there is really no end!

Top
Alco A-324, stabled on the beachside line, was adapted from an AR Kits New South Wales 45 class Co-Co.

Above
Alco A-227, approaching the turntable, has the body of a Powerline New South Wales 48 class Co-Co fitted on Black Beetle two-axle trucks with scratchbuilt sideframes.

David Thomas presents the history of this interesting Paris city terminus for suburban services, and suggests it would make an unusual subject for a layout. *Photographs as credited.*

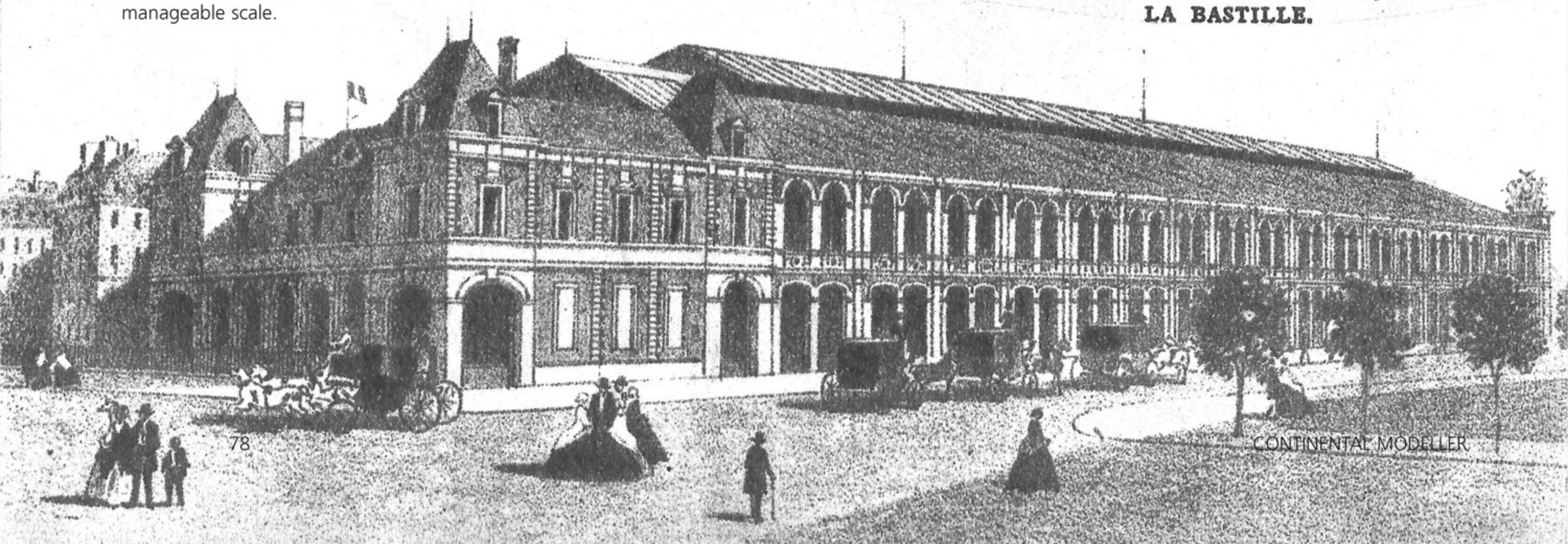
Bastille

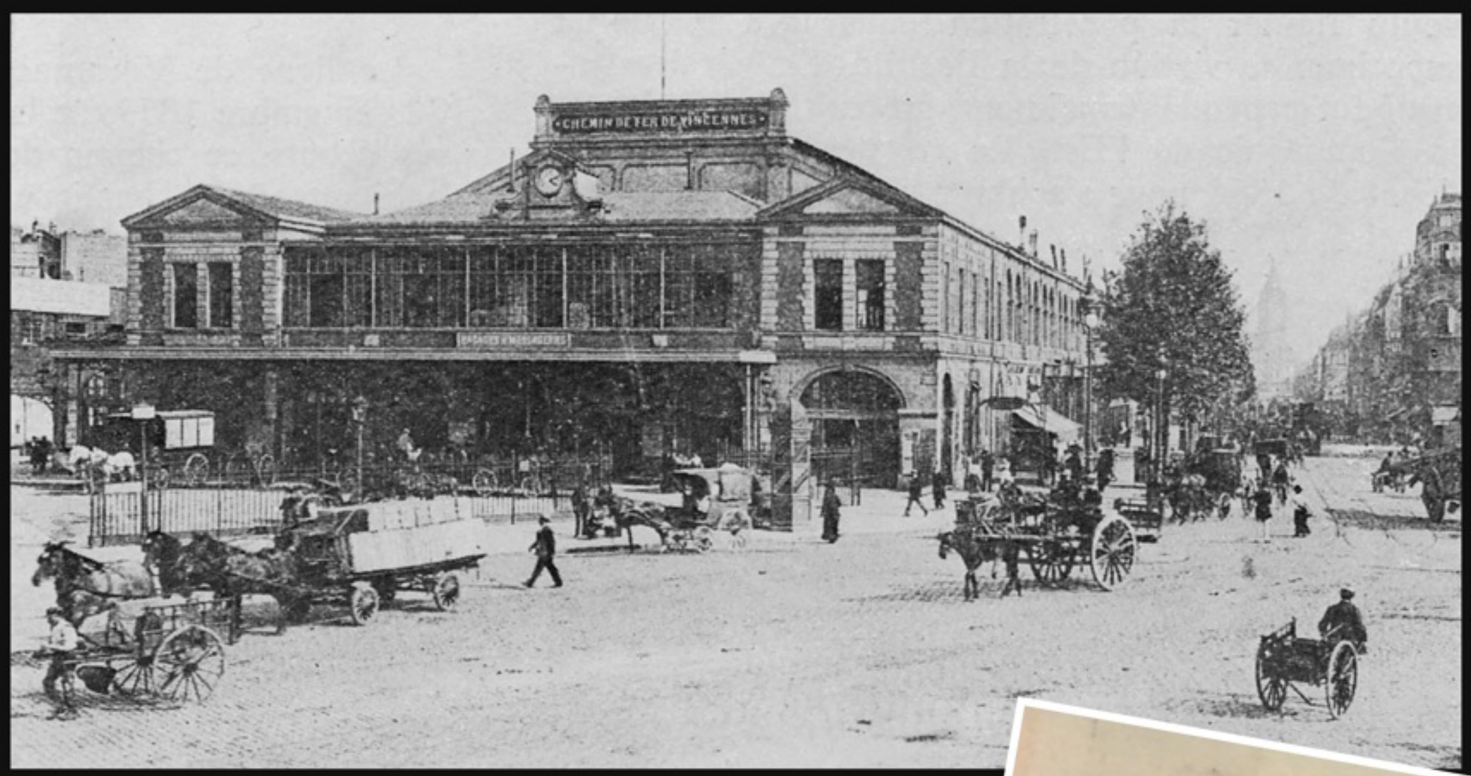
Part 1 - a living museum

France is usually associated with fast main lines or, at the other extreme, the country's once vast network of light railways, but the most intensive operations have been the hundreds of trains carrying commuters in and out of Paris. Before the Réseau Express Régional (RER) was built, this activity was centred on the termini that ringed the city and, while the Gare du Nord or St.Lazare would be rather too ambitious for most modellers, there was one on a far more manageable scale.

The Gare de la Bastille was Paris's oldest original terminus but also the smallest and least well-known. Tucked away behind the revolutionary column, it was a hidden gem, faithful to steam until the end, and little changed since the mid nineteenth century. To my great regret I did not know about it until a few months after it had closed in 1969 but even then, with signals and track still in place, it was incredibly atmospheric. Fortunately, a few enthusiasts did discover it before it closed and recorded a station and its trains that have since become something of a legend.

1859 — EMBARCADÈRE DE PARIS, PLACE DE LA BASTILLE.





Left
The Gare de la Bastille in the 1900s.
Author's collection.

Below
A coloured postcard showing the station in 1904.
Author's collection.

Main picture
Two trains stand ready for the rush but for the moment the platforms are empty. September 1969.
Photo: Peter Hackney.

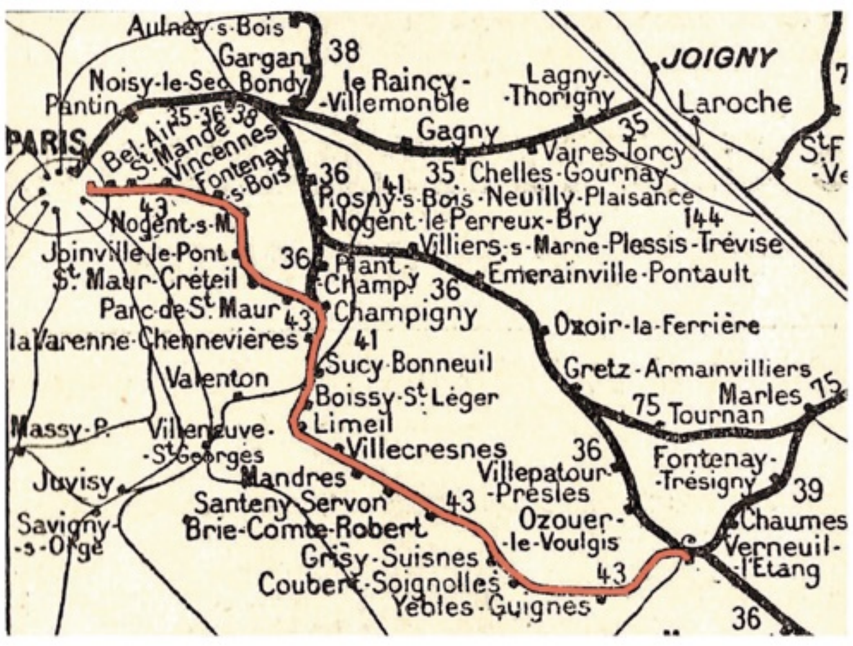
Left
141 TB 454 and 141 TB 404 ready to depart in August 1969.
Photo: Mike Willis collection.

Below
The concourse and platform 5 in September 1969.
Photo: Peter Hackney.

Left
The driver of 141 TB 463 gets final instructions as another train departs on the far track in September 1969.
Photo: Peter Hackney.

Right
Fireman and guard deep in discussion as 141 TB 463 stands by the track 4 water column in September 1969.
Photo: Peter Hackney.

Below
The Est suburban lines, from the 1933 timetable, with the Bastille to Verneuil line picked out in red for this article.
Author's collection.



History

Although it was the terminus of the fairly short and mainly suburban Ligne de Vincennes, Bastille was built with far grander ambitions. The government wanted a strategic connection for the fort at Vincennes and in 1853 awarded a concession to the Chemin de Fer de Strasbourg, along with the main line to Mulhouse and a connecting line between them. The Mulhouse line would share the existing Gare de Strasbourg but Bastille could provide an additional main line terminus closer to the centre of Paris. The company, now the Chemin de Fer de l'Est, designed it with this in mind and, to avoid level crossings in Paris itself, built a high level terminus on the end of a magnificent 1,200 metre long viaduct.

The original line through Vincennes to Varennes opened in 1859 and though only seventeen kilometres long was soon handling six million passengers a year. However, Bastille's main line aspirations were dashed by the disastrous war with Prussia in 1870-1871. The territory lost included Mulhouse and Strasbourg and, with its network drastically reduced, the Est shelved the planned connecting line and developed its existing main line terminus as the Gare de l'Est.

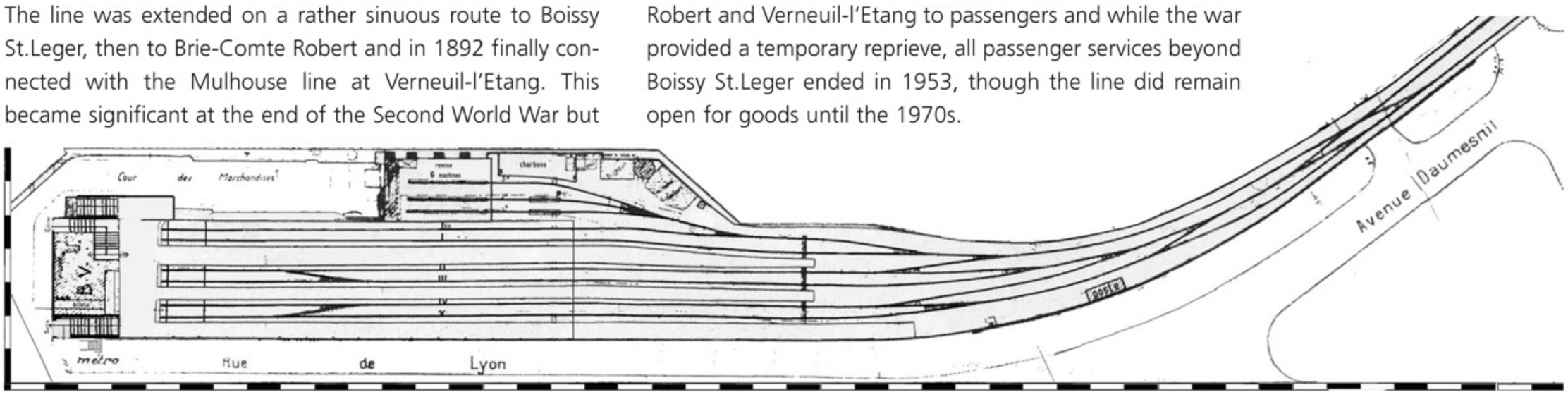
Bastille now served a purely local rôle but traffic continued to grow and by 1889 it was the second busiest station in Paris, after St.Lazare, with twelve million passengers a year. The line was extended on a rather sinuous route to Boissy St.Leger, then to Brie-Comte Robert and in 1892 finally connected with the Mulhouse line at Verneuil-l'Etang. This became significant at the end of the Second World War but until then the 55km line settled down to serving commuters, the agricultural districts beyond the growing suburbs, and the hordes of weekend trippers who used its trains to escape from Paris to the banks of the River Marne and the Guinguettes, the open air cafés and dance halls immortalised in several impressionist paintings.

During the 1920s annual passenger numbers grew to thirty million and Bastille was stretched to breaking point. The line had always used double-deck carriages, and to allow longer trains electric traversers had been installed at Bastille instead of points. Expansion would require major rebuilding but neither this nor electrification were affordable as most of the passengers were commuters whose season tickets provided limited revenue. Instead, the Est's Service Central d'Exploitation analysed the entire operation and managed to increase the number of rush hour trains by a quarter. The scientific approach became a model for other railways and provides a rare insight into the detailed working of a busy terminus.

The boom years ended with the 1930s depression, along with increased competition from buses and new Metro lines. Passenger numbers halved and the Est tried unsuccessfully to close the entire line. In 1939, the newly created SNCF did close the last nineteen kilometres between Brie-Comte Robert and Verneuil-l'Etang to passengers and while the war provided a temporary reprieve, all passenger services beyond Boissy St.Leger ended in 1953, though the line did remain open for goods until the 1970s.

Right
141 TB 497 and 141 TB 463 on tracks 3 and 4 in a quiet moment. September 1969.
Photo: Peter Hackney.

Below
A detailed plan of Bastille station, with metre scales.
Author's collection.



Immediately after the war, Bastille had its moment of glory. Wartime destruction of a large viaduct at Nogent-sur-Marne had cut the main line to Mulhouse but there was still a connection to Bastille. For a few months in 1945, the Gare de la Bastille finally became a *Gare des Grandes Lignes* with long distance trains providing a brief glimpse of what the terminus might have become. However, this was to be Bastille's swansong. Pre-war plans for a high-speed metro system were revived, which would take over the Ligne de Vincennes to Boissy-St.Leger. The first five kilometres of the line would be replaced with an underground line that would eventually cross Paris. The plan turned Bastille into a Cinderella. It was not until the mid-1960s that construction of the RER actually began but by then, with no investment and its handsome architecture hidden behind shop signs and posters, Bastille had gained a somewhat undeserved reputation as a dirty, smoky, and run-down place in an unfashionable quarter of Paris. As work on the new network neared completion, the impending closure of Bastille and the end of steam generated belated interest by enthusiasts and most photos and film of the station show it during its final year. Though push-pull working had by then ended, the fascinating choreography of light engine movements and traversers, and the combination of steam trains and mechanical signals right in the heart of Paris, were irresistible.

The last train departed at 00.50 on the night of 14th/15th December 1969. The train shed became a hall used for pop

Left
Pure steam atmosphere as 141 TB 463 eases away past the water column on track 4. September 1969.
Photo: Peter Hackney.

Below
141 TB 463 picks up speed as it leaves track 4 bound for Boissy in September 1969. The signal box is just visible beyond the gantry. The apartment blocks behind would make an excellent backdrop for a layout.
Photo: Peter Hackney.

Left
A grimy 141 TB 404 is ready with a train in August 1969.
Photo: Mike Willis collection.

concerts, as well as a major model railway exhibition in 1976, and there were even plans to turn it into a transport museum, making good use of the viaduct.

The station itself was listed as a building of historic importance but in 1984 this oldest original terminus in Paris was torn down to make way for a new opera house. For many this was an act of civic vandalism.

The viaduct did survive and has now become the *viaduc des arts* with shops and workshops in the arches and the trackbed above turned into a *promenade plantée*, a linear garden along which visitors can stroll. Most of the rest of the closed section has also survived as a green lane for walkers and cyclists, while the remaining line to Boissy-St.Leger is now the eastern section of RER ligne A.

Layout

Though small by later standards, when it was built Bastille was comparable in size to other early main line termini in Paris. Like them, it was originally an *embarcadére* (literally a landing stage) with a separate arrival and departure platform on opposite sides of a train shed with carriage sidings between them. There was also a small loco depot, and the original design included a narrow goods shed. Facing onto the Place de la Bastille was an elegant building about 30 metres wide with broad staircases on each side leading up to the trains. Between these at street level were baggage and parcels offices, while a glass screen-wall above created a large well-lit space for the ticket office and restaurant. The train shed was behind this main building and raised on brick and masonry arches about eight metres above the street. The shed included the cast iron main span of the original *embarcadére* and a narrower span originally for a goods depot.

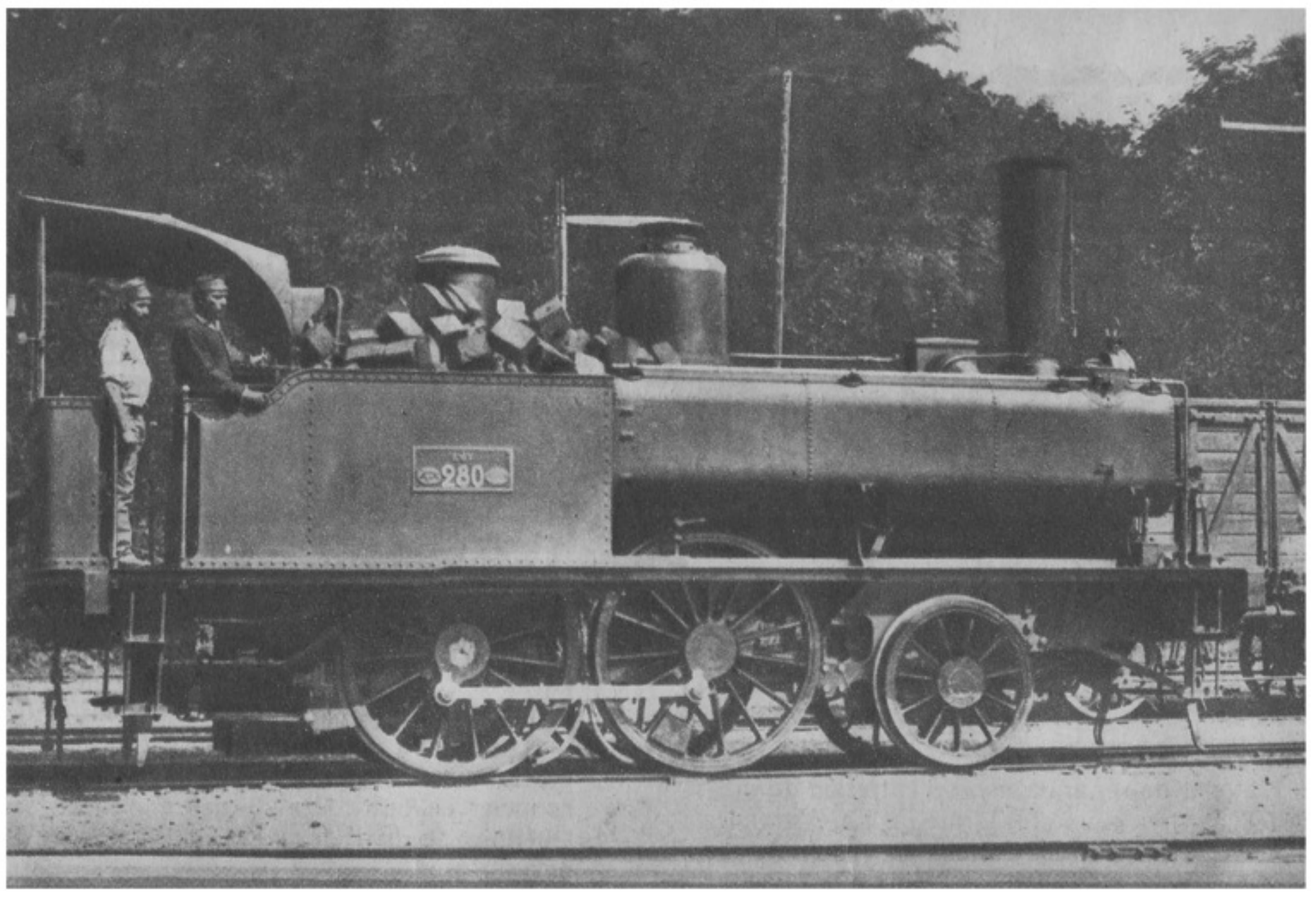
As the station grew busier, the original layout had been replaced by three low platforms with five train tracks and a loco release road to one side. Immediately in front of the buffers were three electric traversers, and beyond the platforms the station throat quickly narrowed to the double track running line while making a smart 40° left turn onto the viaduct. Behind the train shed was a three-road shed that could hold six locos.

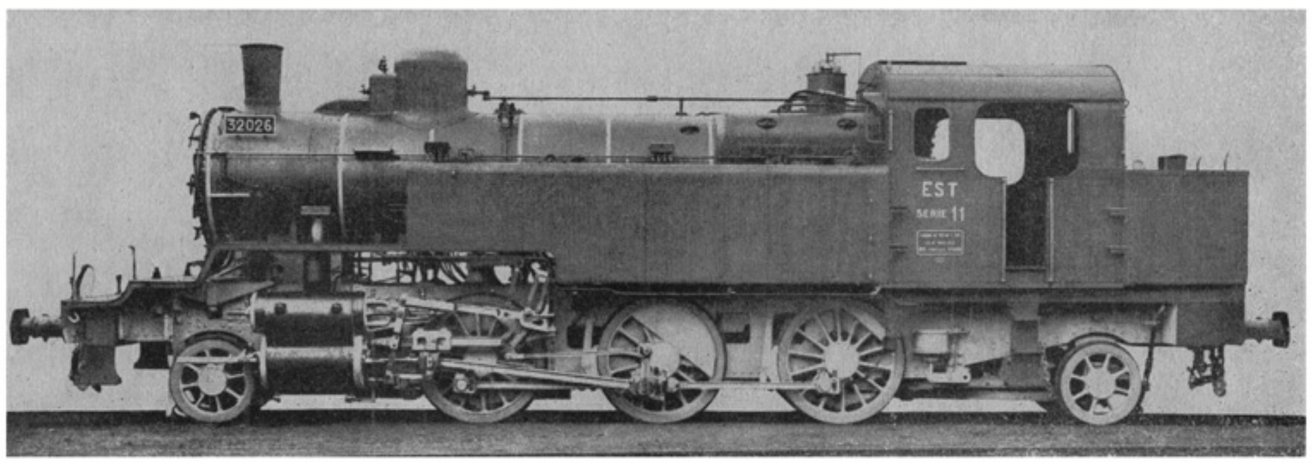
This *annexe-traction* was a sub-shed to the line's main depot, a charmingly compact affair 9km from Bastille at Nogent-sur-Marne with an ancient wooden roundhouse that had originally been at La Villette the main depot for the Gare de l'Est. Nogent depot was set back from the main line on the route of the originally planned connection with the Mulhouse line and would make an attractive model itself.

The track layout at Bastille was a masterpiece of elegant and efficient design that deserves careful study as it answered the problem all too familiar to modellers of cramming a complex station throat that offers a full range of simultaneous moves into a very short length. Trains were controlled by a fairly small 33-lever wooden *poste* (signal box) perched on the side of the viaduct. This was built by

Above
On 27th October 1968, nine of the 141 TB Mikado tank locos that operated the entire Vincennes line from Bastille wait in steam for their next duty at the line's dedicated loco depot at Nogent-sur-Marne.
Photo: Graham Stacey (30937 group).

Below
A recent view of what is now the Viaduc des Arts and the Avenue de Daumesmil.
Photo: Peter Hackney.





Saxby & Farmer's French subsidiary to the same design as their British boxes and, even with the fewer signals that French practice required, was hectic during rush hours. A separate ground frame controlled access to the loco shed, while the traversers at the buffer end of the platforms were operated locally with manual locking levers for the traversers. There were also releasing crossovers in front of the two pairs of tracks under the main span of the train shed and these too were operated by local point levers.

It would be hard to better Bastille's clever and elegant final track design and it could be used for any layout based on a busy main line terminus.

Trains and traffic

Locomotives

The earliest trains were hauled by 2-4-0 tender locomotives built in 1853, but with no room at Bastille for a turntable they were replaced by 2-4-0 tank locos and then larger 0-6-2 and 2-6-2 tanks (future SNCF eastern region classes 031TA and 131TA). From 1925 these were replaced by larger Prairies designed specifically for the line (these became SNCF class 131TB). These worked the line until the early 1960s when 141TB Mikados equipped for push-pull working arrived and they handled all regular services until closure in 1969. Two 141TBs and one 131TB have been preserved.

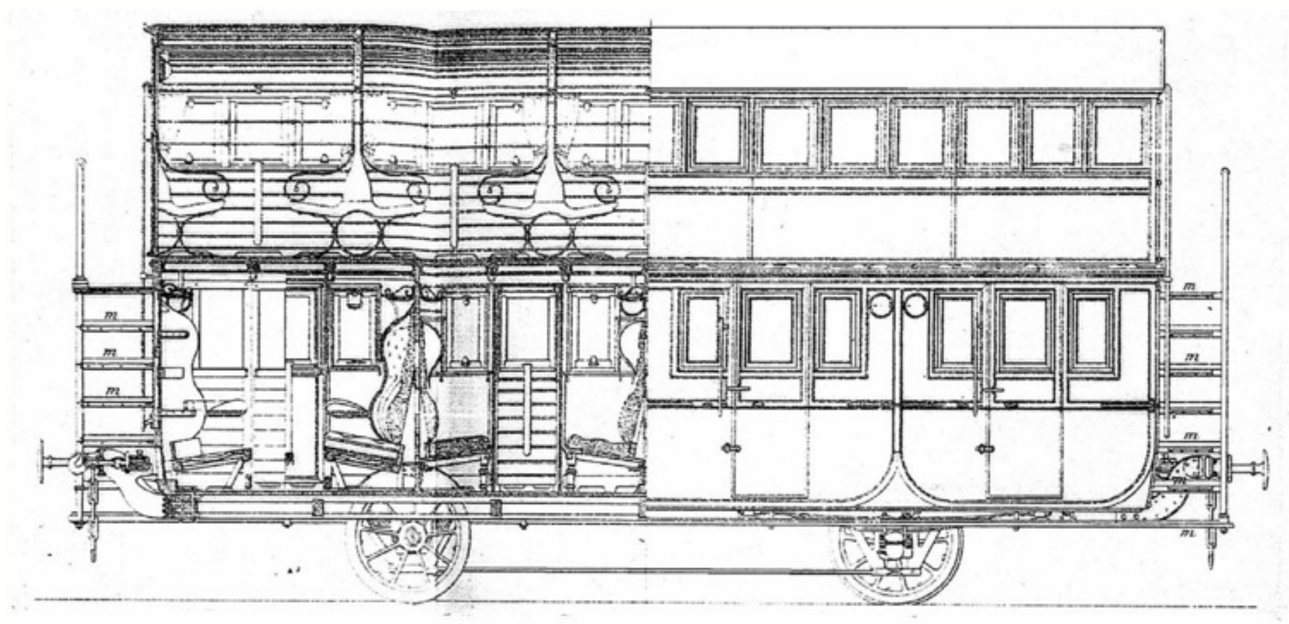
For the several months after the war, when Bastille was the Paris terminus of the Mulhouse line, the tank locos were joined by larger tender locos. These were mostly 230Bs, the Est 4-6-0s which featured in the 1964 film *The Train*, but probably included other types as well.

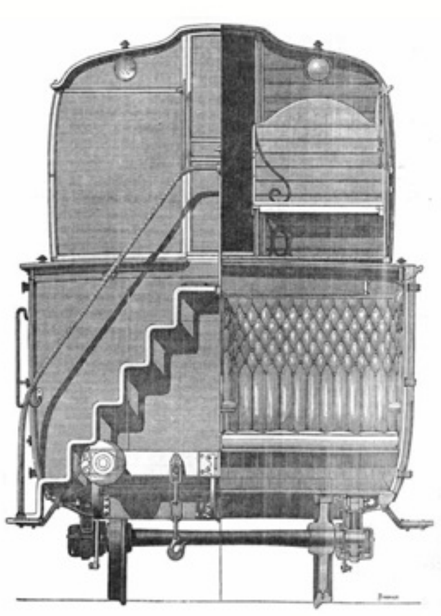
Top
Est 120 280 at Nogent in the 1870s.
Photo: author's collection.

Above
Est serie 11 (later 131TB)
Photo: author's collection.

Right
'Bidel' coaches still in use, at Montmorency, long after withdrawal from the Vincennnes line.
Photo: author's collection.

Above
The 'Bidel' preserved in the museum at Mulhouse.
Photo: Ian Harrison collection.





Left
These drawings, from an early edition of *The Engineer*, show the shape of the original Est 'Bidel' double-deck carriages and the distinctive 'swan neck' underframes that lowered the body. The eventual bodywork was far plainer than that shown here.
Not to scale.
Ian Harrison collection.

Coaching stock

The Ligne de Vincennes original double-deck coaches known as 'imperials' were notorious. Third class passengers effectively travelled on the low roofs of otherwise conventional coaches in open seats mounted under a canopy. For passengers used to stage coaches these would not have seemed as primitive as they do now, and in the summer passengers actually liked them, but they offered little protection from the elements and even less from falls. The dangers were obvious especially for trippers returning from a lively Sunday in a Guinguette and fatalities were all too frequent.

From about 1890 they were replaced by a safer design with a fully enclosed upper saloon. Access was still via open steps and, deciding that they resembled animal cages, the Parisians nicknamed the new four-wheel coaches 'Bidels' after a well-known travelling menagerie. One of these is preserved in the Mulhouse museum where there is also one of the État imperials very similar to those used by the Est.

French practice required a *fourgon* (brake van) between the locomotive and wooden-bodied coaches so, to save shunting, trains normally had one of these at each end. The *fourgons* would also have carried local parcels traffic but Bastille did have quite a large parcels depot at street level so it may well have handled complete parcels trains (*trains messageries*) during quiet periods or at night.

After the Second World War the line was re-equipped with single deck ex-Deutsche Reichsbahn bogie coaches that became known as 'Bastilles'. These must have seemed luxurious to the line's long-suffering passengers though the last of the 'Bidels' remained until 1949 and a few continued to work on other lines.

After the Gare de l'Est's suburban services were electrified in the early 1960s, push-pull sets made up from standard Est steel-bodied bogie saloon coaches with driving cabs in the end coaches were transferred to the Vincennes line and they worked it until Bastille closed.

A train of roses

Apart from parcels traffic and wagons of coal for its small depot, Bastille became a purely passenger station fairly early on with the line's Paris goods depot at the other end of the viaduct at Reuilly. However, until 1940 a very unusual goods train did still run to Bastille. Vineyards above the Marne had traditionally supplied Paris with wine but they were ruined by the deadly phylloxera blight and cheap wine from the south shipped into Paris in vast quantity by rail. In desperation the growers turned from wine to roses, and each evening in the season would arrive at various stations in their wagons. Their blooms were then loaded into waiting goods wagons on special trolleys. At first the wagons were added to regular passenger trains but the traffic grew and a dedicated train known as le train des roses was introduced in 1897. This reached Bastille at about 1.00am, soon after the last passenger train had departed, and unloaded on one or more of the passenger platforms. At its peak a million roses each night were taken in their trolleys down to the street level *cour des marchandises* and then in vans and wagons to the central markets at Les Halles.

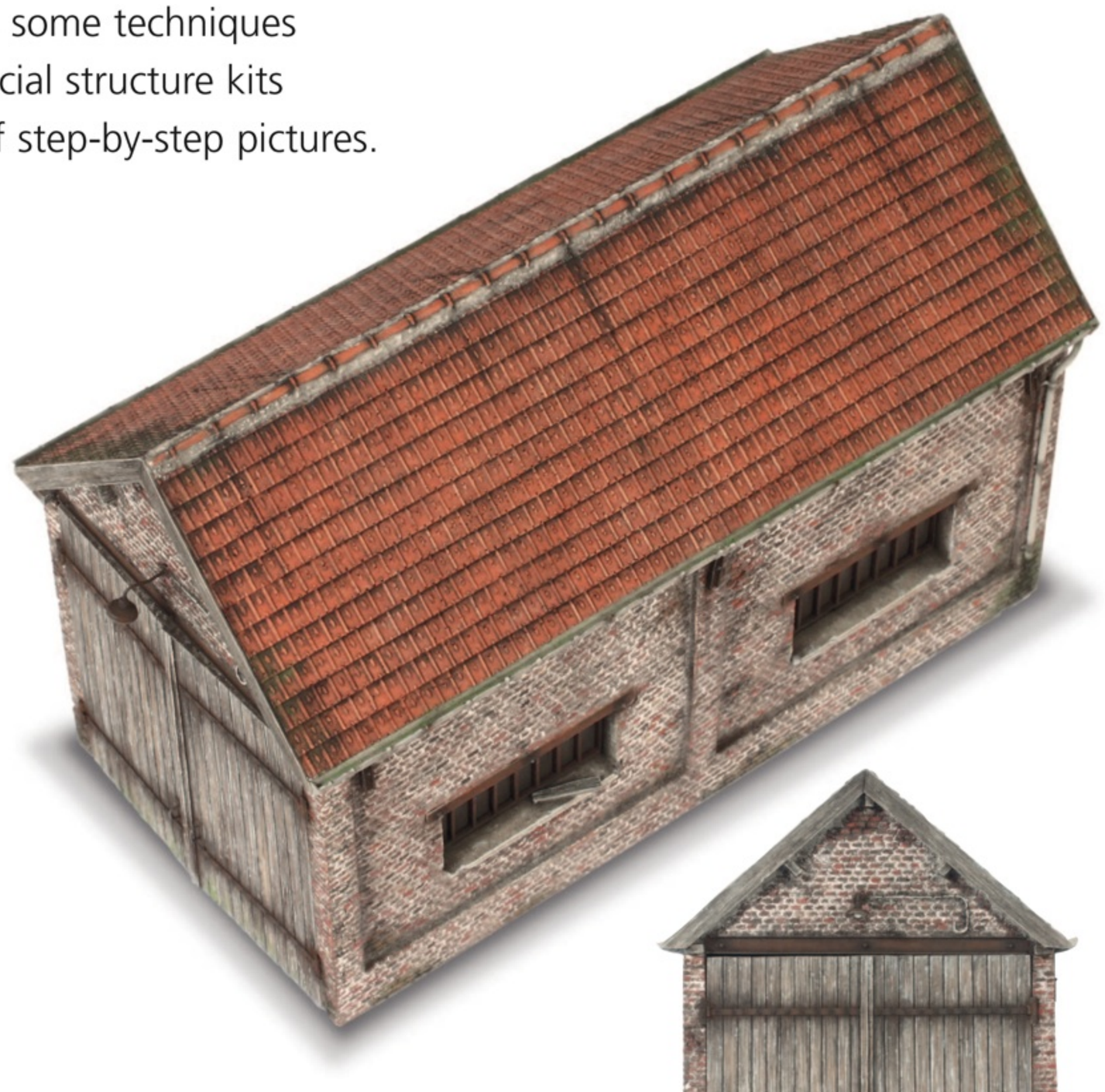
By a curious irony, when Les Halles was demolished in 1972, the only one of its iron and glass pavilions to survive was the flower market. This was acquired by Nogent-sur-Marne as a cultural centre and re-erected on the site of the Bastille line's main loco depot.

To be continued.

Above
141 TB 497 and 141 TB 407 stand ready with their trains in August 1969.
Photo: Mike Willis collection.

Below
141 TB 500 approaches its train on track 1; behind are the water tower and the loco shed offices. September 1969.
Photo: Peter Hackney.

Emmanuel Nouaillier shares some techniques for improving and enhancing commercial structure kits illustrating the process with a series of step-by-step pictures. Continued from the January edition.
Photographs by the author.



A small brick shed

Part 2 - finishing

Step 10

The painting operations begin by attacking the embossed paper interiors of the building. In order to reproduce whitened bricks (as was often the case in reality) weathered by time, smoke, dirt, etc., I proceed in four distinct stages, as follows:

1. A first coat of Humbrol 34 is applied overall with a large brush.

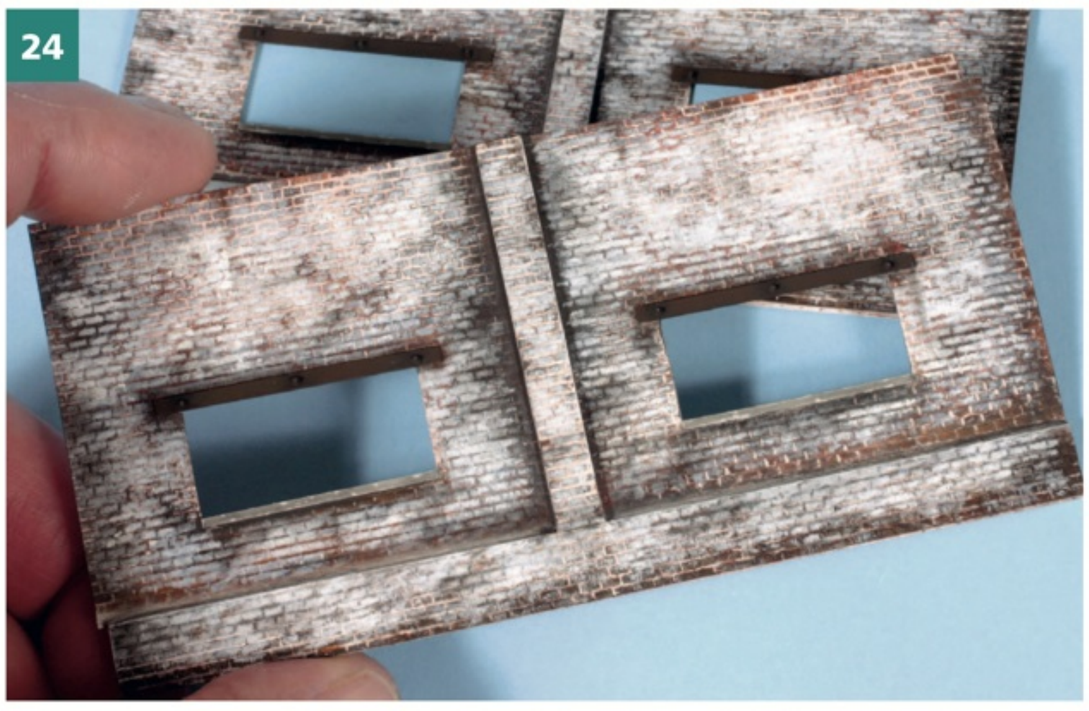
2. After this has dried, the brick relief is dry brushed on the diagonal with different mixtures of English red, earth sienna, and black.

3. The whitening is then simulated by successive dry brushings on the diagonal with a broad brush loaded with Humbrol 34 in a more or less pronounced manner.

4. I complete the weathering process by emphasising the nooks and crannies, depositing Zébulon Décor 'dirt' and 'black' pigments by dry brushing.

Finally, several micro-painting operations are carried out to reproduce the flaking effect of the most pronounced ageing of the bricks at the lowest level of the foundation particularly. I proceed here employing a fine No.1 brush soaked with a mixture of brick colours, applied with many little touches.

After all this, you get a result which should be suitably satisfying to the eye (Photo 24).



After having stuck the windows in place, the internal wall pieces are put in place very carefully with the aid of contact adhesive.

Step 11

The wooden parts are now coloured and weathered. You can actually apply the techniques I have described previously (see CM April 2010) over either plaster (for the foundations) or resin (for the door).

However, this time I am going to adopt another method for treating the door which is a little diferent.

Firstly the whole surface is undercoated with Humbrol 98 diluted half-and-half with white spirit to give the effect of wood whitened by the effects of the elements. I use a broad No.4 brush applied in the direction of the wood grain (Photo 25).

After this is completely dry, a wash of matt black acrylic is bathed from top to bottom to highlight the grain (Photo 26), then once that is dry I proceed with successive dry brushings with mixtures of 'ivory' and 'stone grey' Prince August acrylics to simulate the disparities in the grain. I use a No.2 brush for this, always in the vertical direction, to create a finish which emphasises the raised elements by making them lighter (Photo 27).

At this stage, I carry out some micro-painting using little touches of the same acrylic tones reinforced with some 'copper chestnut' (Photo 28).

When this work is complete, I resort to black pigment dry brushed to stress the shadows in the joints between the planks and also around the ironwork (Photo 29).

To achieve the ageing, I make it look as through some planks have been attacked by the damp at the bottom by using a mixture of 'light green' pigments, applied with an old No.2 brush with the bristles cut down (Photo 30).

It only remains to treat the metal parts with Humbrol 98, rust pigments, and graphite powder. The door is now ready (Photo 31).

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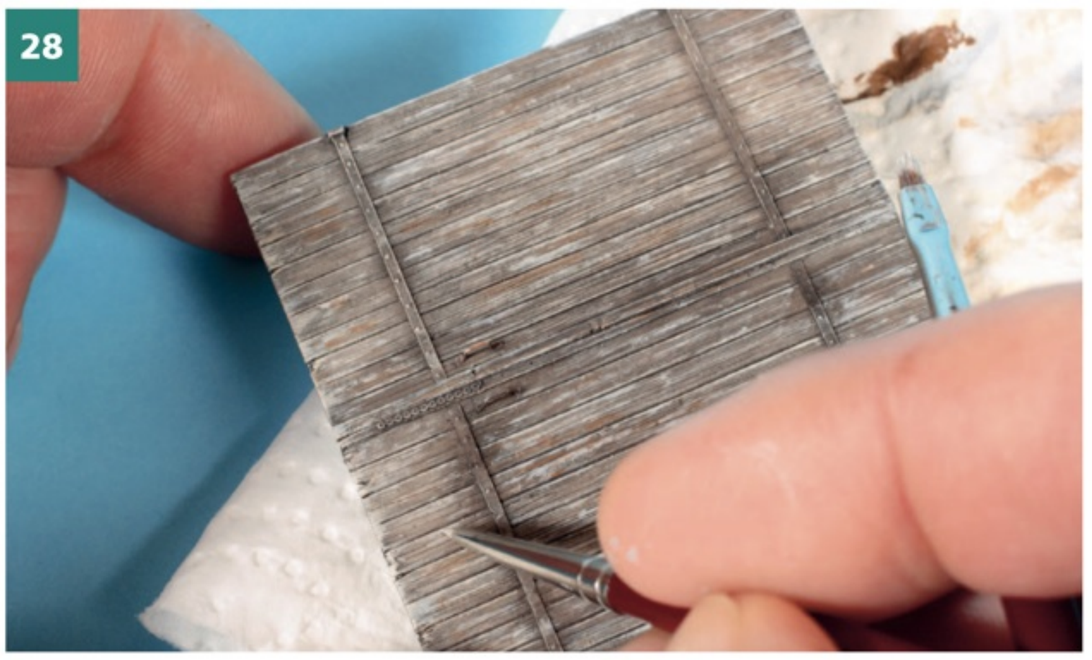

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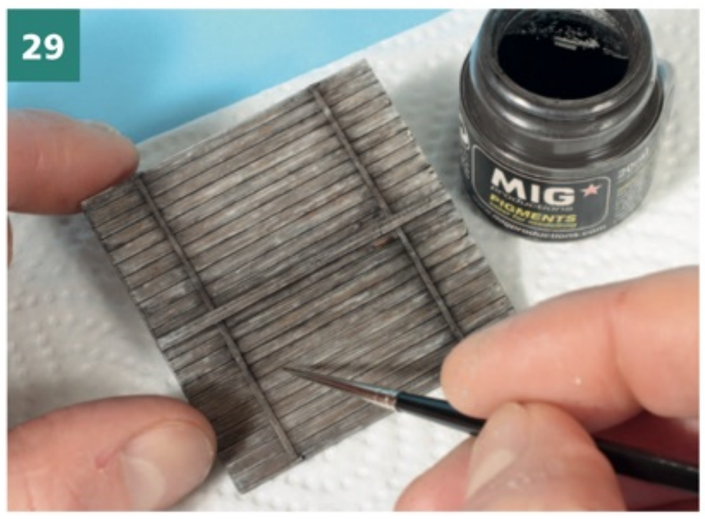

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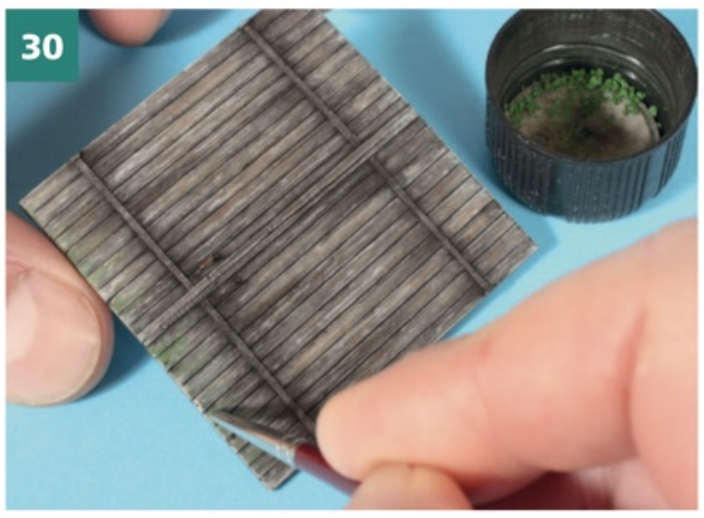


31

Step 12

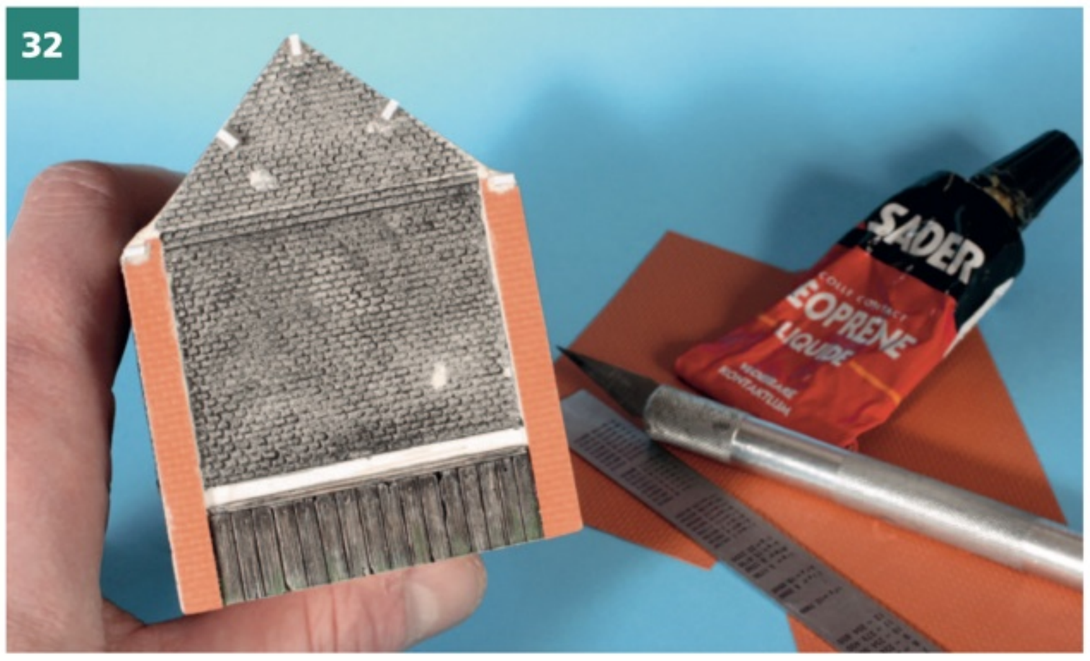
The different walls are now assembled on a good flat surface, taking care to keep them vertical with a small square, on a cutting mat with guides to keep everything square. For this assembly, fast grab wood glue is used.

After this, the joins at the junction of the back gable end wall and the two sides can be hidden with the filler supplied in the kit. In this case, some re-working by scribing the brick courses will be indispensible for disguising these joints.

As an alternative to mask the corners, I use sections of embossed brick paper (58mm long and 6mm wide in this case) held in place with contact adhesive, after first flattening the appropriate areas of the wall surface with sandpaper (Photo 32).

After the glue has set, the brick paper is worked over with a brush with a metal ferrule, and the tiny join at the angle is finally eliminated with the application of filler with a fine brush.

32



Step 13

We can now pass on to the major work of painting the bricks, a subject treated in detail in CM April 2010. Equipped with the necessary materials (Photo 33), the relief detail is brushed with different acrylic tones mixed with black in variable proportions (Photo 34), pressing black and white pigments into the joins, then treating some bricks to vary the colours, to give the final aspect to the surface (Photo 35).

After that, it only remains to deal with the metal bars across the concrete framed windows by painting them with Humbrol 28, and once that has dried they are washed with matt black acrylic.

After the wash has dried, the surfaces are brushed with different light grey and natural shading, the deepest reliefs and some places are brushed with 'ivory' to emphasise them (Photo 36).

33

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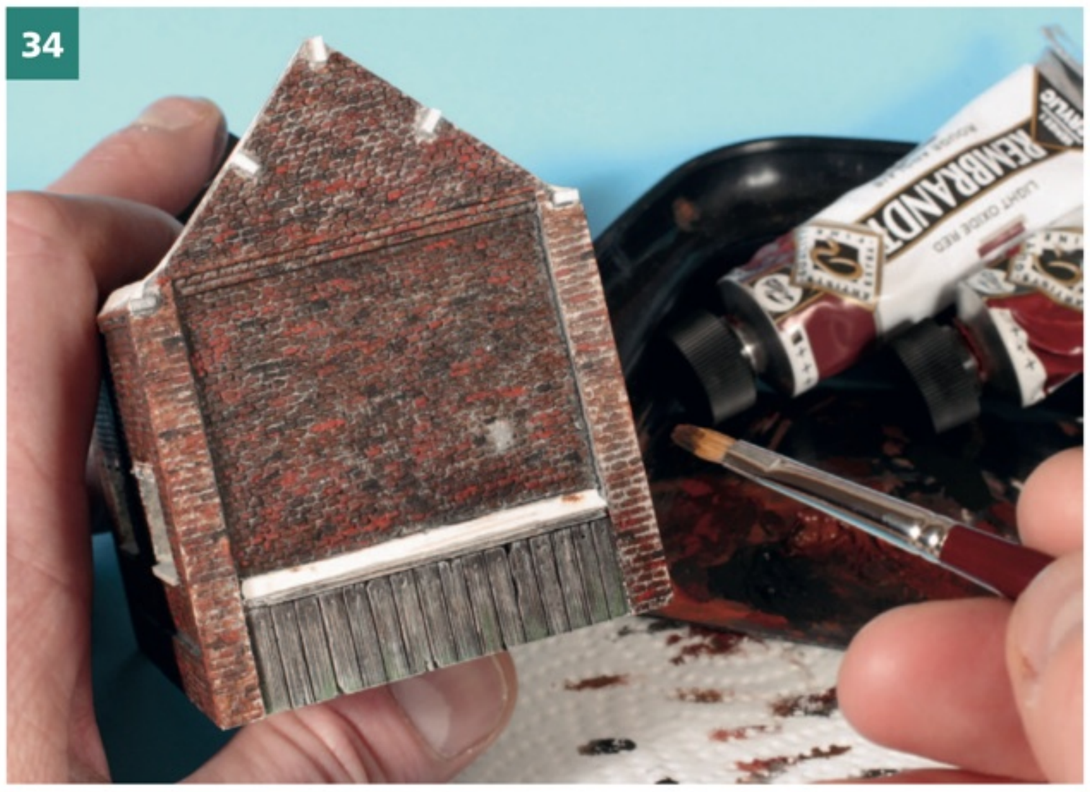

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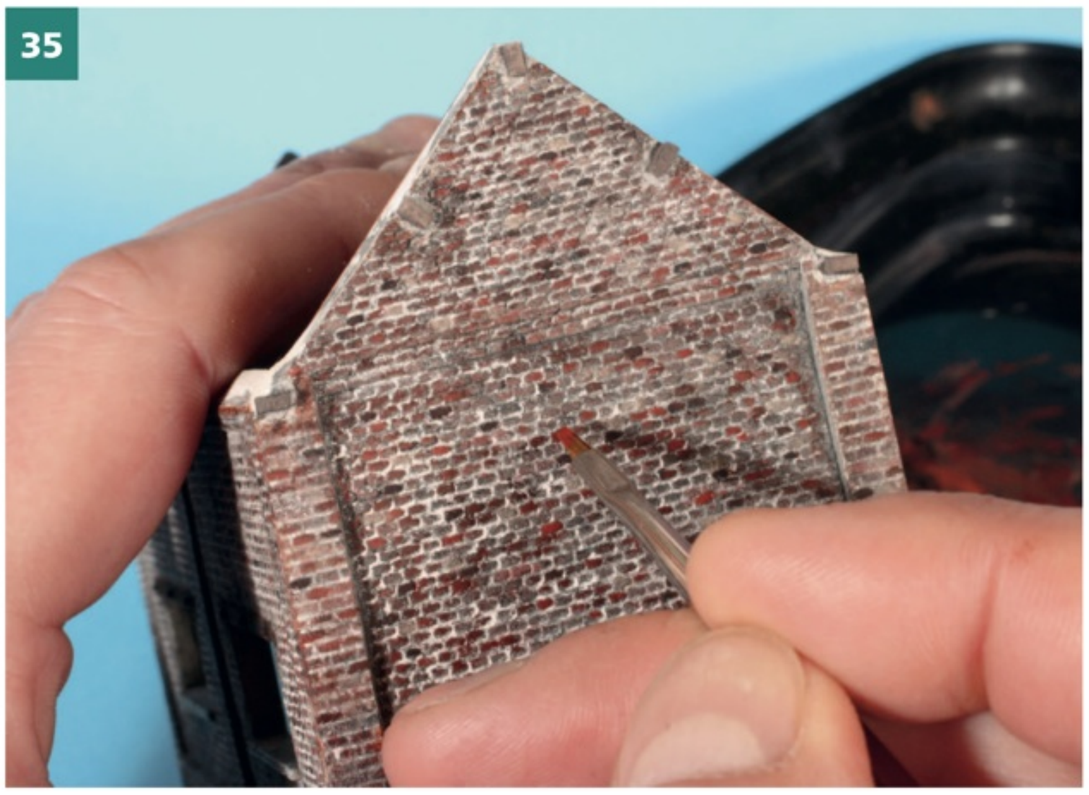

36

Step 14

Then the roof is painted and weathered, using Humbrol paints and pigments (Photos 37 and 38).

Once this is finished, we pass on to painting and weathering the planks (scribed onto the sides in step 8 of Part 1), and at the same time the wooden elements on the gable ends.

The pieces of the roof are then put in place on the building with contact adhesive. It may be necessary to use a little filler to fill the gap between the walls and the roof.

In order to perfect the appearance of the roof and to make it real, the cement around the ridge tiles is simulated with filler applied with a fine brush (Photo 39), and when it has set washed with matt black acrylic.

It only remains to add the wooden barge boards, made from 0.5mm thick embossed plasticard. These are attached with superglue (Photo 40). After painting the boards, using the same method as for the other wooden parts, I finish the work on the roof by applying light green and grey pigments in a random manner to reproduce mildewed or mossy tiles (Photo 41).

37

38

39

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Step 15

The last stages concern the gutters carefully created earlier. To be in perfect accord with the rest of the building, these should be considerably toned down to give the appearance of faded grey zinc oxide, characteristic of fittings which have been in place for a long time. To do this, I first apply two coats of Humbrol 147. As soon as the second coat is dry, I simulate the shadows at each side of the fixing brackets by brushing dark grey pigments (Photo 42). Then follows a second application of white and light grey pigments, brushed on and pressed in, avoiding the areas previously treated with dark grey (Photo 43).

The weathering is achieved by ageing the interior of the gutters with applications of light green and grey pigments (the same mixture as for the roof); the cast spouts were rusted to reproduce a dilapidated installation - here again I used 'dark rust' and and 'light rust' powders from Zébulon Décor.

Once finished, the gutters and downpipes can be put in their correct positions, the door can be put in place, and some extra details can be added as required - a shaded lamp with supply conduit (Photo 44), masonry anchors, etc.

The surroundings could also be rich in elements to enhance the atmosphere, such as old tools, braziers, some stacked sleepers, odd planks, some corrugated iron sheets, and all manner of other things - it is up to you.

41

42

43

44

John Bowman of **The Thistle Modelmakers Society** introduces the team's latest layout, influenced by trips to German exhibitions, which employs DCC control and incorporates the Faller Car System. It can be seen at Model Rail Scotland (25th - 27th February). *Photographs by Arran Aird*.

Ausfahrt Süd

A German HO exhibition layout

Having exhibited in Germany, and driven along many autobahns, the sign for 'Ausfahrt' kept appearing and re-appearing. Must be a big place to have so many signs for it! So we decided to try to create this 'town' in model form … so it really does exist … now.

Baseboards

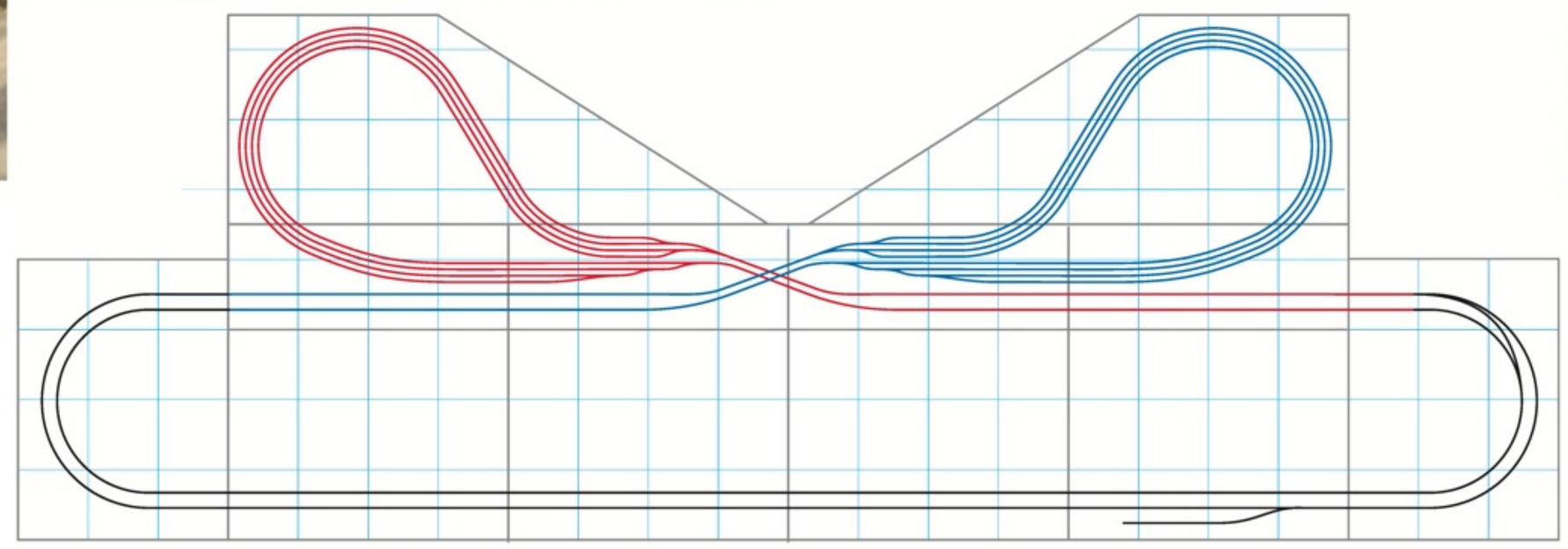
There are six boards each 1,220mm by 915mm (4' by 3') for the scenic side and six narrower ones for the fiddle yard, plus the reverse loops. All are lined up using metal pattern maker's dowels and joined together with bolts. Track joins are done using brass screws adjusted to the correct height and the rails soldered across. The rails are then cut. This allows the sleeper spacings to remain constant.

We use 9mm ply cut into 15cm high strips for the front of the baseboard, with higher pieces for the back and ends, depending on the contours we wish to achieve. We then create a base for our 10cm pink foamboard 'mattress' with three cross pieces of 2" x 1" and a length of 3" x 1".

Right
78 510 passes Ausfahrt Süd signal box as it arrives from Munich with a special.

Below
The peace of the funeral is disturbed for a few seconds as 189 023-5 heads towards Karlsrühe with a regional passenger train.

Below right
The east end of the station, looking west. 182 001-8 arrives pulling double-deck coaches.
Photo: authors.



Planning

The track was laid out on the worktop along with the building boxes, bridge sides, a loco, and a few road vehicles. We developed this 'plan' after much thought, lots of talk, and many doughnuts and chocolate biscuits! Track was kept to a minimum as we wanted to create a scenic model with the trains and road vehicles running through both countryside and town. A small station with road crossing barriers immediately to the east was added. It was at this point that we decided to incorporate the Faller Car System.

Fiddle yard idea

Continental thought is that trains go somewhere, and come back again - they do not just go round and round in circles. Hence the inverted dog bone, with a fiddle yard and reverse loop at both ends of the layout. The front of the layout is wired to allow operation of the crossover to the bay platform so all the rails to the front are the positive feeds, with all the rails to the back being common returns. As we have created reverse loops at both ends, we have to change polarity for both fiddle yards. This is done by DCC reverse loop modules which automatically recognise that there is a train on the isolated track section and instantly switch the positive and commons over so the train keeps running - no need to stop, flick a switch, and then start the train again. The only things to keep in mind are that the isolated track section you use for this must be as long as your longest train, and that locomotives without decoders will not run over this section!

Left
The station master watches the arrival of a special from Munich hauled by preserved 4-6-4T 78 510.

Right
A 182-hauled freight about to head over the crossing and past the signal box.

Below
A long regional train of double-deck coaches hauled by 189 023-5 pauses in the station as a freight passes.

Period

We decided we wanted to use the pantographs with catenary, so Epoch V was selected. However, we also like to run steam, so a few 'specials' also appear.

We have used the Viessmann masts and wires with some additional Sommerfeldt parts at the low wooden farm bridge. This was too low to allow the catenary to pass underneath, so modeller's licence has been used! In reality the bridge would simply have been raised.

There are tensioners in the system.

Scenics

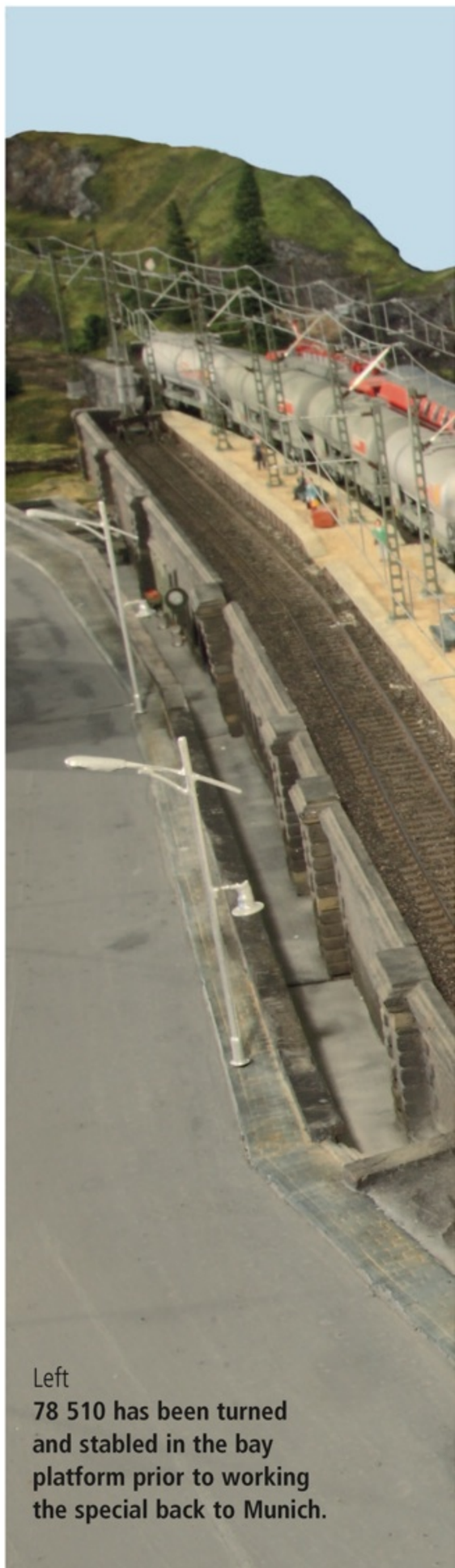
The foam base allowed us to create the rolling scenery with the various levels for the roads and paths with bridges under and over the railway. It also helps keep the boards a bit lighter.

The rock faces are carved into the foam board in places and given a wash with Jesmonite (a plaster substitute but more robust; it comes as a milky liquid which reacts with a powder in much the same way as plaster and water, but sets quickly and is much harder.) We also used crumpled tin foil, filled with the Jesmonite - just as it is setting, it is placed against the surface we want to turn into rock. Once it has dried, the tin foil is simply peeled away and the rock face painted with acrylics. We have also used exterior paint (with bits in) to add some texture.

Grass matting has been used, and teased out in some areas to create a rougher look. There are a few trees, plenty of people, most of whom are attending the beer festival, and some animated cameo scenes, such as the beer drinker who raises his arm, the man in the manhole, the ramp in the garage, and the funeral. A flock of over two hundred sheep is meandering along the path holding up the ramblers and cyclists.

Lighting

All the buildings have interior detail and lighting. All the streets, paths, and car parks are also lit, as are the road tunnel and cliff walkway. There is mains lighting in an overhead gantry, which is also controlled by DMX commands and worked through a dimmer pack to allow us to vary the lighting.



Left
78 510 has been turned and stabled in the bay platform prior to working the special back to Munich.

A thirty minute sequence of lights switching on and off is worked by the DMX commands through a LAN box, which in turn is set up by a PC program called LCEdit designed to control stage and theatrical lighting effects. We have used this on previous layouts, one such being *Walker Falls* which featured in CM in February 2002. We went down this route as changing switches by hand is tedious (and often forgotten when engaged in conversation!), and the effect is much better when done automatically. In this way we have created a co-ordinated night and day sequence.

DCC

This method of control was used as our club has now standardised on it – even the test track in our clubrooms uses DCC. We use the Lenz system for track as well as point and signal operation. We also decided to use the Lenz system to operate the 'points' and magnets for the Faller Road System: one controller does all!

Stock

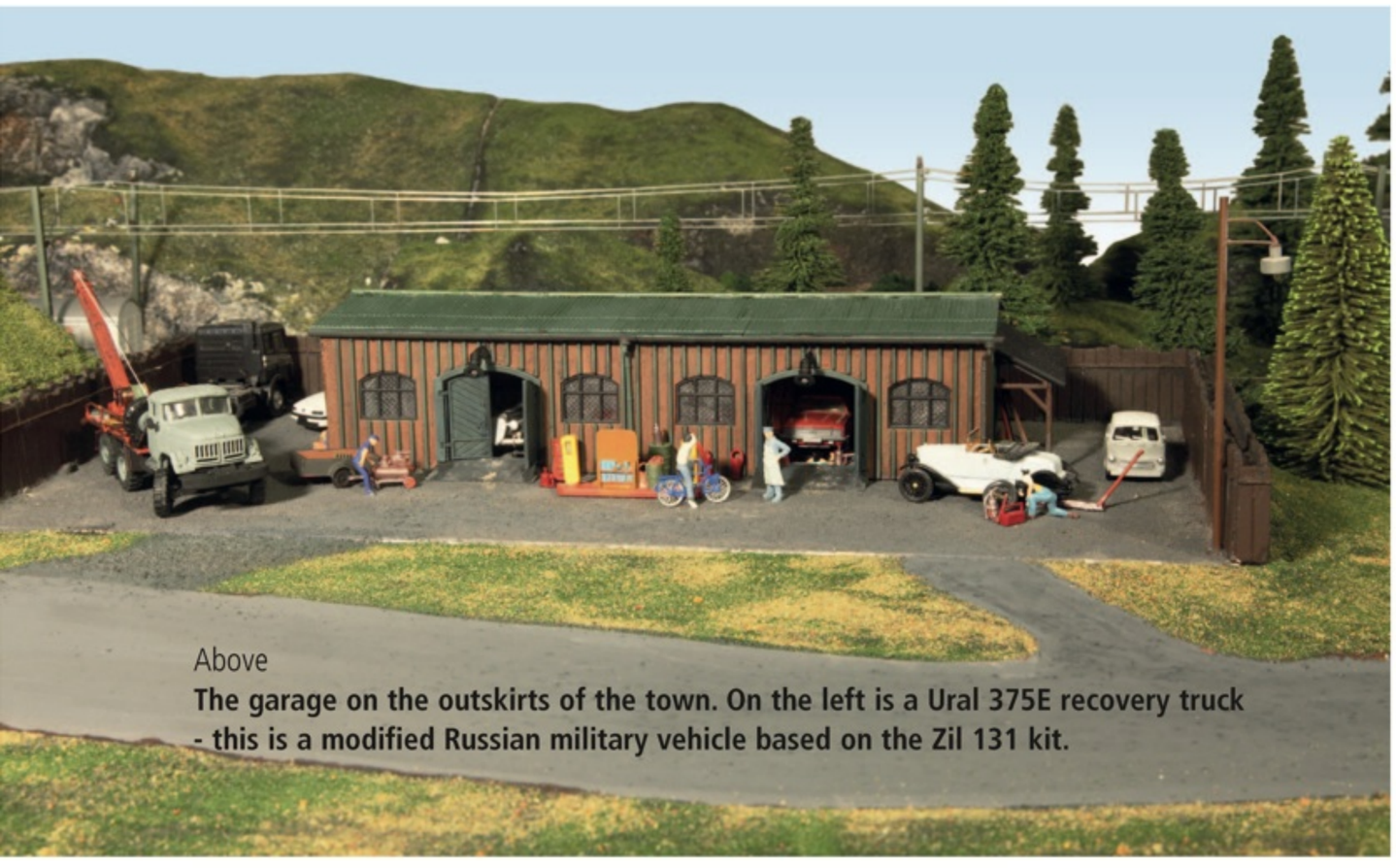
Stock is a mixture of Fleischmann, Roco, Piko, and Mehano. Some of the locos are fitted with sound decoders.

Faller Car System

We decided to try to achieve some operation rather than just have the vehicles circling round. There are new advances in technology in this area, but to date we have not ventured down that road - maybe in the future. The guide wire is simply tacked in place with superglue to the surface and a film of Jesmonite spread over this to the width of the road. Once hard, in approximately five minutes, it can be painted and lined. The single road tunnel at the Schloss end is controlled by traffic lights to try to avoid head on collisions. The level crossing at the other end is controlled by the barriers, and the track sections either side are fed through the switch on the barriers, again to try to avoid any accidents. The wire was placed across the track and glued into fine slots cut into the rails. The crossing was then filled in with Jesmonite, scraped flat just before it set. The wire was cut just inside the rail to allow the trains to pass and also stop any short circuit across the rails. There are magnets either side of the crossing so that

Above
The regional departs over the bridge at the west end of the station.

Below
Tourists enjoy some light refreshments by the hotel perched over the railway tunnels west of the station.



Above
The garage on the outskirts of the town. On the left is a Ural 375E recovery truck - this is a modified Russian military vehicle based on the Zil 131 kit.

Above
You can just see the top of the florist's, one of the shops below the station. All are detailed and lit.

Left
Rail and road tunnels at the west end of the layout. The single track road tunnel is controlled by traffic lights.
Photo: authors.

vehicles will stop before and not on the rails. By placing the road wires at 90°, vehicles should not be tempted to turn left or right onto the tracks, we hope!

We decided to operate the various 'points' and magnets throughout the road layout through the DCC controllers using Lenz non-feedback accessory modules, and we created a 'track diagram' using Railroad & Co. for the road system to assist the operators.

Railroad & Co. is the computer side of the digital system, and replaces control panels. We can operate both the railway and the road systems using either the PC or the hand controllers. Grateful thanks to Donald McDonald for his work on the electronics here - hopefully no operator failure now.

Come and see us at Model Rail Scotland on Friday 25th to Sunday 27th February and in Perth on Saturday 25th and Sunday 26th June, and feel free to ask us questions.

Below
189 023-5 heads west for Karlsrühe. The burial of one of the local residents is in progress in the graveyard of the country church.

W.J.K.Davies reveals how the Companhia Nacional recycled old stock to meet new demands.
Photographs by the author, or from his collection.
Drawings by the author.

Coach conversions

Prototype inspiration for modelling practice

Kitbashers always take a lot of stick from the purists - "no one would ever do something like that" - but take heart. If a modeller has done it, then the odds are that a railway company did something just as unlikely .... and here is a typical example.

Back in the distant past - just over a hundred years ago, in fact - the Portuguese Companhia Nacional de Caminhos de Ferro extended its Tua line north from its base at Mirandela to the city of Braganza, up by the Spanish frontier; a run of 55km lengthened to 138km at one stride.

The two superior classes of passenger got elegant bogie composite coaches complete with toilet facilities but there was not enough money to do the same for the poor third class peasants who had only creaking twenty-year-old compartment four-wheelers and it was a long way between 'comfort' stops, even for a trained rural bladder. (Theoretically you could jump out at a halt, sprint to the luggage van, which did have facilities, and stay there until the

Above
A rare survivor in original five-compartment form, with raised brake cabin - CE273 stored out-of-use at Tua in 1977.

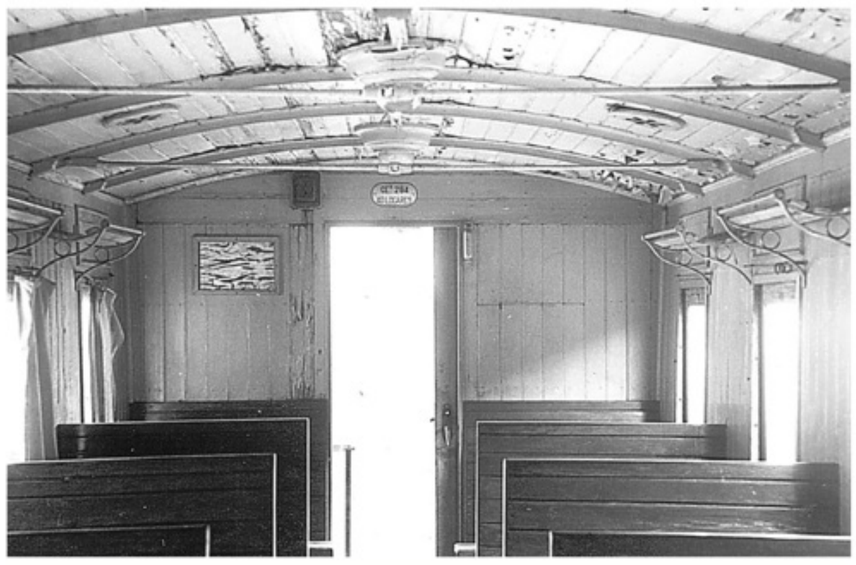
Drawings exist for braked and unbraked versions.
Wheelbase modified on drawings from 3000mm to 2800mm

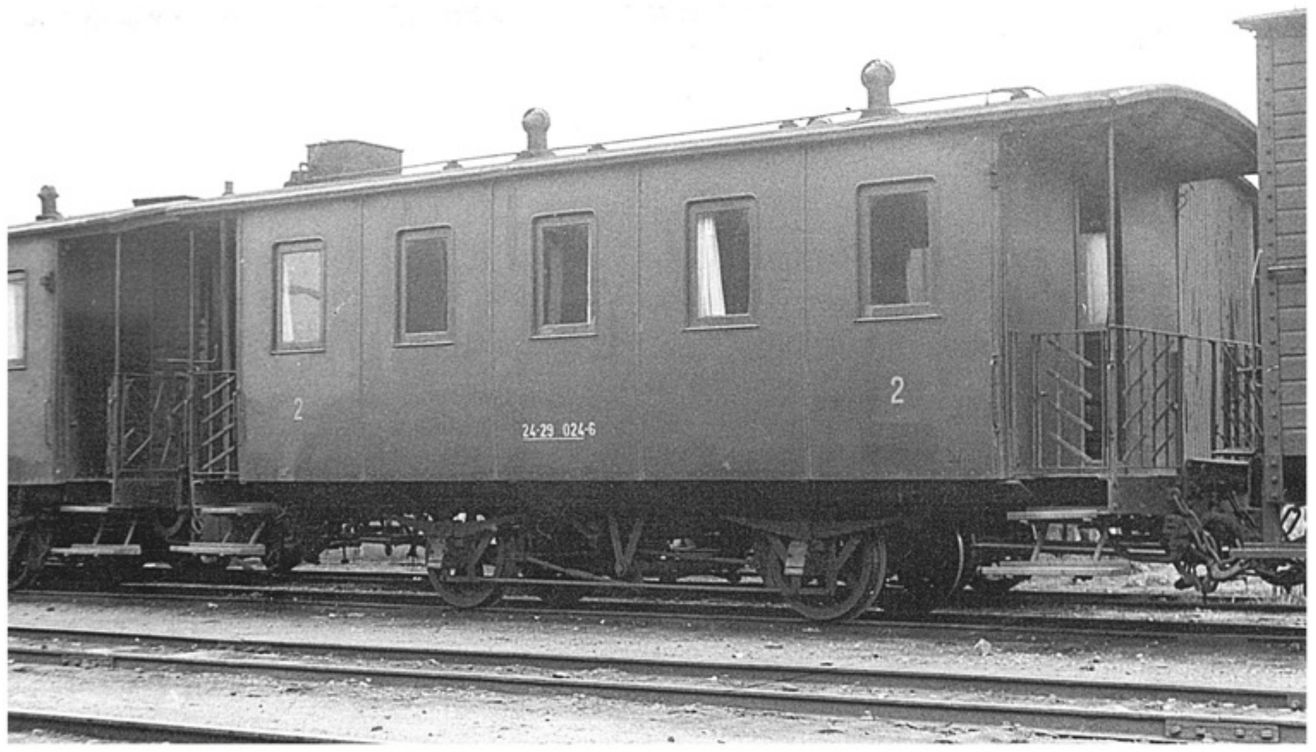
Scale 1 metre all dimensions in mm.

Left
Drawing of original four-compartment coach.

Right
Drawing of CE285 as rebuilt.

Drawings by the author.
Reproduced to 1:87 scale (HO).



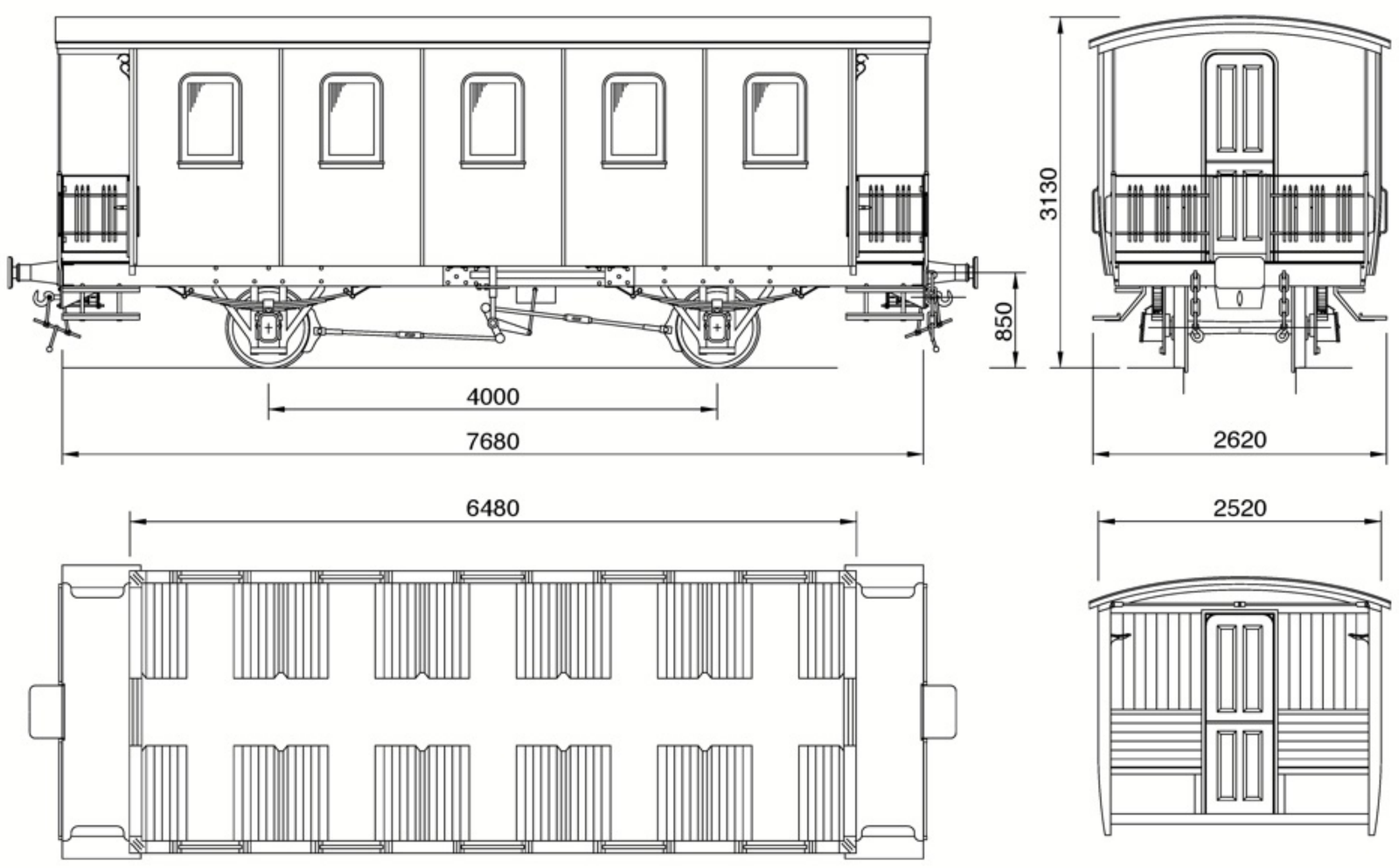


next stop.) Mirandela Works, ever ingenious, came up with a home-made kitbash. Take one four- or five-compartment four-wheel coach, strip it down, lengthen the frame, re-clad the structure to house a five-bay saloon with end balconies and fall-plates so that people could walk through the train ... oh, and retain as much of the original structure as possible. (You see what I mean about kitbashing!)

As a result, between 1909 and 1915, Mirandela converted at least eleven vehicles in this matter and they lasted up to the early 1980s.

So what were the alterations?

First of all, the original frames were clearly not long enough, so (depending on experience gained) the Works lengthened them, either by cantilevering balconies out from each end, with new buffer beams or, more sensibly, by cutting the frame in half and welding or bolting in spacer pieces which had the additional benefit of lengthening the wheelbase. Of course, just to confuse the bean counters (and historians) they usually left the original 1887/1890 makers plates *in situ*.



Scale ⌊ 1 metre ⌋ all dimensions in mm.

Top left
A typical saloon interior after conversion - this is CE284, seen in 1978.

Top
A typical product of the conversion process - CE281, observed in use in 1974.

Above
By 1991, CE285, seen here at Tua, was relegated to service stock (*obras metálicas*) and in grey livery as V.E.022.

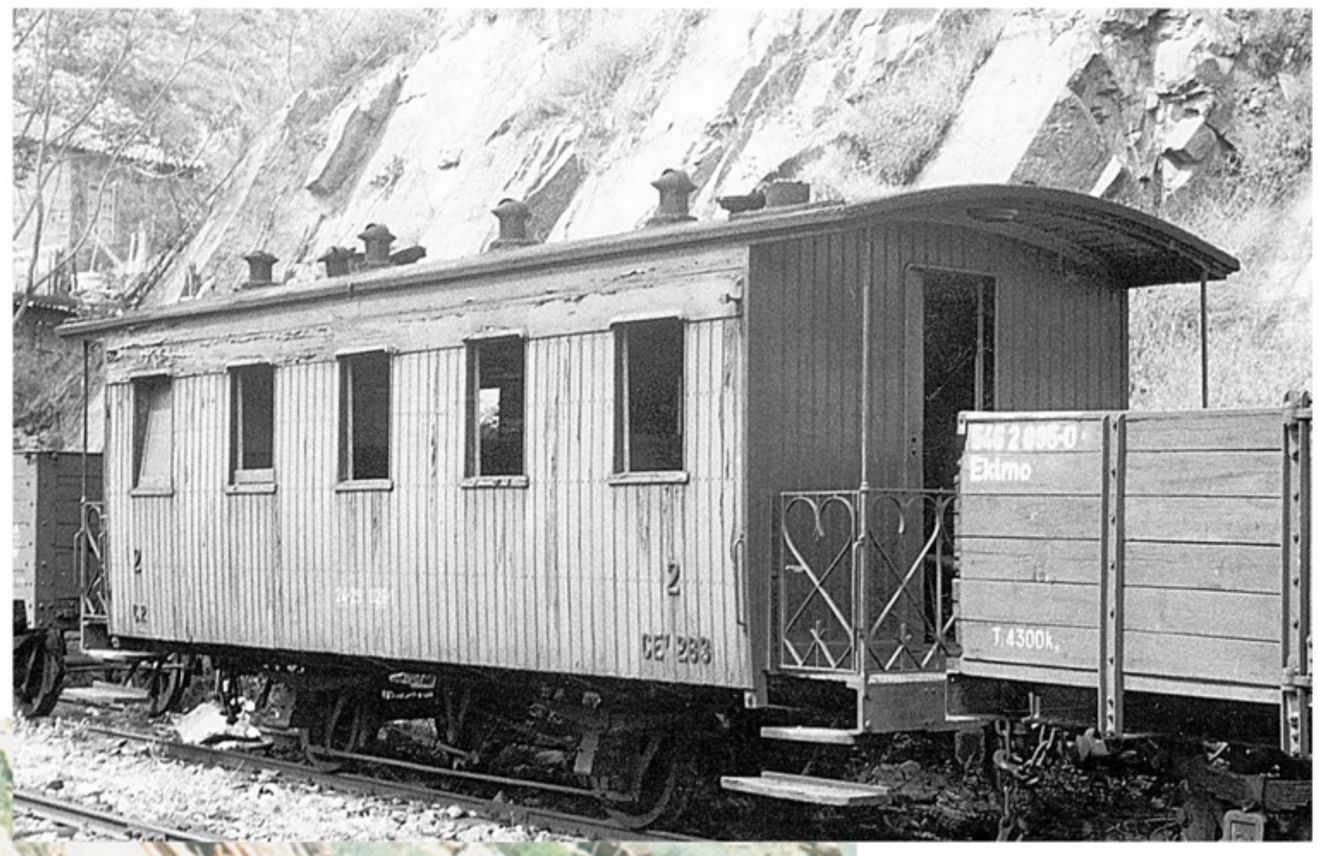
Left
CE285 - detail of balconies, with wrought-ironwork.

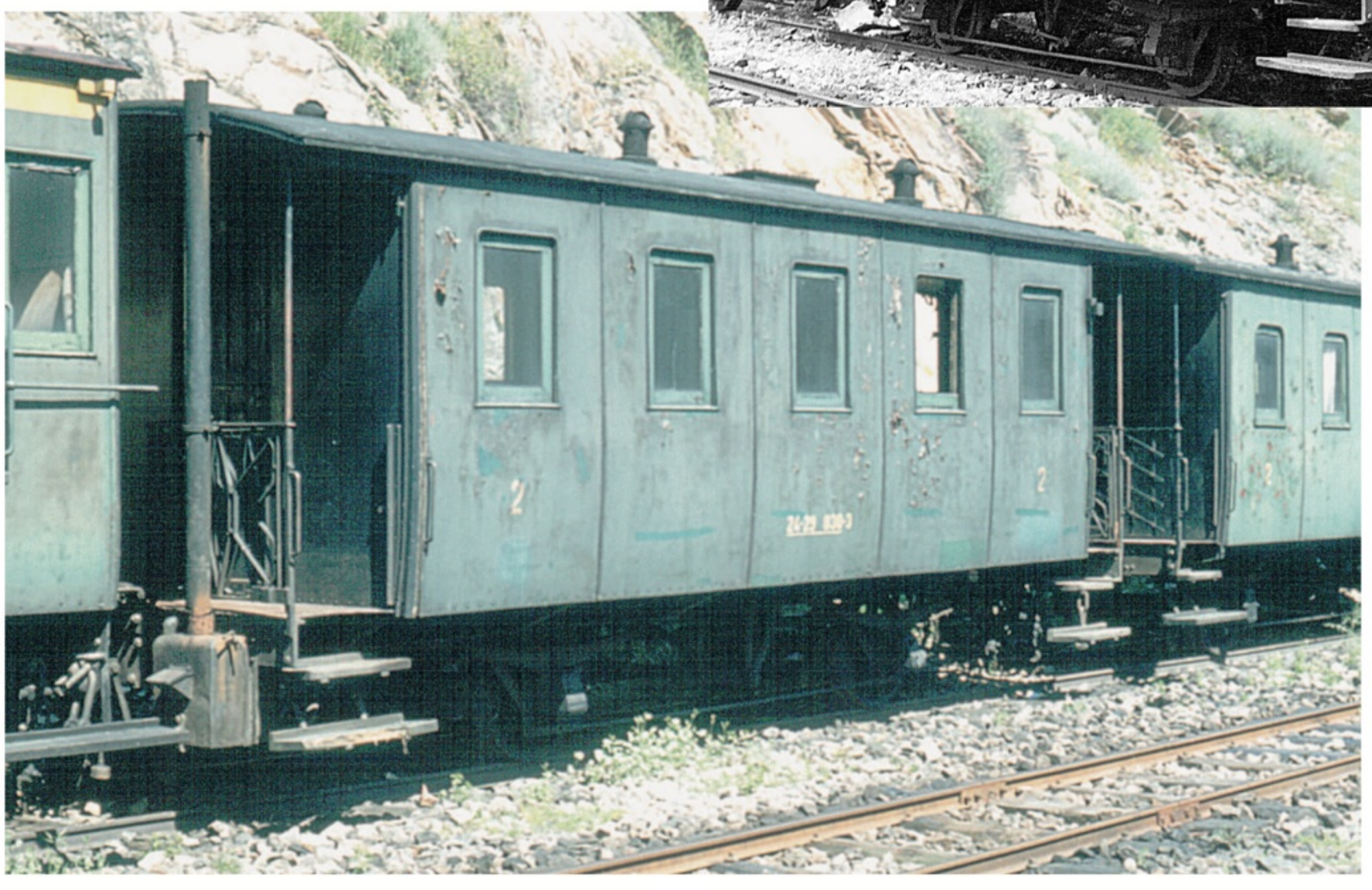
Right
End detail of CE291 in 1977, displaying a different style of wrought-ironwork.

Below
CE283 at Tua in 1976. The wrought-iron balcony railings and gates are different again. Interesting too that this converted vehicle has matchboard rather than panelled sides.

Secondly, although much of the original framrwork appears to have been re-used, any four-compartment bodies had to be extended, seats and partitions replaced by seating in bays with a central passageway, and the side panelling renewed to get rid of the doors - plus, of course, doors had to be cut into the end bulkheads and, in a few vehicles, a toilet cubicle to be inserted. As an incidental result, internal cross-braces with turnbuckles had to be put in at eaves level to hold the sides together.

Lastly, Mirandela Works was very proud of its wrought-ironwork department; it even had a handsome wrought-iron sign outside the door. About half of the modified coaches were therefore fitted with individually designed and quite complex sets of balcony railings.

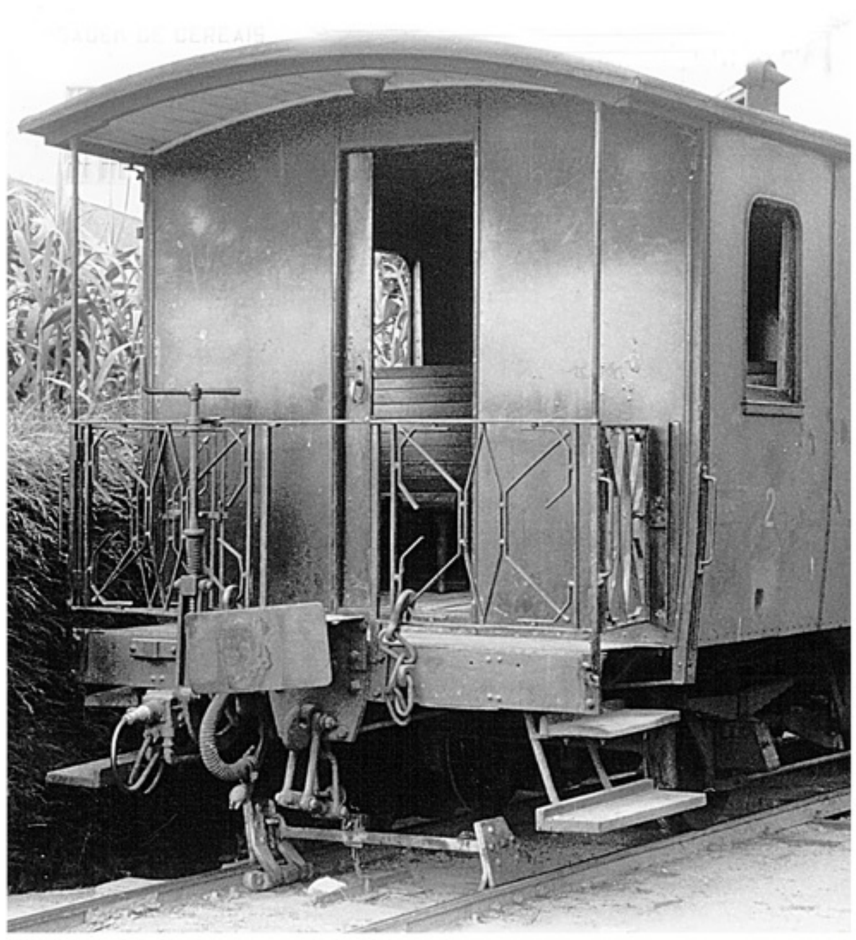




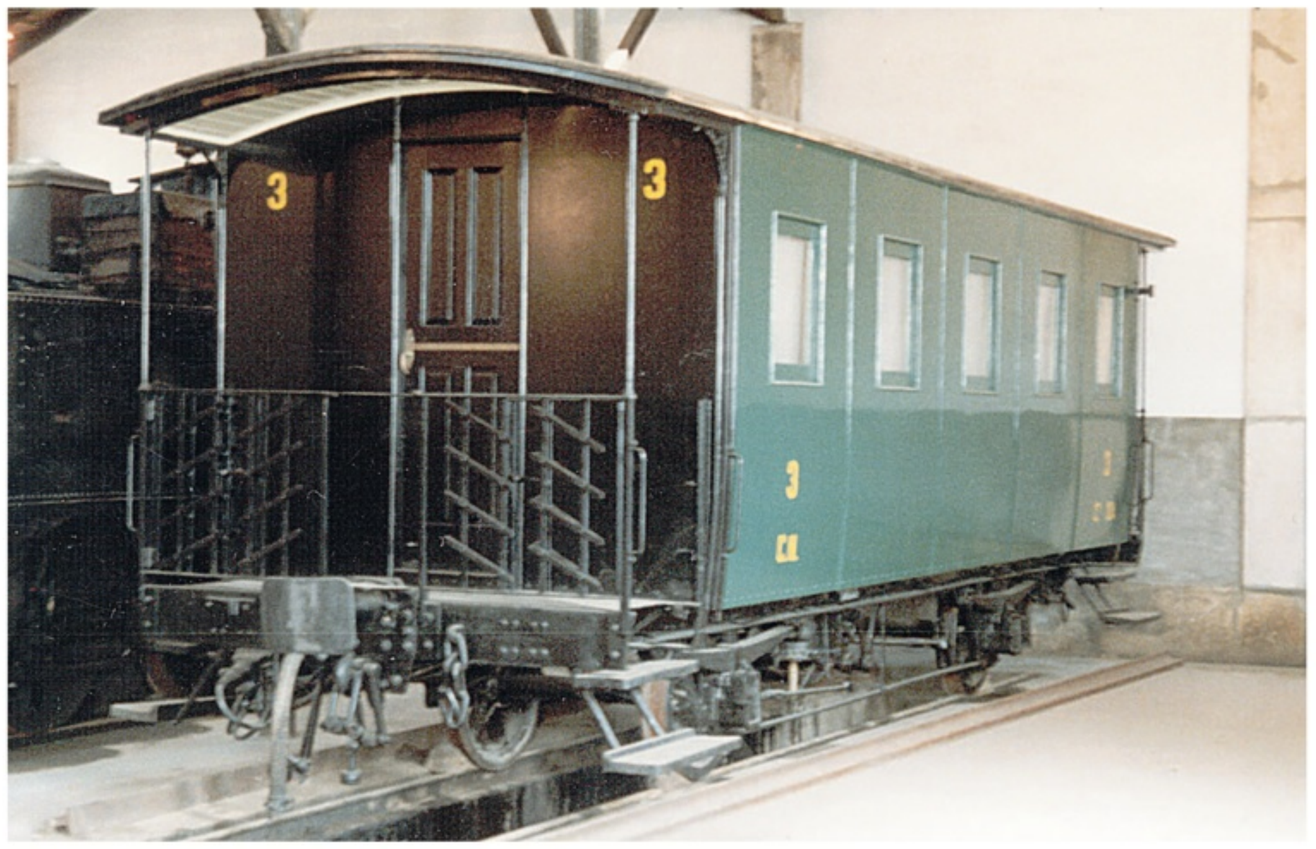
Right
CP works 'explanation' of what happened - this is not correct, since the original depicted was not typical and never converted; I suspect the works just happpened to have to hand a diagram of a suitably vintage vehicle! The result shown, however, is quite accurate.

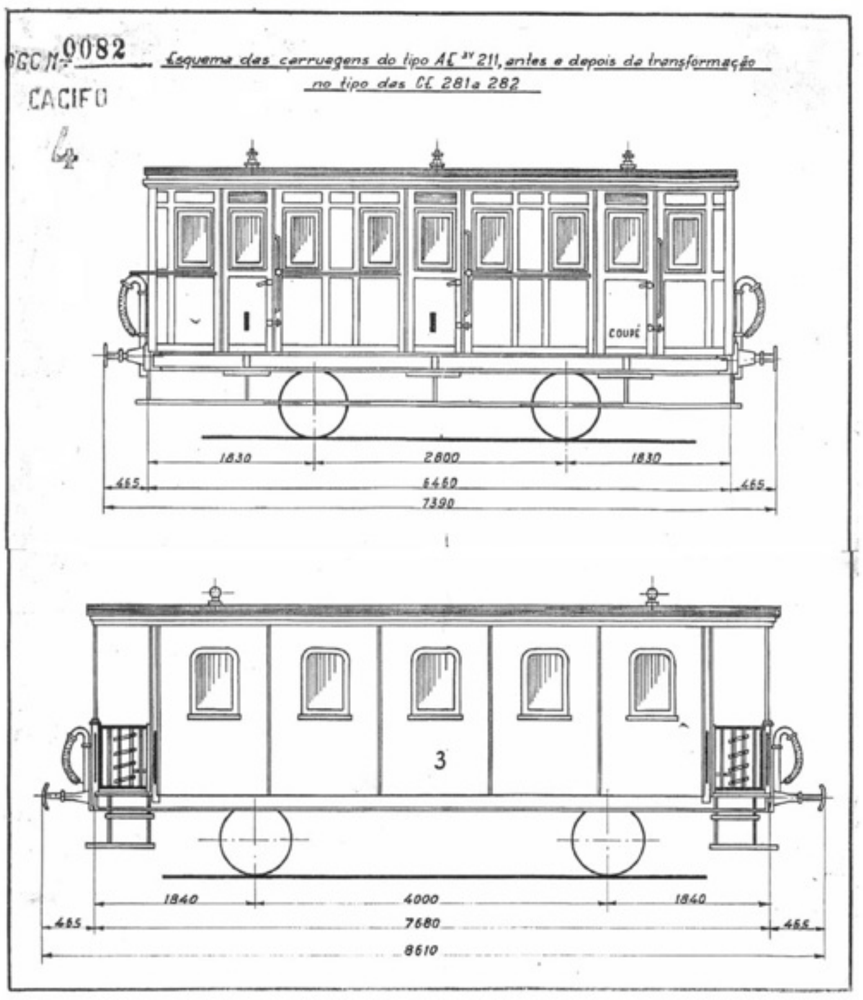
Left
CE290 at Tua in 1979. Yet another style of balcony!

Right
A typical interior (of CE290), with toilet cubicle added, observed at Tua in 1978.



When CP took over the old companies in 1947, its personnel were so incredulous that such things could have happened that Campanha Works was constrained to issue a 'conversion diagram' to explain what had taken place.



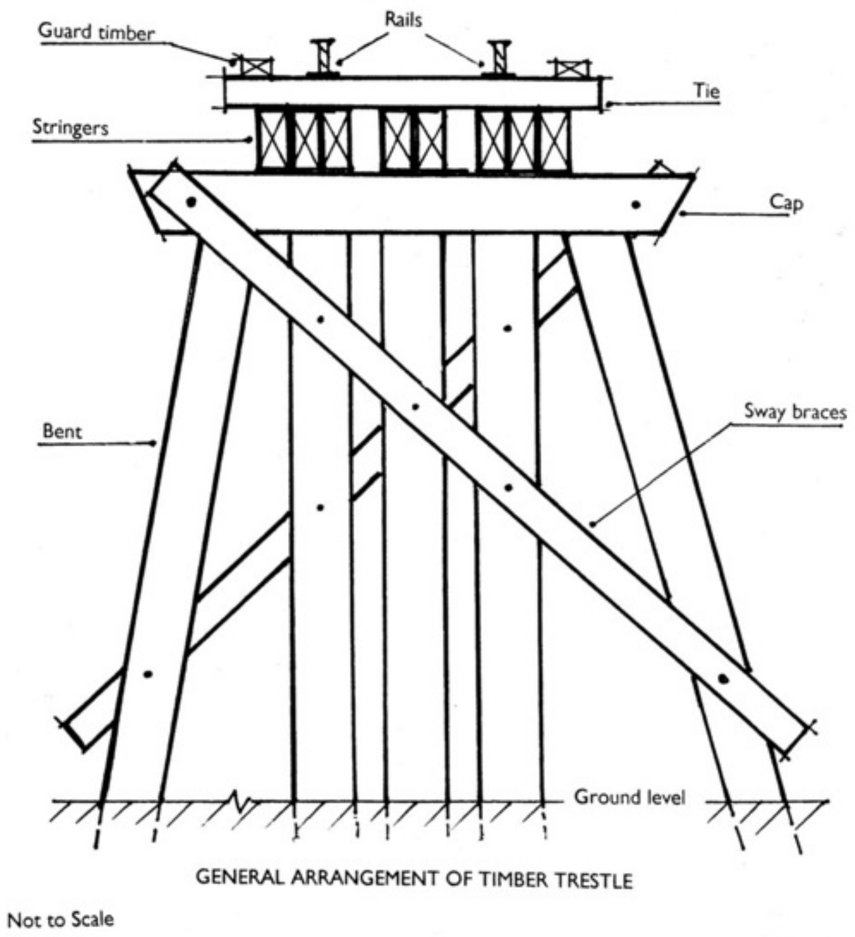


Top
CE286 still in traffic, at Rossa in 1979.

Above
CE286 as preserved in the museum at Braganca, 1988.

Below
E289, with CP markings, at Tua in 1980.

John Flann builds a typical timber trestle bridge for his American HO *Providence River Branch* layout. The general principles apply to other scales. *Photograph and diagram by the author.*



GENERAL ARRANGEMENT OF TIMBER TRESTLE

Not to Scale

Timber trestle bridge

Timber trestle bridges are commonly seen features on American railroads and follow the same engineering design to a greater or lesser degree. They are easy enough to model and the photograph shows one I built to cross a small creek on my HO *Providence River Branch*.

The diagram shows the general arrangement of the structural timbers used. Generally for bridges carrying fairly light traffic of about this height and span, the guard members are from 4"x 8" timbers, 4"x 18" for the stringers, caps from 14" x 14", bents also 14" x 14", and sway braces 3" x 12". The abutments are made of 4" x 12" boards and their retaining posts of 4" x 8". Side walkways are laid on 4" x 8" extension joists from between the ties, and any guard rails are 2" x 6" railings on 2" x 4" posts.

As in all American construction techniques, the erection of such smaller trestles is direct and effective. The bents are driven into the ground like piles, caps and bracing added, then the stringers, and on these the ties are secured, with the whole structure held together by bolts.

The individual trestles are at 14' centres, and that is the length of the stringers.

The materials I used were 1/4" stripwood and dowel, both square and circular bents being found in the same trestle, with other timbers to suit. I used obechi.

I installed this bridge to replace a rather ugly straight steel girder bridge, and I adopted a 'top down' approach after I had laid the new track by way of a self-supporting curve.

Then I put in the abutments at either side to retain the creek banks.

Next I secured stringers to the underside of the ties. (I only modelled the outer ones as the inner are not visible.)

I then knew the height of the trestles required from the creek surface (dried varnish), and for the span five trestles were needed. I cut the pieces for each to size and assembled and glued them together on squared paper to ensure uniformity. I did not depict the bolt heads as they cannot really be seen and I do not bother with detail that adds little, if anything, to the visible result. Fine nut/bolt/washer (NBW) details in various sizes are produced in plastic by Grandt Line if you want such features.

With the trestles made, I could offer them up to the stringers, adjust as necessary, and stick them in place.

Lastly I added a central walkway.

The final touch was to paint the trestle a worn brown colour and dry brush with grey to present a weathered appearance. From observation it appears only longer trestles have side walkways and guard rails.

All in all, the bridge, water, creek banks, trees, and scrub provide scenic interest and made a nice challenge to represent in themselves.

Brian Harrap reports how a prototype example solved a polarity problem in ZOBland. *Photographs by the author.*

Switching changes at QUAI:87

The old Trabant is not really up to it any more. Not that the Trabant itself was actually used for moving wagons around the quays - that would be asking too much of a Trabant - but it did play a significant role in switching operations. The turnouts on QUAI:87 are all operated by the simple wire in tube method, and, learning from experience with earlier layouts, I opted not to have the ends of the push rods sticking out from the edge of the model world where they were forever getting knocked or snagged upon. This time the pushing and pulling ends of the rods are incorporated into the scenery and terminated in or as various disguises, such as piles of luggage (bit obvious, that one), oil tanks, other junk, and, for one of them, the Trabant. And it all worked very well, except that operators, myself included, would keep forgetting to move the Trabant when shunting over the diamond crossings.

The electrical switching of diamond crossings is always slightly vexing with trackplans such as found on QUAI:87. The live frogs have to be switched, of course, and mostly I have been doing this by having the crossing wired and switched in the usual way by an adjacent turnout so that when set to cross the diamond all is OK, but a recent alteration to the track plan upset this happy state of affairs. The details are not too important here, but suffice to say that the adding of a run-round loop made it possible to run across the diamond without traversing the point that switched it. Calamity if the shunter forgot to move the Trabant to switch the diamond.

Something better was required and I found it whilst exploring around a cement works at Lixhe on the Albert canal just north of Liège. I found something I thought had gone long ago with the likes of Davey Crockett and *The General* etc., but no, there it was, a thoroughly modern smash board signal, still in daily use, protecting the various cement sidings and works.

Why such an elaborate contraption was thought necessary I cannot imagine - several much simpler devices spring to mind - but whatever the reasoning, it was just what I needed. I built mine much like the prototype but not following it exactly. Brass tubing and bits of piano wire and some STOP signs cut out from a continental motoring guide, all mounted on a simulated non-slip baseplate and I was away.

The beauty of the thing is, of course, that hidden underneath is the 'magic' double-pole double-throw (DPDT) changeover switch which sees to the electrics for the diamond. So now any wayward movements over the crossing are curtailed by having to move the smashboard physically to the correct road to clear the way which automatically does the switching.

It is still possible to run some wagons ahead of the loco and smash into the board, but I have not had to do too many repairs as operators tend to do it only once ...

Above
The prototype smashboard at Lixhe, still in everyday use in March 2009. A padlock, presumably with only one key, keeps it in position.

Below left
Poor old Trabant ... it never did get properly weathered.

Below
The smashboard on QUAI:87. It looks like it has had a bit of a bash. (You can see why we like to get the crossing polarities right around here.)

Bruce Block introduces his new American style HO layout, a return to his original modelling interests. *Photographs by Ralph Cooke.*

Santa Fe

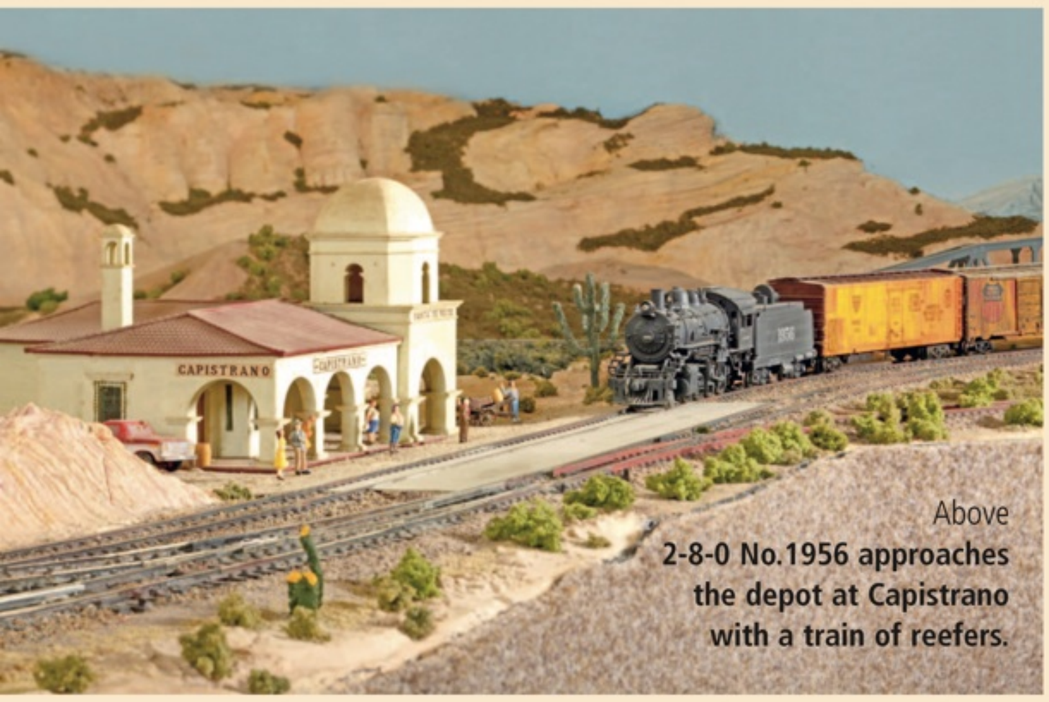
An extensive US layout

On moving to Dorrigo, a small country town in the north of New South Wales, some twenty-five years ago, I was originally attracted to the Dorrigo branch line which ran about a mile from my cattle property. This I modelled in some detail, and it appeared in CONTINENTAL MODELLER in January and February 1999.

As the area available for a layout was reasonably large, I used about one third of it to incorporate a Santa Fe section so that I could run my fairly extensive collection of Santa Fe locomotives and rolling stock.

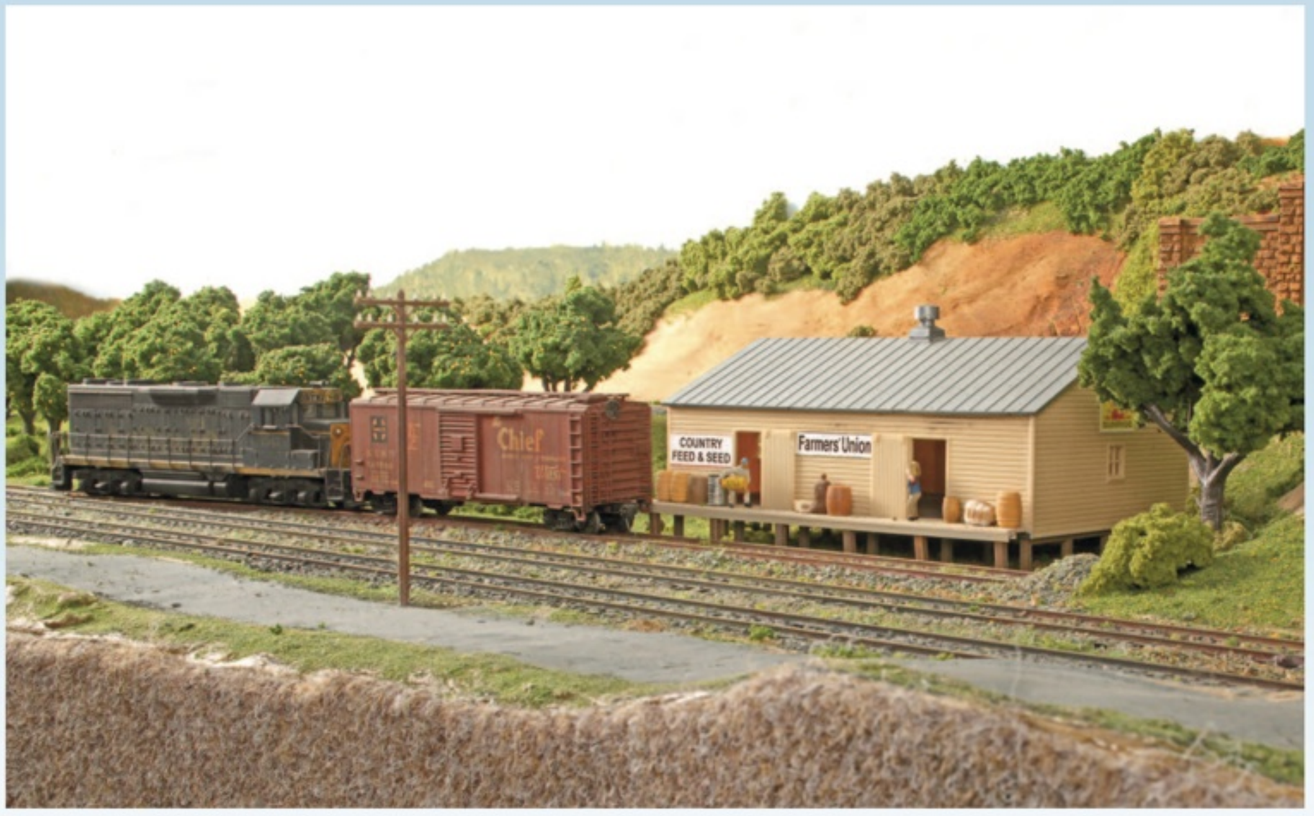
The Santa Fe has always been my first love and this arrangement proved to be unsatisfactory, so that portion was scrapped and a new layout was constructed in a triangular-shaped room measuring some 18' x 13'. This included a very extensive marshalling yard, together with locomotive facilities; the landscape was modelled on the Mojave Desert and in particular Cajon Pass and Sullivans Curve.

My modelling friend, Bill Baggett, who does my wiring and assists with some of the modelling, agreed with me that this round-the-room layout still left a great deal to be desired, so a further room was added measuring 10' x 35' which in which we modelled part of southern California's prime agricultural region. This too has extensive marshalling yards and engine facilities, although the roundhouse and some minor details still need to be added.

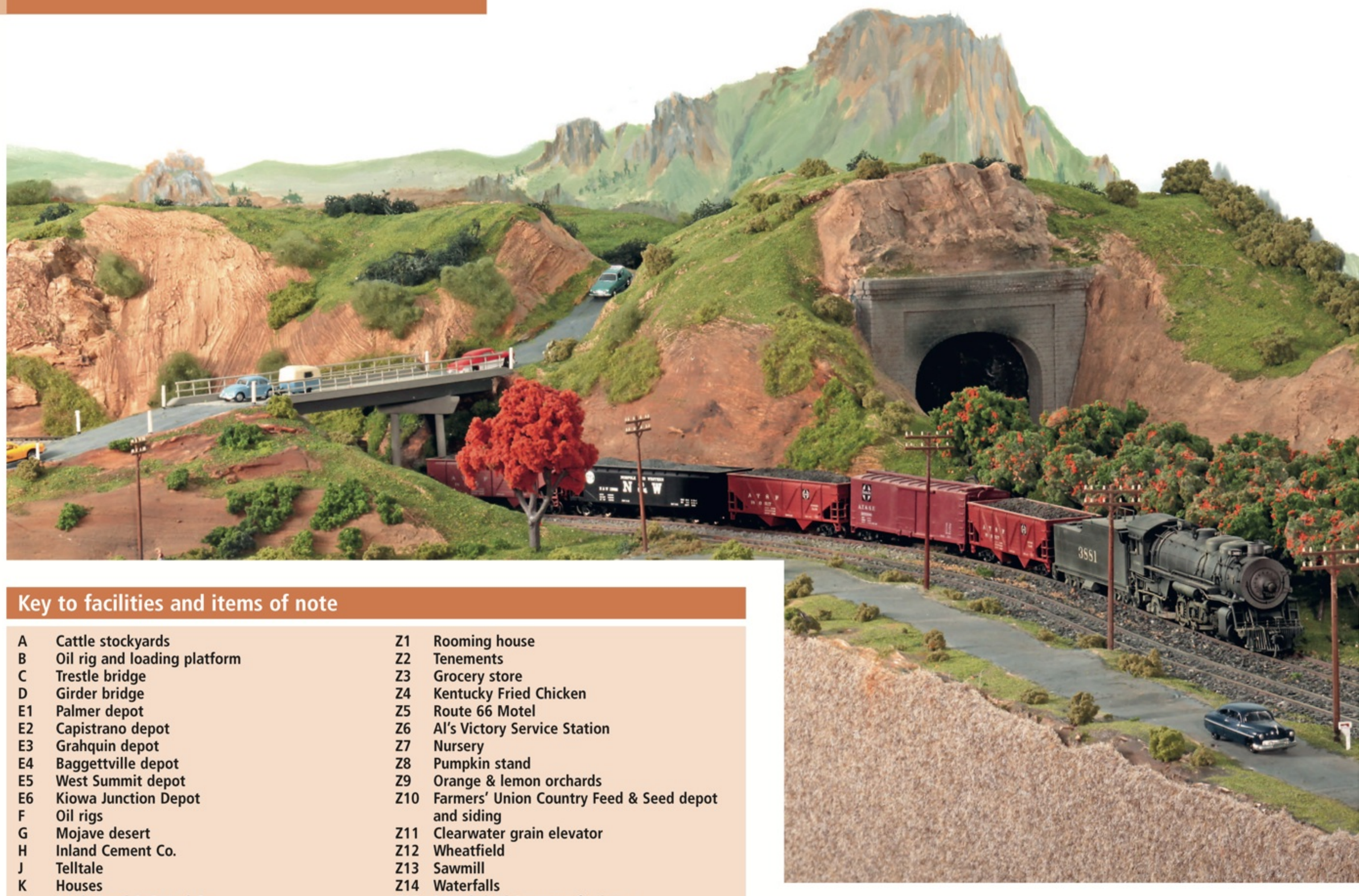


Above
2-8-0 No.1956 approaches the depot at Capistrano with a train of reefers.

Right
Santa Fe GP35 No.1347 spots a box car by the freight shed.



Below
Contrasting passenger services - an express hauled by USRA Pacific No.1369 and 'Doodlebug' gas-electric No.M189



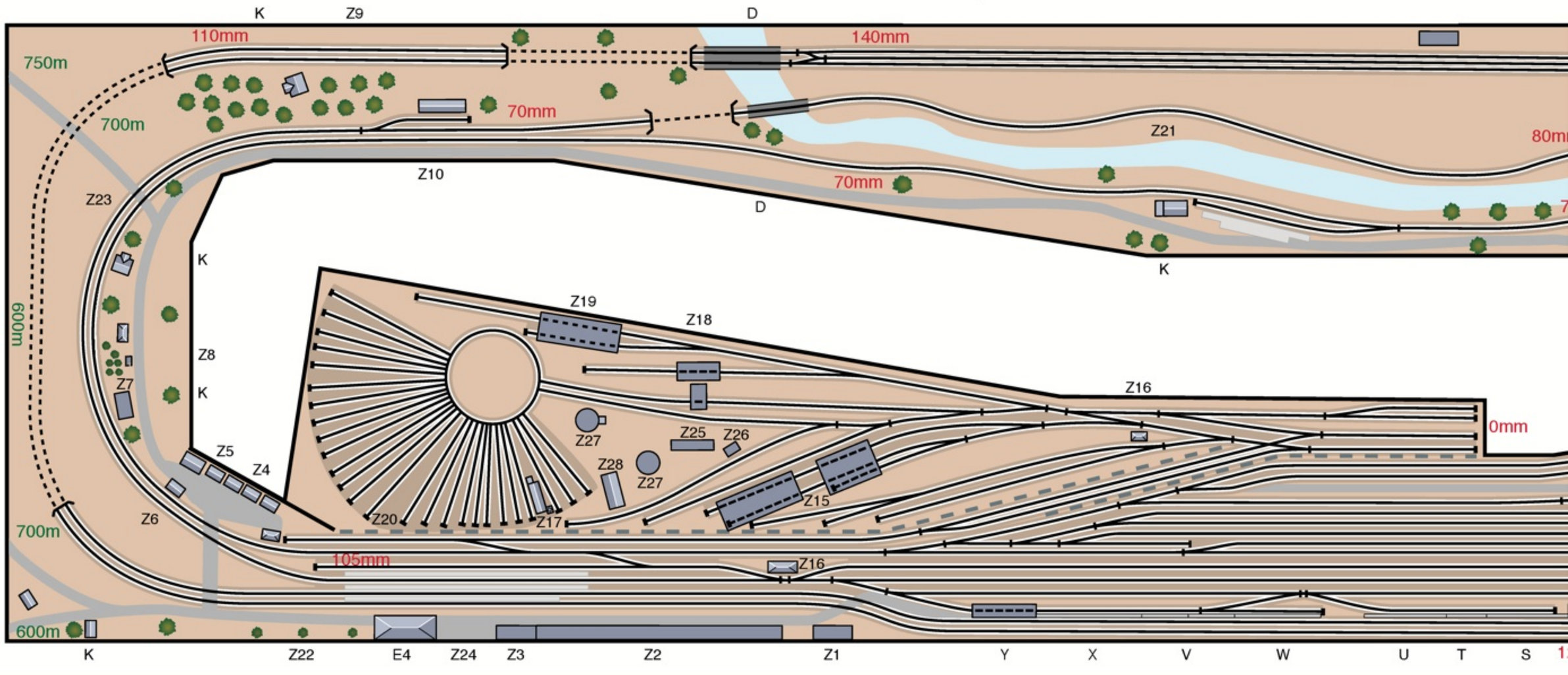
Key to facilities and items of note

A	Cattle stockyards
B	Oil rig and loading platform
C	Trestle bridge
D	Girder bridge
E1	Palmer depot
E2	Capistrano depot
E3	Grahquin depot
E4	Baggettville depot
E5	West Summit depot
E6	Kiowa Junction Depot
F	Oil rigs
G	Mojave desert
H	Inland Cement Co.
J	Telltale
K	Houses
L	Byrds Sand & Gravel Co.
M	Armstrong Electric Motors
N	Santa Fe Ice House
O	Oil tank depot
P	Southern California Freight Lines depot
Q	Container yard
R	Commissary building
S	Arrowhead Ale
T	Tri-State Milling
U	Fireproof storage depot
V	River City Textiles
W	Weidman Ward & Co.
X	American Hardware Supply
Y	Heritage Furniture
Z1	Rooming house
Z2	Tenements
Z3	Grocery store
Z4	Kentucky Fried Chicken
Z5	Route 66 Motel
Z6	Al's Victory Service Station
Z7	Nursery
Z8	Pumpkin stand
Z9	Orange & lemon orchards
Z10	Farmers' Union Country Feed & Seed depot and siding
Z11	Clearwater grain elevator
Z12	Wheatfield
Z13	Sawmill
Z14	Waterfalls
Z15	Diesel shed & engine facilities
Z16	Signal cabins
Z17	Boiler house
Z18	Coaling stage
Z19	Overhead crane
Z20	Roundhouse (to be constructed)
Z21	Webb river
Z22	Park
Z23	Road bridge
Z24	Station platform
Z25	Yardmaster's office
Z26	Tricycle shed
Z27	Oil tanks
Z28	Employees' shed

It has citrus orchards, wheat fields, farms, suburban houses, and a township, a river, and a series of waterfalls.

It takes about ten minutes for a freight train to complete a circuit of the two rooms. The double track main line, in order to incorporate as many broad curves as possible, even has to tunnel into another adjoining model room!

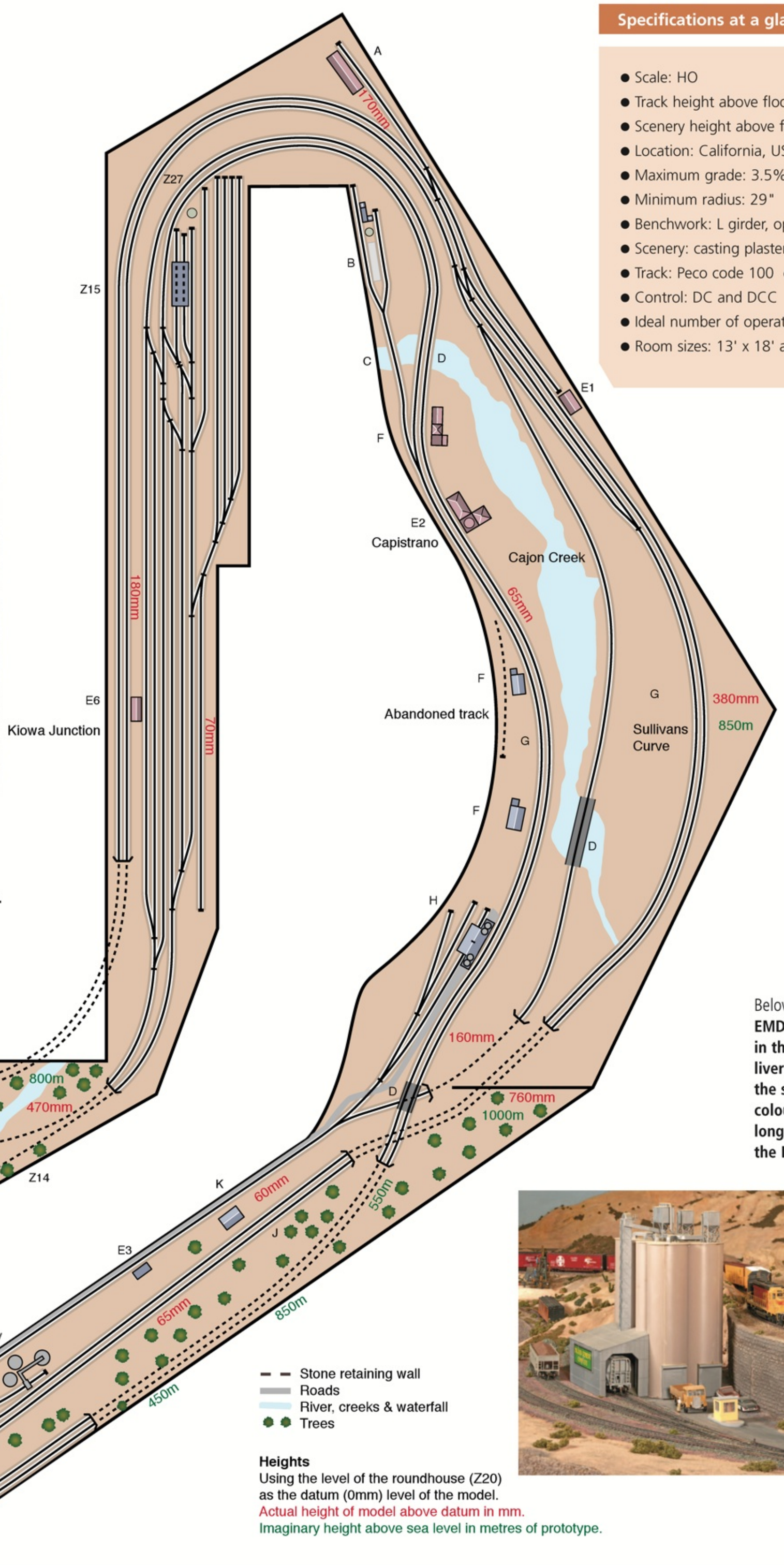
The original layout was DC, using a controller for each main line, with isolating blocks; a small branch line was controlled by a third throttle.



Specifications at a glance

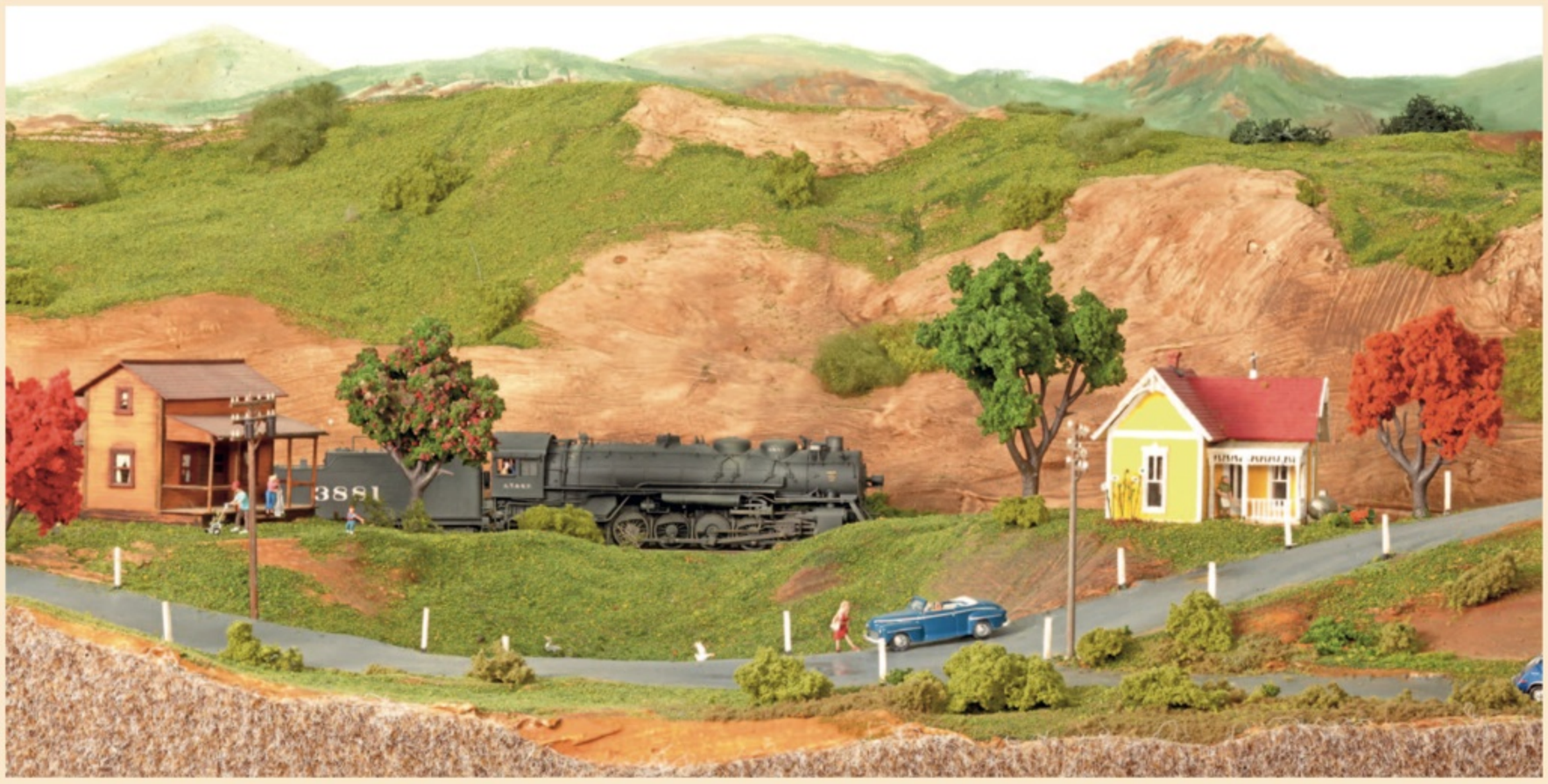
- Scale: HO
- Track height above floor: 4'6" to 5'3"
- Scenery height above floor: 4'6" to 6'9"
- Location: California, USA
- Maximum grade: 3.5%
- Minimum radius: 29"
- Benchwork: L girder, open grid
- Scenery: casting plaster over chicken wire
- Track: Peco code 100 double track main line
- Control: DC and DCC
- Ideal number of operators: four
- Room sizes: 13' x 18' and 10' x 35'

Above
2-10-2 No.3881 hauls another heavy freight through the citrus orchards.



Heights
Using the level of the roundhouse (Z20) as the datum (0mm) level of the model.
Actual height of model above datum in mm.
Imaginary height above sea level in metres of prototype.

Below
EMD Dash9-44CW No.623 in the famous 'Warbonnet' livery and SD40-2 No.5068 in the so-called 'Kodachrome' colour scheme combine on a long freight, seen here by the Inland Cement Co.



Left
The peace of the isolated homesteads is disturbed as 2-10-2 No.3881 passes.

Right
Y3 class 2-8-8-2 No.1794 begins to assemble a freight train in the busy yard.

Below
Alco RSD15 switcher No.806 at the Clearwater Grain Growers elevator.

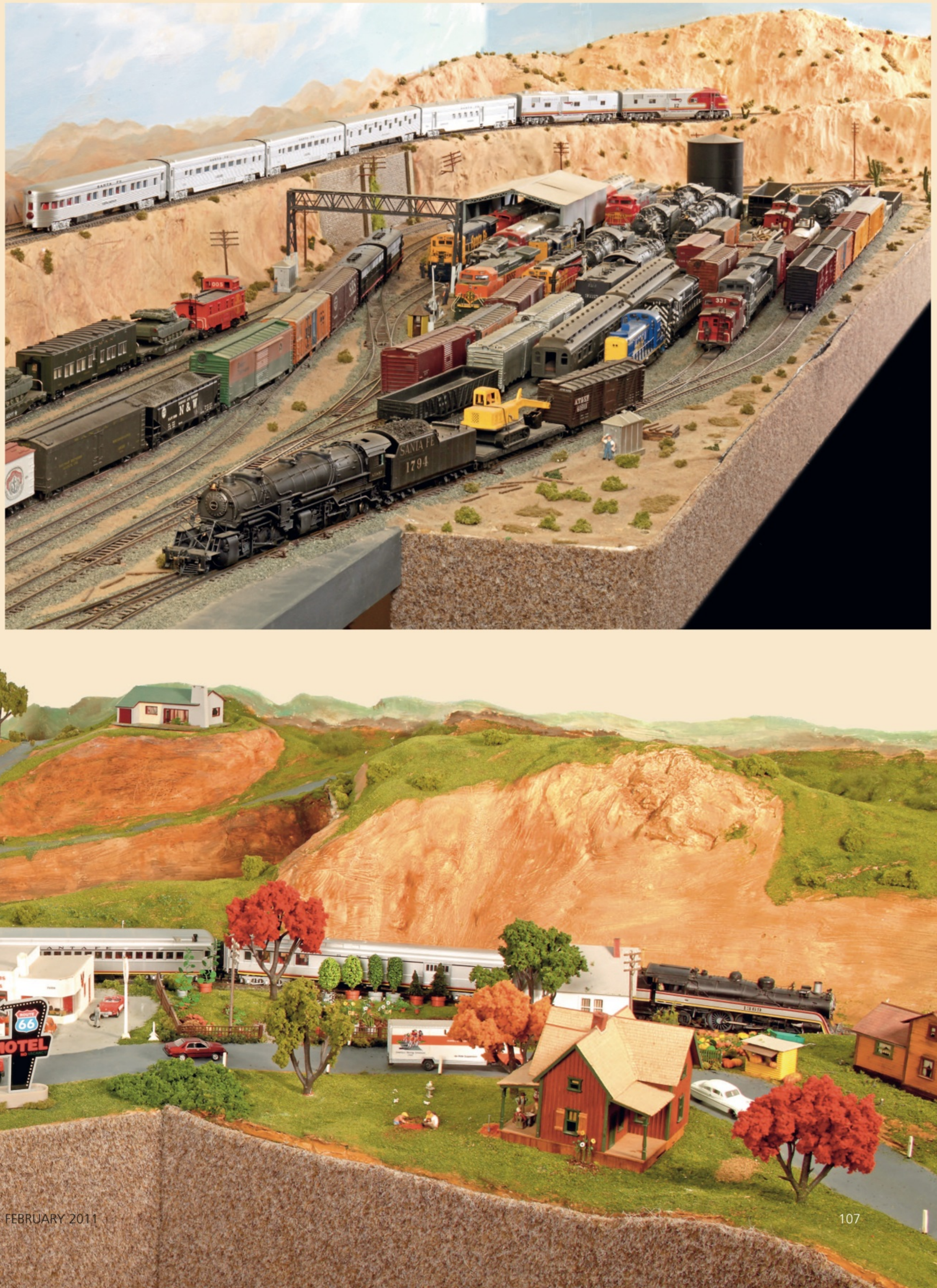
Left
The railroad runs not quite through the middle of the house but either side of it!

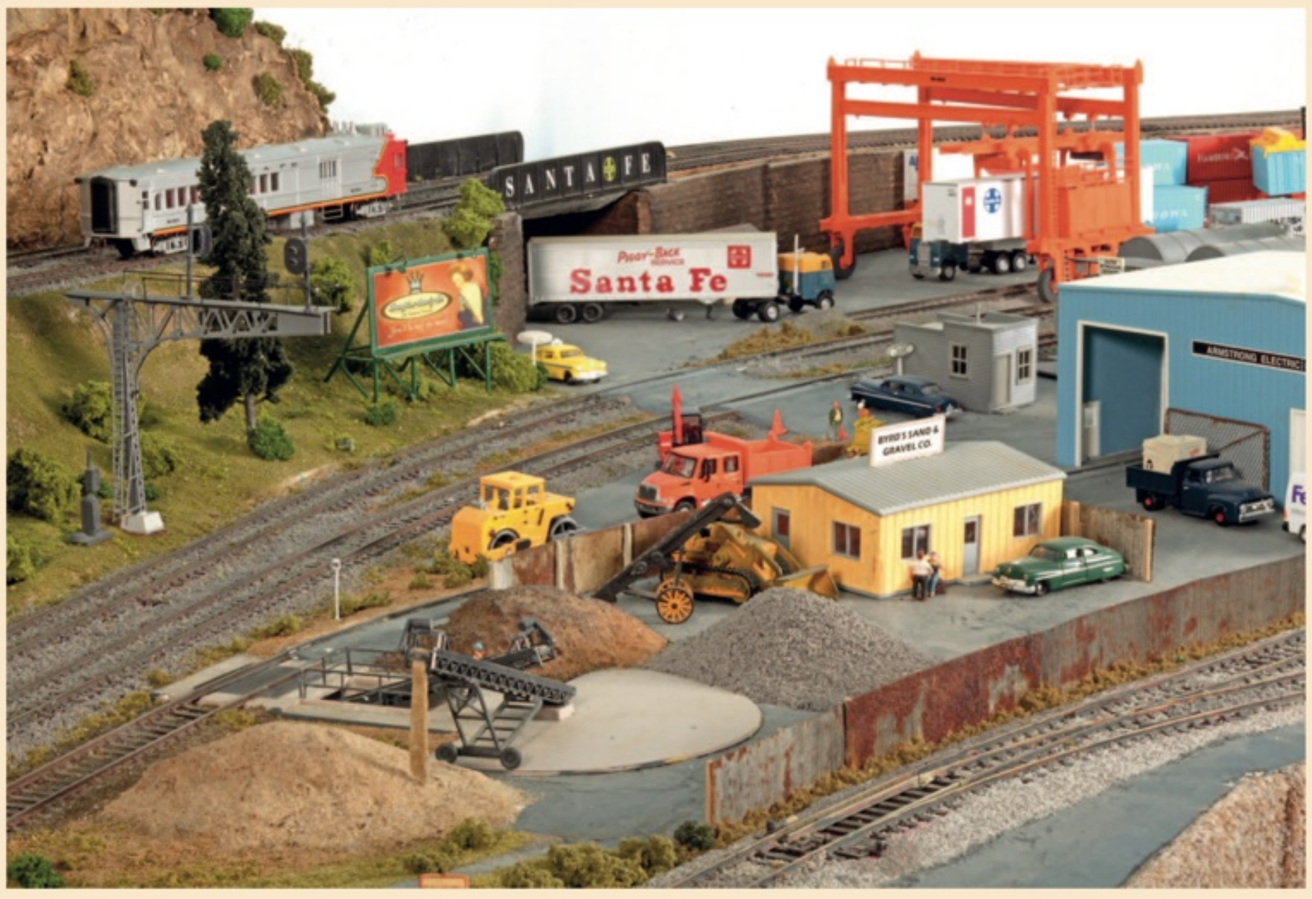
Below
Pacific No.1369 races its prestige passenger train through a typical small town with lots of local activity.

With the advent of the new extension and with sound locomotives becoming available, I impulsively purchased a number of new models (it was not as though I did not already have more than I could reasonably use!). To realise the full potential of these new models, Bill persuaded me to go to DCC on the layout. My protests of the need to run my old DC locomotives were swept aside by saying he could wire it so I could use either. So now I have a layout that can run DC or DCC on either track as the whim takes me. I still do not know how DCC works and its complexities completely baffle me, but I work on faith!

Like each of my other three layouts, I was able to travel through the area, in this case quite a few years ago, and I was fortunately to be given a tour of an ATSF yard by Santa Fe's public relations department and a very understanding yard foreman.

The variety and sheer size of Santa Fe's locomotives, both steam and diesel, still continues to impress and fascinate me, and two books, amongst many others, have guided me. These are Chard Walker's *Railroading through Cajon Pass* and the Southwest Railroad Historical Society's *Iron Horses of the Santa Fe Trail.*


SANTA FE
1794
N&W
005
331
ATSF
SANTA FE
Service Tires Batteries
Mufflers Alignments
ROUTE 66
MOTEL
VACANCY



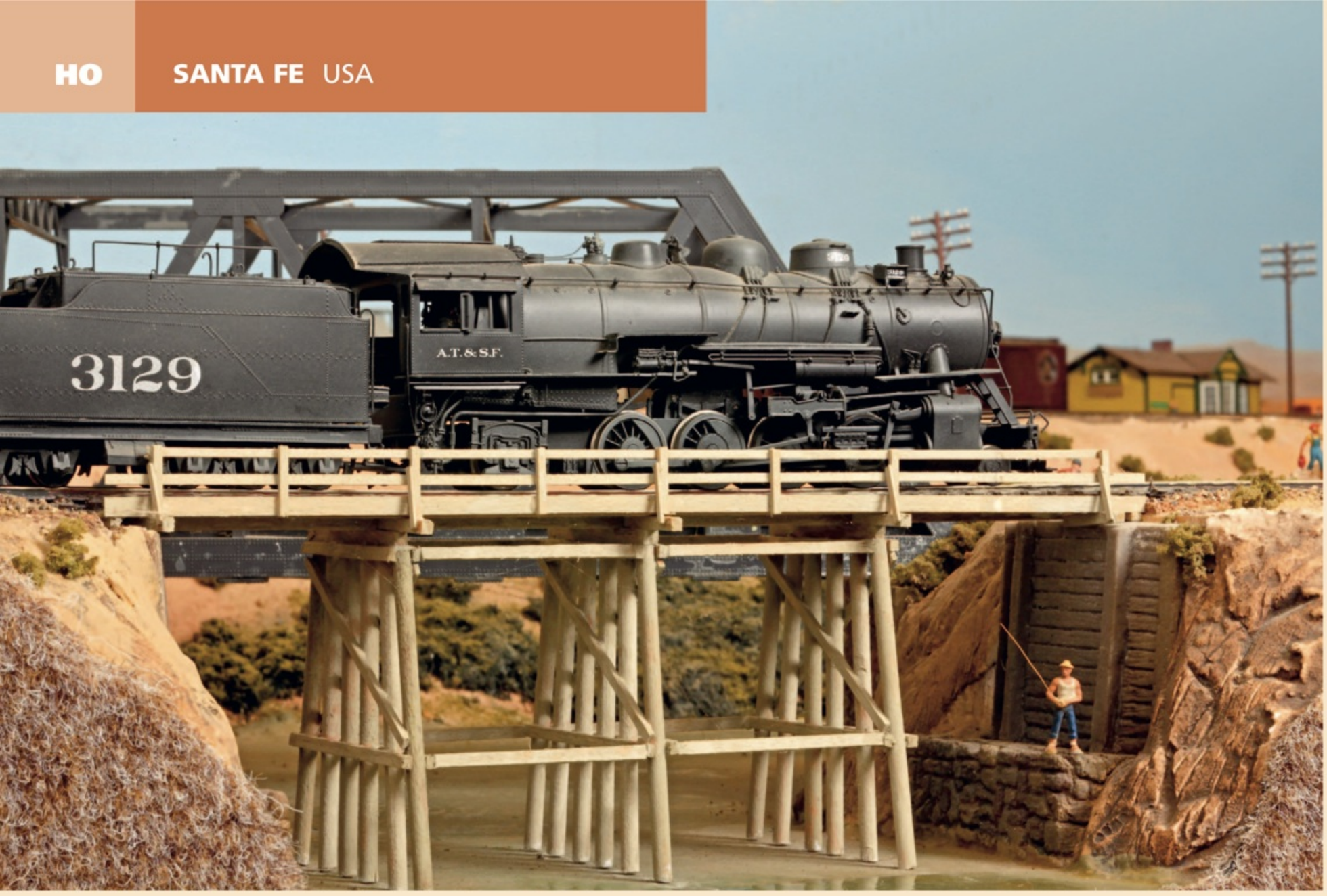
Left
Passengers on the 'Doodlebug' gas-electric passing on the high level line get a good view of some of the local industries.

Right
A classic E8 passenger diesel in the striking 'Warbonnet' colour scheme that was the Santa Fe trademark.

Left
In contrast, SD45 No.1803 in the everyday blue freight livery passes the site of some road works.

Below
Reefers stand by the high platform of the ice house ready to be charged with fresh supplies for cooling.

Below right
The long haul for 2-10-2 No.3881 continues through the city area.

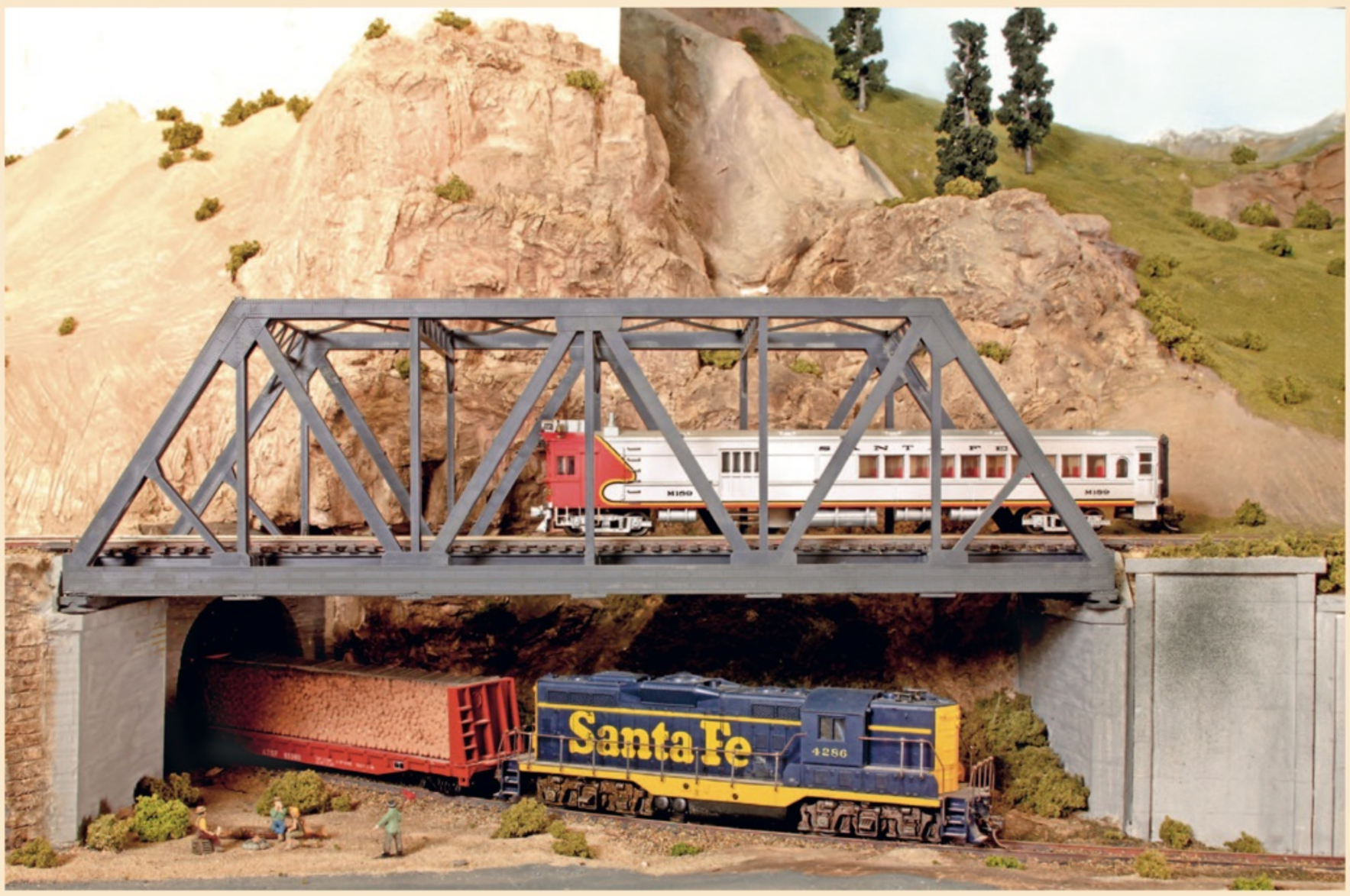


A tour of the layout will take us through the barren Mojave Desert, stark scenes broken only by oil rigs, cattle ranches, and the inevitable cacti. Then through Cajon Pass to the prosperous West California coast. Freight trains of both the Southern Pacific and Santa Fe pass before us in rapid succession and on tight schedules, rushing perishables including fruit and farm produce to the eastern states and returning with manufactured goods from the factories and mills. Famed passenger trains such as Santa Fe's *Super Chief* and *El Capitan,* and South Pacific's *Sunset Ltd* and *The Argonaut,* are now few and far between as car, bus, and air travel take over. So lean back and relax and watch the ever-changing scenery pass by.

Above
The angler remains oblivious as 2-8-2 No.3129 rumbles over a wooden trestle bridge approaching Capistrano.

Below
The 'Doodlebug' is caught crossing the girder bridge as the old Geep brings a freight through below.

Above
2-8-0 No.1956 has just left Capistrano with a short freight as a passenger train passes through Pierson.



Right
The gas electric leaves the tunnel slowly as repairs are in progress on the bridge.

Far right
BNSF Dash9-44CW No.1000 heads a train of heavy duty flat cars conveying tanks.

CAPISTRANO
Scout
BNSF

BNSF

ON LOCATION

South Africa

Orange Free State

Ian Jowett was able to witness some of the last regular steam workings in the 1970s.

To the Dutch settlers, the vast agricultural lands around Cape of Good Hope must have seemed like the 'promised land of milk and honey'. However, once the British had gained control of the colony, the dream began to sour and whole families set off for the interior in their ox wagons during the 'Great Trek'. By the third quarter of the 19th century, both the Orange Free State and Transvaal were established under Boer control.

Right
The daytime passenger train from Bloemfontein runs over the summit at Retiefsnek, heading down towards Bethlehem.

Below
A class 25 climbs towards Retiefsnek summit with a freight train.

The discovery of gold and coal in the Transvaal, however, sealed the fate of the new republic, and by the time the railway age had arrived, the old Boer Republic had been absorbed into the ever-spreading British Empire.

Apart from the development of gold mines at Welkom in later years, the Orange Free State remained an agricultural province, becoming the breadbasket for much of southern Africa with its vast rolling maize and wheat fields. In the steam era, it was also the great crossroads of South Africa, with lines radiating from Bloemfontein to Cape Town, Johannesburg, Durban, Port Elizabeth, and East London. In addition, there were secondary lines serving the maize fields, and the mines at Welkom.

By the mid-1970s, the difficult single track lines to the south had been dieselised to relieve congestion, but the rest remained steam, even though the catenary had been erected on the double track main line to Kroonstad. With over a hundred steam freights each day, many double-headed, electrification was obviously overdue!

The staple power on this line was the massive 15F 4-8-2, aided by the very similar, but slightly larger-wheeled, class 23. These were also to be found on the shorter workings along the mountainous Bethlehem line, but through trains were in the hands of non-condensing class 25 4-8-4s. Both these and their condensing sisters worked

Below

A class 25 climbing towards Bethlehem. The imported eucalyptus trees give shade in a naturally treeless landscape.

ORANGE FREE STATE South Africa

the line to Kimberley, the condensers having been displaced from the Karoo by dieselisation. Within a couple of years most had their condensing gear removed, a large semi-circular water tank being substituted. The more important secondary lines were worked by 15Fs, with 19D light 4-8-2s on the lesser lines. 15Fs also covered most shunting duties.

Despite the unspectacular scenery, except on the borders of Lesotho, locomotives had to work hard as the lines followed the gently undulating landscape on 1 in 100 gradients, so what the Free State lacked in variety, it made up for in sheer spectacle.

Left
A rebuilt 25 working hard on the climb out of Modderport.

Above and below
The afternoon Bloemfontein – Bethlehem passenger train skirts the hills of Lesotho.

Far right
Dwarfed by the mountain scenery, a 25NC crests the rise on its way to Bloemfontein. Note the clerestory roof coaches.

Right
A 15F with a local freight at Sannaspos, a few miles from Bloemfontein.

Above
An express for Bethlehem awaits departure at Bloemfontein behind a class 25.

Below
A rebuilt class 25 at Bloemfontein - note the round tender tank in place of the condensing gear.

Left
A class 25 pulls away from Bloemfontein station with a northbound passenger train.

Above
Bloemfontein shed - the overhead water supply was the normal arrangement on the SAR.

Right
15Fs and a 19D in steam at Bloemfontein shed. The near 15F is receiving attention to the super-heater, for access to which the petticoat pipe has been taken out and hooked over the vacuum pipe.

Below
On a weekday, the main shed at Bloemfontein could be quite empty, as most of the hundred or so engines allocated would be out working.

Below right
15Fs and an immaculate class 25NC on shed at Bloemfontein.

Neil Cooper had interests both in the Rhätische Bahn and G scale, and the result is a portable layout, loosely based on the terminus at Arosa. *Photographs as credited*.

Swiss G scale

Klein Arosa

Above
A typical passenger train in Klein Arosa station. with a driving trailer and a Ge4/4II working push-pull.
Photo: author.

To many of us, the Rhätische Bahn (RhB) sums up the perfect railway. It reminds us of our holidays, with those red trains running in a mountainous landscape over viaducts, through tunnels, past glaciers, green pastures, and picturesque villages with wooden buildings. What better subject for a model railway?

I had been operating an HOm RhB layout in my loft for several years, but for a bit of a change I fancied something in a bigger scale. I decided a small G scale shunting layout would be good. Well, I do not know what happened but the next thing I knew was that I had amassed a sizeable collection of G scale RhB items both new and from the plentiful supply of second-hand available.

For years I had wanted to build an exhibition layout, and with my obsessions with G scale and the RhB, the choice of scale and theme was obvious. My plan was announced and I was invited to display the as-yet-unbuilt layout at a local exhibition.

After the realisation that a layout in G scale, capable of running a full-length Glacier Express over viaducts with a mountainous backdrop would be at least 60' long and take several years to build, something simpler was required.

Klein Arosa is inspired by the branch terminus station at Arosa on the RhB. I say 'inspired' because it is only very loosely based on Arosa; however, the idea is to convey some of the key elements of the prototype.

Exhibitions

Klein Arosa is due to be at the 'Small and Delightful' show (otherwise known as Narrow Gauge South West) at Shepton Mallet on Saturday 19th February.

More details in *Exhibition Diary*.

Looking ahead, the layout has also been booked to appear at the Warley/NEC show in November.

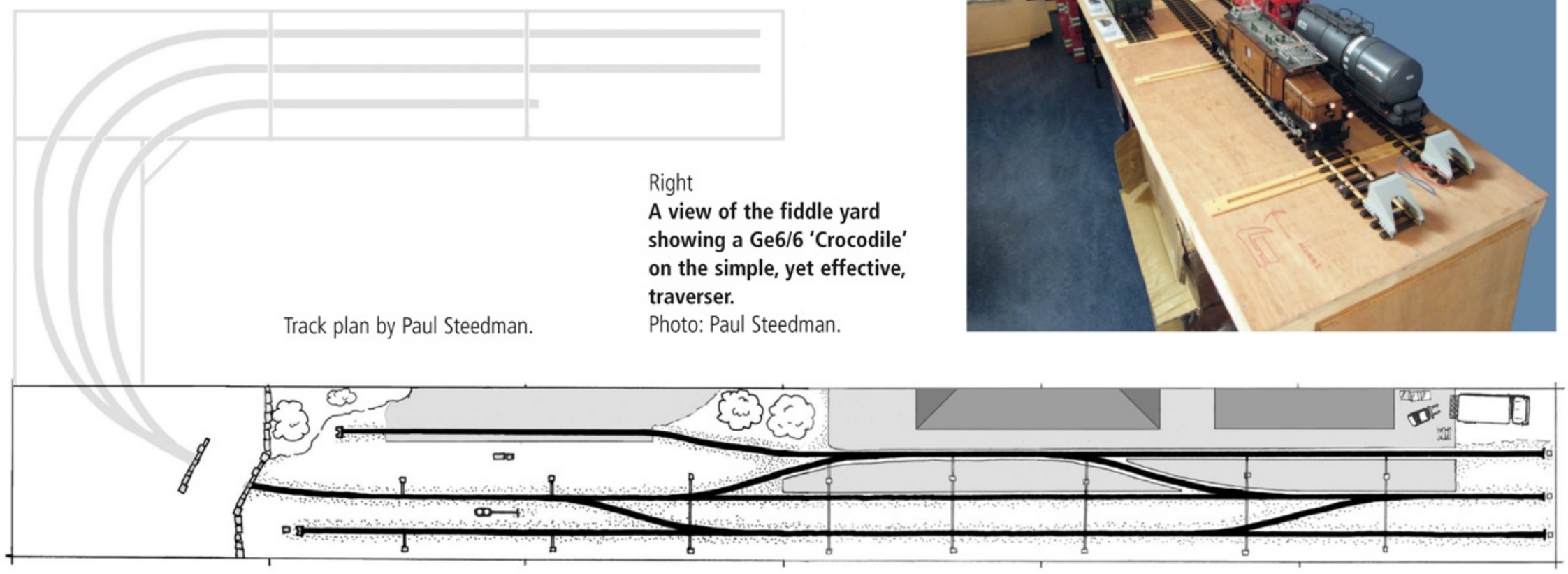
Below
Klein Arosa station building with Ge4/4II just arriving.
Photo: editor.

Construction

The main concern was ease of transportation and storage, so the layout was designed to be flat packed. Everything apart from track and platforms are removable, so the buildings, tunnel mouth, retaining walls, catenary, trees, figures, and vehicles are all packed away in their own boxes. This gives good protection during transport.

Another criteria was that the layout would use commercially-available items wherever possible – with an exhibition looming I did not have much time!

Right
A view of the fiddle yard showing a Ge6/6 'Crocodile' on the simple, yet effective, traverser.
Photo: Paul Steedman.



Track plan by Paul Steedman.

Below
The dedicated Arosa line stock in its blue livery with flower decoration makes an attractive alternative to the standard RhB red.
Photo: author.

Baseboards are traditionally built using plywood on a timber frame, and supported by trestles. The layout is 24' long and 2'8" wide in the station area. The fiddle yard is at right angles and extends the depth to 8'8".

Track is from LGB, weathered and ballasted with real stone.

Radius 3 is used as a minimum on the scenic part of the layout, but Radius 1 has been used in the fiddle yard.

There is a simple traverser in the fiddle yard to save space, but this does not need to be used often as the main trains are push-pull.

Catenary masts are from LGB. The gantries are made using modified LGB masts with aluminium channel for the cross pieces. The catenary wire sections are all handbuilt as these had to be made to measure. A time-consuming part of setting up at an exhibition is attaching these sections individually to the masts and gantries.

The low relief station building and goods shed are adapted Piko kits.

Platforms are made from card and wood. Real wood planks are used for the walkway between the tracks outside the station.

Above
The resident Tm2/2 shunting tractor is safely stabled in the siding with maintenance stock as the service train is about to depart.
Photo: author.

Below
The Tm2/2 shunting tractor waits whilst logs are loaded.
Photo: editor.

Bottom
A closer look at some of the stock of the works train.
Photo: editor.

Below
A bogie ballast hopper has been attached behind the loco which will propel the passenger coaches.
Photo: editor.

Scenery is simplicity itself – tunnel, walling, and trees are all from Pola. The mountainous backdrop is a collage made from Faller backscenes.

The lorries are from Emek and the rather fine Unimog is from Schuco.

Figures are from Preiser and Pola.

Most construction work was carried out in my loft. This meant that I could only have a few of the baseboards connected together at any one time. In fact, the first time it was fully assembled for testing was only a few weeks before its first exhibition.

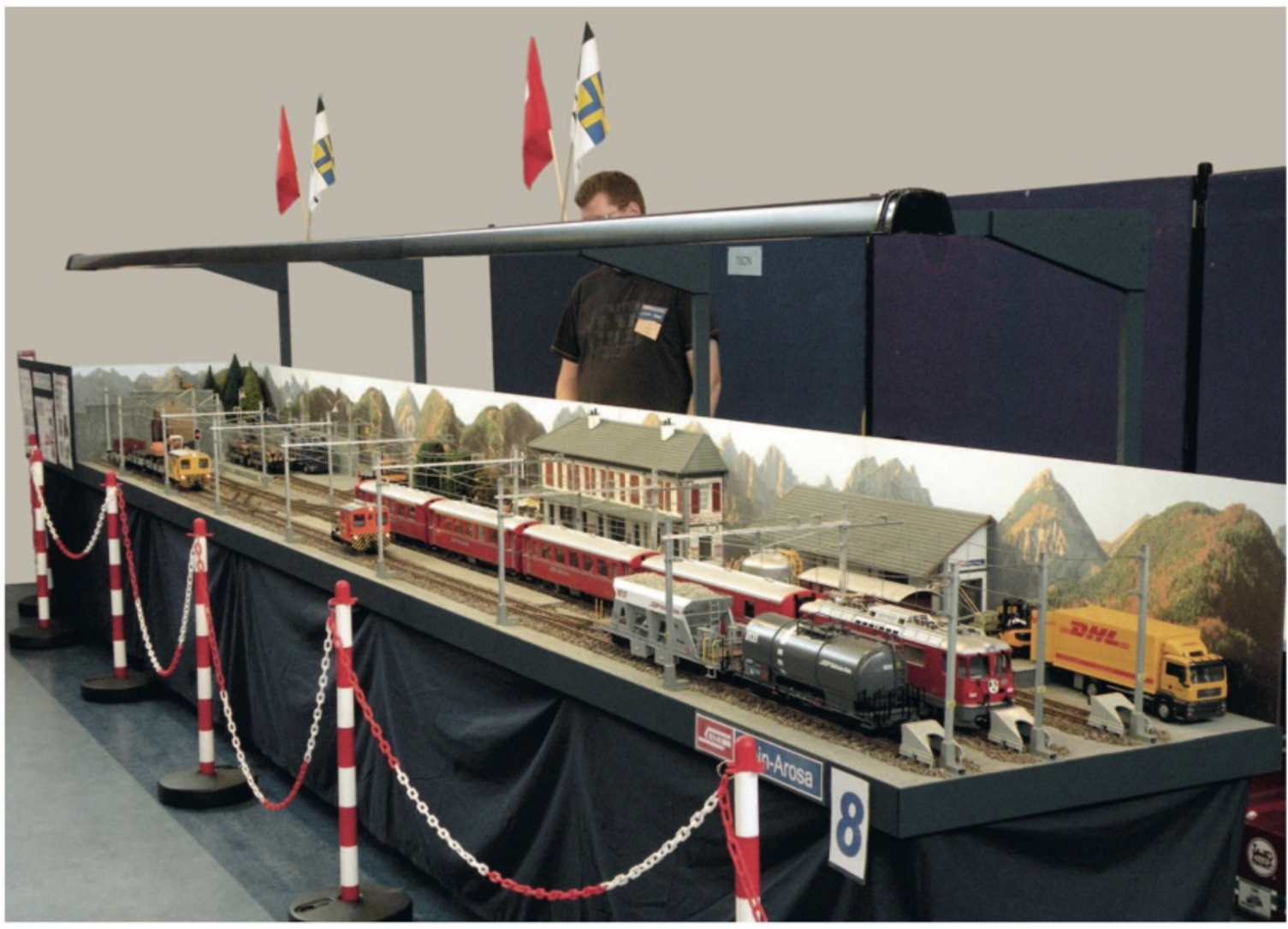
Lighting is provided by several small fluorescent strip lights fitted into inverted guttering running the length of the layout and suspended from wooden brackets.

Above
The Tm2/2 tractor shunts a cement silo wagon.
Photo: editor.

Left
Full house at Klein Arosa with trains in both red and Arosa blue liveries.
Photo: author.

Left
A steam special made up of vintage four-wheel stock and the well-known open observation coaches arrives in Klein Arosa hauled by a preserved G3/4 2-6-0T.
Photo: author.

Right
The Tm2/2 diesel tractor has to interrupt the shunting operations for the arrival of a passenger train.
Photo: author.



Trains and operation

Rolling stock is from LGB and Kiss. Ge4/4^{II} electric locomotives operate the push-pull trains, made up of either red coaches or the colourful Arosa line blue coaches. Often a freight wagon or two is attached to the train. There is a Tm2/2 shunter based at Klein Arosa. Other visitors to the line are a Tm2/2 used for works trains and a Ge4/4^{I}.

We also run other RhB stock that is not prototypically seen on the Arosa line but provides some interesting variety at exhibitions. This includes a G3/4 steam loco, Gm4/4 diesel, and Ge6/6 'Crocodile'.

Train control is DCC; the control system is from LGB and uses wireless handsets. Loco decoders are from LGB, Massoth, Dietz, and ESU. All locos are equipped with sound. The points and the signal are controlled from a more traditional switch panel.

Operation of *Klein Arosa* at exhibitions involves a constant flow of trains. There is nothing more intimidating than a 10-year-old at the front of a layout demanding the next train! Above all, exhibiting a layout should be interesting and fun for both the operators and viewers.

Conclusion

The main aim for *Klein Arosa* was to create a credible layout in G scale that displays the characteristics of an operational railway in a (relatively) small space and shows the range of possibilities using commercially-available products in this scale. I am pleased with the result.

My thanks go to Paul Steedman for all his assistance, to operators Stuart and Jon, and trainee operator Neil. Special thanks to Patricia Bryant for the use of the room to store our layouts and play with our trains.

Above
The layout set up ready for an exhibition, complete with the lighting rig.
Photo: author.

Below
The goods shed and loading area. A fork-lift truck is transferring pallets from the lorry to the van.
Photo: editor.

Andrew Knights presents his latest micro-layout, originally created as an entry in a challenge competition. Now freed from the competition rules, he has made changes that increase operational interest.
Photographs by the author.

Garfield

No room for a layout? Nonsense!

The layout described here was constructed for a recent Wealden Railway Group challenge. The rules were to construct an operating layout which had to use between three and six points, but the main restriction was the baseboard size: the equivalent of just three sheets of A4 paper, in landscape format. A single extension track was allowed, this to be no more than the length of another A4 sheet. Thus, *Garfield* is under 3' in length and around 8" wide.

The baseboard was constructed as a monocoque, there being no framework - the layout sides and ends support the ground and raised track levels. It was made from available materials, mostly 4mm thick plywood.

My first American-inspired HO portable exhibition layout was *Call Ferry.* Its operation was based on two 'inglenooks', on two levels. The lower level was freight - here a single locomotive shunted the cars on and off an adjacent car float. The upper level was a passenger station. The main purpose of this level was to hide the fact that the lower level went nowhere. However, the passenger trains and depot provided a little more movement and a contrast in stock and operation. I liked the operation and the picture which this layout presented, in only 6' x 2'. *Call Ferry* was successfully exhibited for several years.

The competition set me thinking. Doodling with track plans was easy, given the baseboard size. Three sheets of A4 paper were stuck together and on top of this 'board' a loco and some 40' cars were moved around. A little playing with Peco points and the aforementioned stock proved that some sort of operation should be possible. The result is shown in the plan view photograph.

All the points are Peco Streamline, either code 75 for the freight line or code 100 for the passenger line. This helps make the two lines look different. The difference is increased by the upper level's dummy third rail.

The points are all operated by Peco point motors mounted beneath the boards. The motors are fixed to the baseboard itself and are not directly under the points. I have used a simple wire to connect the point tie bars to the motor pins. This allows the motors to be changed more easily if necessary and keeps the board under the track free of electrical clutter.

I usually use a small switch, attached to the point linkage, to reinforce up the frog polarity switching. This time, as the board area is small and the track comparatively complex, I did not wish to fix switches under the board. So, as an experiment, each motor is attached to a small toggle switch and a small push button. The switches are all double-pole double-throw (DPDT) types; one side is connected to the capacitor

Above
A New Haven 44-tonner trundles past the office of the Sunshine Cab Company.

Below
An overhead view of the whole layout showing the compact nature of the track plan.

Above
This panoramic view shows almost the whole layout.

discharge unit and the point motor coils. This determines which way the motor will throw. The push button supplies power to the switch. The other half of the DPDT is wired to the frog. Thus, the points have reliable frog polarity back-up and the operator has an indication of which way the points are thrown. It is not that necessary on a layout of this size, but useful on a larger scheme.

There is a drawback to this system: once the switch is thrown, until the point is re-aligned, there is a short circuit on the track. This causes no problems on a small DC-powered switching layout such as this.

There are simply two track sections; upper and lower. A small slide switch determines which level is 'live'.

The buildings are heavily-bashed kits, mainly from Small Town USA and DPM. The ferry was constructed from plasticard and items out of the scrapbox. Looking closely, the major part of an old caboose and a cannon may be found.

The backscene was assembled from pictures found on the internet, largely from a wonderful source of Americana to be found under the name of 'SHORPY' via Google or similar. An effort was taken whilst making the backscene to try and keep the observer's eye within the model. To further this end, there are several vignettes on the layout: a truck driver having an altercation with the local garage owner; a little bit of motorcycle maintenance, being carried out in a rather unusual location; and the signs and names of various locations within the layout. All are placed with the aim of keeping the observer's attention within the scene. It is like stage set design or picture composition. I think that the smaller the layout, the more important this particular element becomes.

In operation, the lower level of the layout is an inglenook, with either a Bachmann 44-tonner or an MDC 'Critter' employed as motive power. Each side of the ferry may take a single car and alongside it there is room for one more car in a siding. The remaining two cars fit onto the headshunt along with the locomotive. The three aforementioned cars are to be placed in specified locations, ferry roads and siding, the others form the train. The train can just squeeze out of sight, so it looks as though something arrives and leaves. The headshunt will only allow one car to be changed between the ferry and the rest of the layout at a time. This, of course, blocks access to the rest of the layout. A simple card system dictates which car goes where.

Switching a simple puzzle such as this can be quite absorbing, and the even greater simplicity of the passenger level is a further relief to the operator.

Under the challenge rules, only one exit from the layout was allowed. This meant that the passenger trains had to have two excuses for stopping within the scene. The double junction provided this - the trains could be either in the platform or waiting for access to the station. However, since the layout is no longer bound by the competition rules, a full sized fiddle yard has been added, so both passenger trains may now be accommodated off scene.

The two cars on the top level are scratchbuilt, with plasticard bodies. Each runs on a power truck from an old 44-tonner plus a freight truck which has been fitted with pickups so that the cars have eight-wheel current collection. To distinguish between them, one has been attacked by the spray-can fraternity. The other is in ex-works condition.

Exhibition

This layout, along with a couple of other of my 'micros', will be on show at the Fleming Park Leisure Centre in Eastleigh on Saturday 26th and Sunday 27th February. Full details in *Exhibition Diary*.

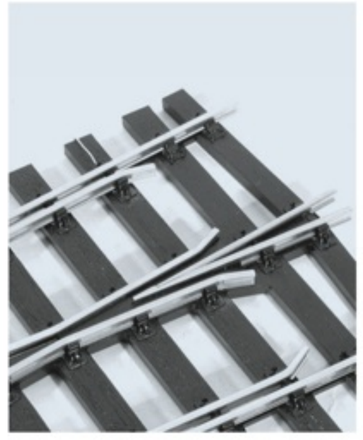
Above
The New Haven 44-tonner arrives at Garfield with a cement car in tow.

Right
Box cars being switched on and off the ferry *T.I.Lloyd*. A passenger train is concealed within the building above.

Far right
A train passes above the Sunshine Cab Co. on its way into Garfield station.

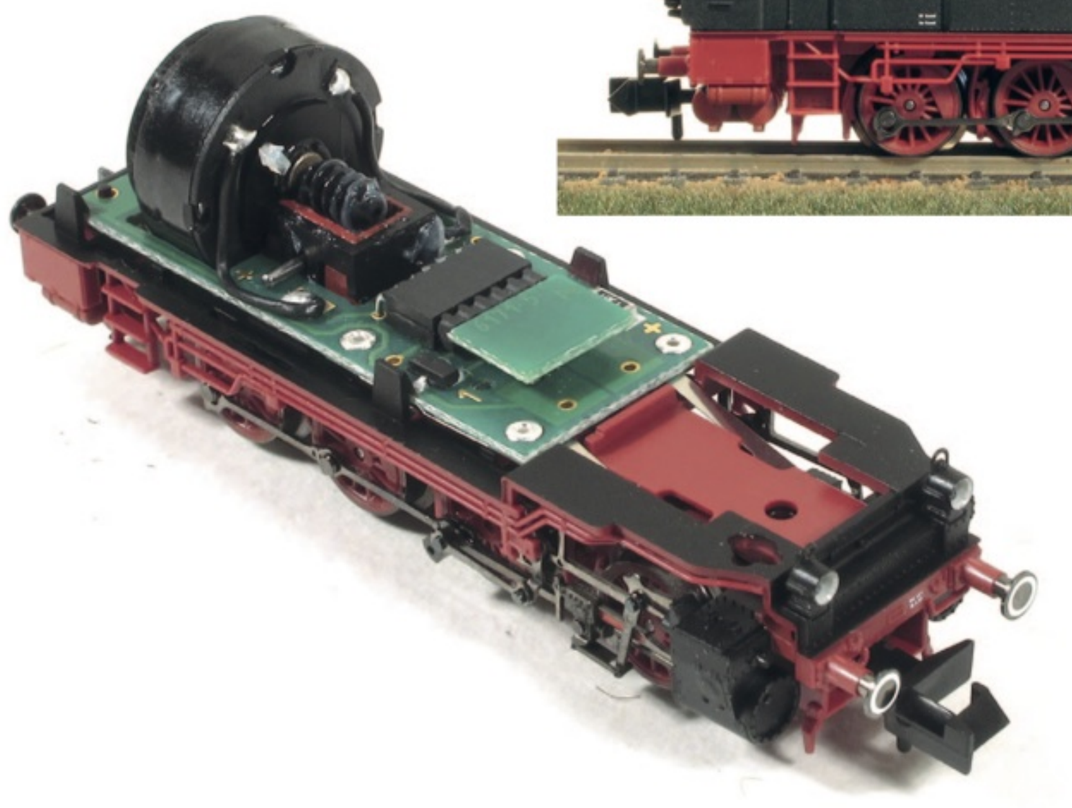
Reviews

Evaluated by our own specialist staff



N

BR92^5 0-8-0T new from Fleischmann



Although good results had already been obtained with superheating, the Prussian state railways T13 0-8-0T, introduced in 1910, reverted to saturated steam, as the maintenance costs were less. Up to 1922, 562 locos were placed in service in Prussia, and over a hundred with other state railways. A large number passed to the DRG, to be classified BR92^5, and after the war they were in service in both west and east. The last DB example was withdrawn in 1965, while the last few DR machines lasted until 1968.

The first version of the model (ref.709026) is in DB Epoch III form, with just two lamps front and rear; it has very finely printed markings, as 92 585, allocated to Kassel shed.

Austrian, Polish, and French versions are also planned.

The model has a cast metal body and chassis, and is very accurate according to published dimensions; it is just 69mm long. There is a lot of fine detail - note especially the handles on the lanterns, the pipework and electrical conduits, bell, generator, whistle, flush-glazed cab windows, and very subtle rivetwork. The lamp reflectors are painted white.

The motion and valve gear parts are blackened metal, and there are plastic moulded brake shoes and sand pipes between the wheels.

The model is driven by a small maintenance-free motor which drives through a worm and reduction gear onto the third axle; the coupling rods link the other wheelsets. The motor is located mostly in the cab, and there is enough room in the tanks for a digital decoder, for which there is a six-pole in-line socket.

Current is collected through wipers on the back of all wheels, and the running qualities are excellent - the loco will crawl imperceptibly on a low controller setting, and the top speed is quite realistic although more than the prototype's 45km/h.

The model weighs 50 grammes and has traction tyres on both drivers on the third axle to augment haulage capacity.

There are working LED lights front and rear, directionally controlled.

The model comes fitted with flexibly-mounted standard couplers; they can be changed for Fleischmann Profi-couplings.

It is good to see that Fleischmann can still produce a miniature marvel.

Manufactured by

Gebr.Fleischmann,
D-91560 Heilsbronn, 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.709206 T.B.A.

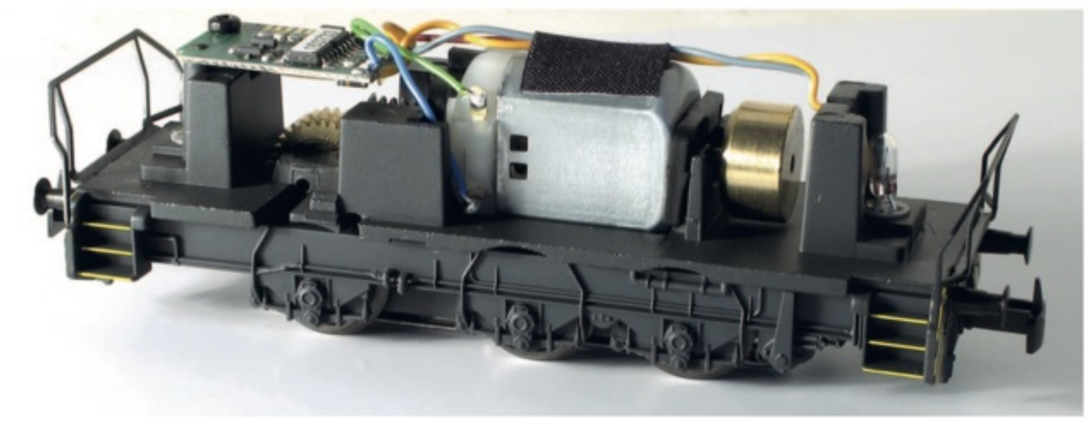
HO Henschel DHG500C industrial diesel revised by Märklin

The DHG500C six-wheel diesel shunter was designed primarily for heavy industrial use, notably in mining and steelworks as well as chemical companies. With a 500hp engine and hydraulic transmission, 62 were built between 1963 and 1976. Many are still in service.

This budget model has been a feature of the Märklin range for some time but now sports a new mechanism.

It has a nicely detailed moulded plastic body shell, with no added parts. The cab door handrails are moulded in place and neatly painted black. The cab windows are lightly frosted to conceal the mechanism. Robust blackened metal railings are fitted to the end platforms.

The side frames are well detailed, moulded in deep relief with axleboxes and suspension components, and the brake shoes inset.



The finish is good, with the main colour evenly applied, and the lining and markings sharply printed. It represents No.3, operated by Vopak Dupeg Terminal Hamburg GmbH of Hamburg-Neuhof in current (Epoch VI) condition.

The mechanism is new. The cast metal chassis carries a special can-type motor with flywheel which drives through reduction gearing onto the rear wheels, which are fitted with traction tyres.

The model is fitted with the fx decoder, which features automatic operating system recognition, adjustable acceleration and braking, and programmable top speed. The triple headlights are directionally controlled, illuminated by small bulbs, which are switchable under digital control.

The coupling hooks clip into the buffer beams.

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.36500 Euros 79.95.

HO Budget 0-6-0T new in Jouef range

New in the Jouef 'Junior' range is a nice little 0-6-0T in green livery, neatly lined in yellow, identified as 030 TJ 1, initially used in a start set and now also available separately.

The model actually originated with Electrotren. It is a simplified representation of a small class, the first broad gauge locos to be built in Spain. Two were constructed in 1887 by La Maquinista Terrestre y Maritima (MTM) for the Sarria - Barcelona line. They subsequently passed to the Mollet - Caldas railway, where they were joined by a third example from MTM in 1916. They became part of RENFE stock in 1941, numbered 030-0232 - 0234, and were used as works shunters and on mine branches in Asturias. The last remained in service until the 1980s and is now preserved at the Mining and Industry Museum at Entrego in Asturias.

The model has a plastic body with good moulded detail if not many separately added parts. It is powered by an open frame motor mounted flat in the tanks and boiler, leaving the cab open, driving through a worm and gear onto the leading axle. It runs smoothly, and is responsive to the controller, with a surprisingly moderate top speed. There are no traction tyres, and current is collected from all wheels. The spoked wheels are blackened, and have relatively fine flanges. There are brake shoes in line with the wheel treads.

The circuit board within has connections for a digital decoder.

The model does not have working lights.

The standard couplings are in NEM coupler pockets, but not on close-coupling mounts - but these are hardly necessary on such a short vehicle.

Although marketed in the Junior range, and indeed eminently suitable as it comes for youngsters, at a very reasonable price, modellers will see the possibilities of adding some detail parts and then perhaps re-painting and some weathering.

The prototype looks almost British, and as a machine built for export would not be out of place in many industrial settings.

Distributed by

OnTracks,
Unit 1,
Pontrilas Business Park,
Pontrilas,
Herefordshire, HR2 0AZ.
www.hornbyinternational.co.uk

PRICE ref.HJ2127 £43.75.
Postage & packing extra.

On30

‘Coffee Pot’ steam railmotor new from Ixion

The South Australian Railways placed an order in England on 9th September 1905 for two ‘steam motor coaches’, or rail-motors, for use on 3'6" gauge branch lines. The engine units were built by Kitson of Leeds, and the coach sections by the Metropolitan Amalgamated Railway Carriage and Wagon Company in Birmingham. They entered service in 1906. No.1 worked the line between Quorn and Hawker, where it soon gained the nickname ‘Coffee Pot’. In 1921 it was transferred to Commonwealth Railways ownership, classified NJAB1. It was withdrawn in 1932, and displayed in Alice Springs. It was eventually restored to working order and survives in preservation on the Pichi Richi Railway (see CM December 2003, p.588). It is currently undergoing boiler repairs.

No.2 differed from No.1 in that it had a 3' extension at the rear of the coach to accommodate a driving cabin, enabling the vehicle to be run in either direction without requiring a turntable. It worked the Mount Gambier to Beachport service until the mid-1920s, when it was sold to S.J.Stuckey & Son who used just the engine unit to shunt the company’s private sidings and jetty at Beachport.

The new ready-to-run model from Ixion is offered in both forms, as No.1 with the back of the coach blank, and as No.2 with the driving position, windows, and a cowcatcher on the rear.

It is modelled to 1:48 (American O scale, 1/4" to the foot), and the only compromise is the gauge (effectively 30" rather than 42"); otherwise this delightful machine harmonises well with ‘typical’ American, European, and British outline On30, Oe, and O-16.5 models.

It is initially available in SAR livery, with the loco in maroon and the coach in natural wood.

The moulded plastic is self-coloured and at first looks a little toy-like but this impression is soon dispelled when the level of detail is appreciated.

The model is adorned with very fine fittings and pipework, brake hoses, handrails, steps, lamp brackets, and spindly cowcatchers. It has a fully detailed cab backhead, outside frames, and scale size motion, using metal parts.

The coach has full underframe detail and equipment, with truss rods formed in resilient plastic, giving the flexibility essential for the articulation between the two sections.

The coach also has full interior detail, and working internal lights (a yellow glow), separately switchable under digital control.

The tiny head and tail lanterns also glow yellow, supplied by fibre optics.

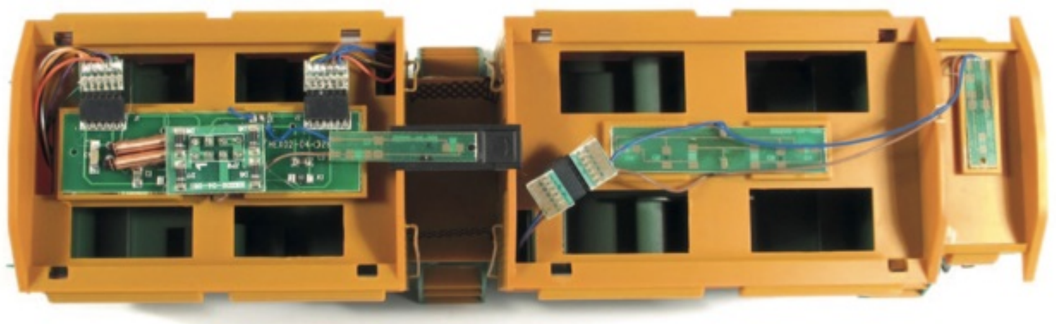
The coach gangway comes fitted with closed concertina gates in blackened etched metal; open alternatives are provided.

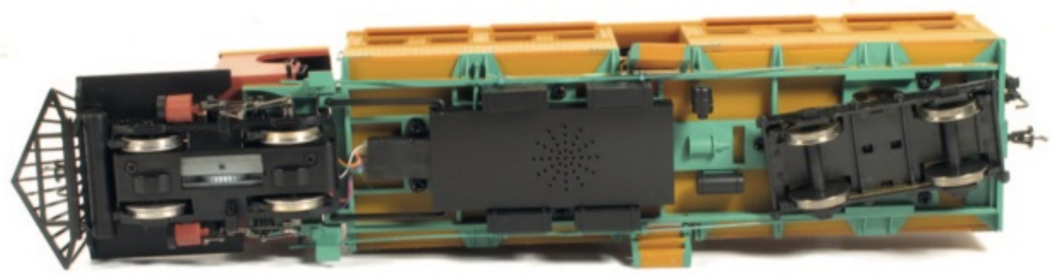
The drive mechanism is completely concealed within the engine unit - there is no compromise of the 'daylight' under the high-pitched boiler. A five-pole motor with flywheel drives both axles of the engine unit, and there is also pickup from the coach bogie. The result is good reliable slow running, with a realistic maximum speed.

The printed circuit board in the coach roof has an eight-pin socket for a DCC decoder connection; the underfloor water tank is ported ready to accept a loudspeaker if sound is required.

The model has fine scale wheels with low flanges and treads to RP25 profile.

The prototypical articulation of the loco and coach means the model will negotiate 18" (450mm) radius curves; the projecting frame members are also pivoted to provide vertical compensation between the sections. The pivot pin is actually what holds the two together, and can be drifted out should it be necessary to separate the sections; electrical connection is by a multi-pin plug under the floor. Take care - the wires are very fine. The engine unit could be used separately if the appropriate connections were bridged.





The vehicle has rigidly mounted working scale size 'chopper' couplings.

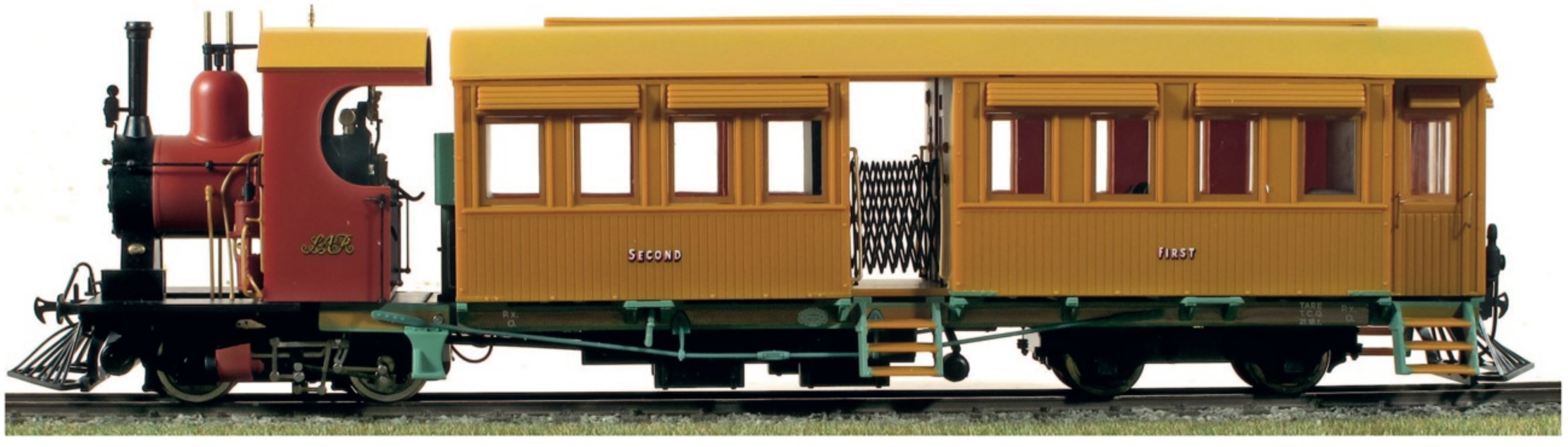
The only paperwork provided is an A4 sheet with some diagrams which show how the coach roof can be removed to install a digital decoder, and a loudspeaker if required. The wiring of the decoder socket is also illustrated. Detailed, illustrated instructions for disassembly can be downloaded from the Ixion website.

This branch line 'train in one vehicle' is the ideal prototype for the space-starved On30 modeller, and makes a welcome change from the familiar diet of exclusively American stock. We congratulate Ixion on the achievement of this bold venture, and wish them success.

Manufactured for

Ixion Models
P.O.Box 531,
Eastleigh, SO53 0EG, U.K.
www.ixionmodels.com
The model can be purchased through the website, and is also available from selected retailers, including
EDM Models, 19, Briar Avenue, Acomb, York, YO26 5BX.
www.ngtrains.com

PRICE £199.50
+ £5.00 postage & packing.



HO NRE 'Genset' switcher new from Atlas

The NRE 'Genset' switcher was originally developed by Railpower Technologies Inc. and introduced from 2006, intended to offer improved fuel efficiency and meet increasingly stringent emissions regulations. The design features modular construction with between two and four small diesel engines, computer controlled: the electronics stop and start the engines in rotation, and according to power demand. Over one hundred of the three-engine 2,000hp version (RP20BD) have been built to date, with a handful of the two-engine 1,400hp type (RP14BD) since 2008, all on two-axle trucks. There are also a few of the three-engine machines on three-axle trucks (RP20CD) since 2007. A four-engine 2,667hp version on three-axle trucks (RP27CD) was proposed in 2009.

Some of the units built for BNSF have practically no cab, as the specifications required them to be fitted with remote control equipment.

Atlas now offer HO scale models of the Genset in the new Trainman Plus series, made in China.

The body shell is nicely moulded with door and panel detail. There are many factory-fitted additional plastic parts - handrails and end railings, grab irons, brake and air hoses, headlight housings, horns, aerial, GPS antenna, air conditioners, sun visors, rear view mirrors, and exhaust stacks.

The glazing is flush, with neat silver frames, and there are crew figures and control panel details in the cab.

The finish is good, with well defined colours and clearly printed markings. Our sample represents Union Pacific No.2709. The model is available in various road names including Burlington Northern Santa Fe (BNSF), CSX, Norfolk Southern (NS), Pacific Harbor Line, as well as Union Pacific (UP), each with a choice of two running numbers; it can also be obtained undecorated.

The fuel fillers are neatly picked out in red, and the step handrails and step edges painted white.

Under the frame, the fuel tank, air reservoirs, and associated pipes have been added, and the truck sideframes are very well detailed with deep relief and added parts such as brake cylinders, pipework, and spring hangers.

The mechanism is based on a heavy die cast metal frame in which is fitted centrally a five-pole skewed armature motor with twin flywheels: no traction tyres are fitted. The wheels are blackened; all are driven, and all collect current through the stub axle bearing plates. The model is powerful and smooth running, with little motor noise, and a realistic maximum speed; it is also very controllable at low speeds.

There is working directional lighting, and though not of constant intensity it does come on at low voltage. The model is DCC ready with an eight-pin socket provided.

Accumate working buckeye couplers are fitted.

An impressive piece of kit for the modeller of the modern American scene.

Manufactured for

Atlas Model Railroad Co., Inc.
378, Florence Avenue, Hillside,
New Jersey 07205, U.S.A.
www.atlasrr.com

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

PRICE £82.00.

S Pullman-Standard PS-2 hopper from S-Helper Service

Recently released by S-Helper Service in the high specification 'Showcase Line' are new versions of the popular model of the Pullman-Standard PS-2 all-welded two-bay bottom discharge hopper, built from 1953.

The ABS plastic body and frame are augmented with added details and grab irons. The brake gear and pipework are especially notable.

The vehicle is fitted with a brake wheel and AB brake gear, and runs on die-cast metal sprung roller bearing trucks.

The see-through etched metal top access walkways and round fillers are separately added parts, but the filler hatches cannot be opened.

The model comes with scale wheels and a choice of horn-hook or working knuckle couplers; Kadees® can easily be fitted.

Several road names are offered, including Conrail (*illustrated*), most with a choice of running numbers.

Sample supplied by

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

PRICE £34.00.

N

Latest American rolling stock from Micro-Trains®

The latest version of the Pullman 28-1 heavyweight parlor car is Santa Fe road number 3010 (ref.143 00 040, US$22.70). It runs on six-wheel passenger trucks, and the model has the couplers mounted on the underframe.

The 39' single dome tank car is lettered for the American Pacific Whaling Company, as road number APWX 7166 (ref.065 00 700, US$19.90). It was built in September 1917 by American Car & Foundry of Milton, Pennsylvania, and runs on archbar trucks.

The Pacific Whaling Company (later the American Pacific Whaling Company) opened the only whaling station in the Aleutian Islands in 1912. It operated until 1939, then was leased to the U.S. Navy between 1942 until 1945 as a fuelling, provisioning, and repair station.

Southern Pacific road number T&NO 383 is the new identity for the 34' wood sheathed caboose with slanted cupola (ref.050 00 220, US$28.70). It was built in December 1928 and runs on swing motion caboose trucks.

The Texas and New Orleans Railroad was originally chartered as the Sabine and Galveston Bay Railroad and Lumber Company in 1856; the name was changed to the T&NO in 1859. In 1881 C.P.Huntington, acting for the Southern Pacific Railroad Company, bought the T&NO. In 1961 it was merged with parent company Southern Pacific and ceased to exist as a separate entity.

The 60' Thrall Centerbeam flat car is offered as Union Pacific road number UP 217011 (ref.053 00 030, US$27.95). It was built in March 1977 by the Thrall Car Company and runs on Barber roller bearing trucks. Major production of these 60' loading length Centerbeam bulkhead flat cars began in 1977 with orders from Burlington Northern, Milwaukee Road, Union Pacific, and Western Pacific. One of the primary purposes of the design was to facilitate faster loading and unloading of lumber products.

There are two new identities for the three-bay Centerflow® covered hoppers with elongated hatches, as Burlington Northern Santa Fe road numbers BNSF 482710 / 482853 (refs.094 00 331 and 332 respectively, each US$31.90). They were built in January 2006 and run on Barber roller bearing trucks.

The Burlington Northern and Santa Fe Railway Railway (BNSF) was formed on 31st December 1996 when the Atchison, Topeka and Santa Fe merged with the Burlington Northern Railroad. On 24th January 2005 the railroad's name was officially changed to BNSF Railway.

There is a new version of the 40' rib side box car with single door and no roofwalk as CP Rail road number CPAA 211077 (ref.025 00 720, US$22.40).

The build date is unknown, but the CPAA reporting marks suggest it was manufactured in the United States and used mainly on US lines.

This car is equipped with vent cover panels and these details are supplied for the modeller to install. The doors can be opened.

The 89' flat car appears as road number RBBX 84714, used in the Ringling Bros. and Barnum & Bailey™ circus Red Unit train (ref.071 00 540, US$24.90).

It represents a car built in the early 1970s, acquired by Ringling Bros. in late 1980, and assigned this road number in 1999.

Flat cars were often modified by Ringling Bros. to fit specific needs. These cars carried automobiles, wagons with lighting, concessions, and other equipment to the next arena.

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 mounted on the trucks.

These cars all come fitted with regular profile wheels.

The 50' steel side fifteen-panel fixed end gondola is available as Chicago North Western (Union Pacific) road number CNW 741048, and comes with a load of diesel holding tanks (ref.105 00 526, US$22.35). This car was built in July 1987 and runs on Barber roller bearing trucks. It was repainted and decorated with the Union Pacific shield some time after UP acquired CNW in 1995 but retained its CNW reporting marks and remained part of the 741000-741100 series.

The four diesel tanks are made as one detailed resin casting which can easily be removed from the car.

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.

N New livery for GM-EMD AC4400CW from Kato

The latest version of this popular Kato model is in contemporary Canadian Pacific red livery with the so-called 'golden beaver' emblem. The colour scheme is well rendered, with clearly printed markings.

The moulded plastic body shell is well detailed with panels, doors (complete with hinges and handles), and grilles. Grab irons have been formed in place. The cab has a basic interior and flush glazing with neat silver frames to the side windows. Horns and exhaust are added parts. The end and side handrails are finely moulded in resilient plastic.

The truck sideframes display good relief, from the brake cylinders through to the brake shoes, though while these

are inset they are not fully in line with the treads of the blackened wheels.

The model is built around the customary metal chassis, with a flywheel-fitted central motor; all wheels are driven and collect current through the stub axle bearings. Performance is impeccable, as expected from this manufacturer - smooth and quiet, and controllable across a sensible speed range. No traction tyres are fitted.

The headlights are illuminated, and directionally controlled.

The model comes fitted with body-mounted sprung knuckle couplers, and magnetic trip pins are supplied for the modeller to install if required.

Sample supplied by

Kittle Hobby/Banks of Kittle
P.O.Box 05, Ystalyfera,
Swansea SA9 1YE.
www.kittlehobby.com

PRICE ref.176 7216 £T.B.A.

HO 'M.Trussell' general store kit new by B.E.S.T.

Bollinger Edgerly Scale Trains has added to its selection of structures with a kit for a general store once run by Moses Trussell in Davisville, New Hampshire; he took over the premises in 1892 and added another storey and the wrap-around porch. The building still exists, slightly modified, having passed through a succession of owners.

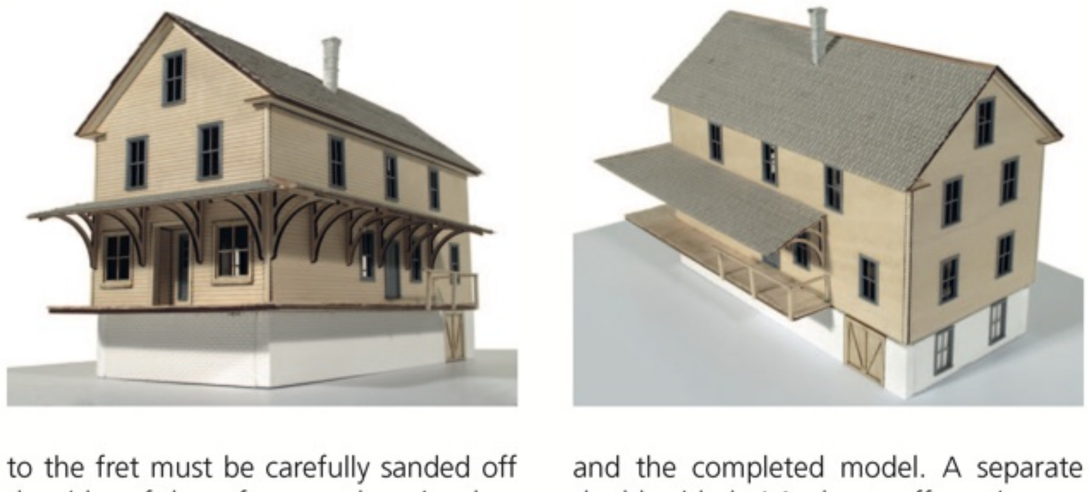
The kit includes laser-cut wood and plastic parts, stripwood of various sizes, plastic moulded doors and windows (with pre-cut glazing), cast plaster basement walls, a cast metal chimney and accessories (figures, details, etc.), and printed signs. Peel & stick shingles are provided for the roof covering, plus peel & stick copper strip for the ridges.

The main parts are laser cut, with overlays for the four main walls. Tab and slot construction makes for positive alignment and a robust substructure of walls and base. All the parts are accurately dimensioned and fit perfectly; the overlays correspond exactly to the main walls.

The modeller must cut and fit stripwood for the door frames, corner trim, and the boardwalk, which has to be made up plank by plank.

No provision is made for interior walls or floor, though these are not needed to brace the structure.

The two large store front windows are not moulded plastic but laser cut from wood, made up from four parts; the lintel, sill, and especially the mullions are very fine and rather delicate. The remains of the strips that held the parts



to the fret must be carefully sanded off the sides of these frames otherwise they will not fit into the apertures; those on the face of the lintel and sill are best sanded back once the whole window is in place, with a shim to protect the surface of the wall.

The porch roof support brackets are also quite fragile and should be removed from the fret with care. There are two spares.

The instructions occupy eight sides of A4; as usual from B.E.S.T., they are thorough and helpful, illustrated with colour photos showing the process step by step and the completed model. A separate double-sided A4 sheet offers tips on weathering wood and painting plaster castings.

The suggested procedure involves assembling the laminated walls separately first, then bringing them together on the base.

Although the supply of stripwood in c.8" lengths is not itemised in a parts list, the individual strips have colour-coded ends and are packed with a slip that gives a key list, identifying each type by size - unfortunately the listed colours for two of the sizes are transposed, but as they are quite different they are easily distinguished. The instructions consistently refer to these actual (rather than scale) sizes, which helps to avoid confusion.

No special tools are required - just a good sharp craft knife, a metal straight edge, fine sandpaper, and suitable adhesives. Assembly should present no problems given care and a little patience.

Colours are suggested, and it is recommended that most parts be painted or stained before assembly, but our sample has been left unpainted to show the materials.

The 'footprint' of the structure is 7" x 3⅜" (175mm x 85mm); the boardwalks extend another 1"(25mm). The building is 5⅜" (135mm) high from the basement to the peak of the roof (not including the chimney).

The prototype was located on a gentle slope, hence the door and windows in only one end of the basement, and the partial railing along the boardwalk. Timber is provided for boardwalk supports. The cast basement walls have brick detail throughout, enabling the modeller to arrange the lie of the land to suit the layout situation.

The cast metal figures and accessories will require a certain amount of cleaning up before painting.

The package also includes a Jordan kit for a buckboard, complete with horse, enabling the recreation of a scene in one of the historic prototype photos included in the instructions.

Manufactured by

B.E.S.T.
(Bollinger Edgerly Scale Trains),
375, Bean Hill Road, Belmont,
New Hampshire 03220, U.S.A.
www.besttrains.com

PRICE ref.1061 US$129.95.
Postage & packing extra.

HO European freight stock in new twin packs from Rivarossi

Recently released in the Rivarossi range are several new twin packs featuring familiar wagons in new guises.

Two type Kbs long wheelbase four-wheel lowside wagons, registered with NS, come loaded with two 20' and one 40' ISO containers (ref.HR6122, £49.99).

The type Eaos steel bogie open, loaded with coal and weathered, is offered in both DB (ref.HR6087, *illustrated*) and DR (ref.HR6086) versions (each £44.99).

The type Uas bogie grain silo wagon is registered with FS and bears two different finishes for the 'Sosimage' company (ref.HR6101, £54.99).

In all cases, the markings are clearly printed. The wagons in each pack naturally have different running numbers, and differ from the individual items offered previously.

The underframes feature brake equipment, along with detailed axleboxes and suspension. Small details such as the brake handles and lashing hooks are separately added parts. All vehicles have blackened disc wheels with pinpoint bearings on plastic tube axles, and run freely. Brake shoes are in line with the wheel treads. Standard couplers are fitted in NEM pockets on close-coupling mounts.

Distributed by

OnTracks,
Unit 1,
Pontrilas Business Park,
Pontrilas,
Herefordshire, HR2 0AZ.
www.hornbyinternational.co.uk

PRICES in text.

HO Weighbridge kit from Joswood

The latest kit from laser-cut specialist Joswood represents a small brick-built building housing the equipment for a lorry weighbridge, such as might be found on industrial premises or in a goods yard.

The parts are cleanly cut from appropriately coloured card. The walls are laminated with plain interior and detailed external faces, with tab and slot construction for positive alignment making a robust structure on the base. All the parts are accurately dimensioned and fit perfectly.

The instructions occupy two sides of A4, and take the form of a series of annotated photographs showing the parts as supplied and the process step by step. A separate A4 sheet offers general tips on construction. Two small printed signs are provided.

No special tools are required - just a good sharp craft knife, fine sandpaper for smoothing the edges, and suitable adhesives. Assembly should present no problems given care and a little patience. Some parts are quite small and fiddly to fit - for example, the door handle, and the chimney, which is made up from five parts.

The base measures 70mm x 45mm; the roof makes 77mm x 52mm overall. The weighbridge deck extends 60mm from the front wall, and is 100mm x 33mm. The building is 40mm high.

Manufactured by

Joswood
Siedlungsweg 18,
D-42477 Radevormwald,
Germany.
www.joswood.de

PRICE ref.17003 Euros 13.90.
Postage & packing extra.

Left
LVT 772 413-1 and trailer preserved in the final DB Regio livery, seen at Lubau museum in May 2010.
Photo: Graham Lightfoot.

Die Leichtverbrennungs-triebwagen (LVT) der Deutschen Reichsbahn

by Bernd Friedrichs and Andreas Stange
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
297mm x 210mm 320pp
Hardback Euros 49.90
ISBN 978-3-88255-231-7
German text order no.231

This substantial volume deals with the four-wheel lightweight railcars developed by the Deutsche Reichsbahn, originally classified VT 2.09, later BR171/172, and finally BR771/772, widely known as *Blutblase* (blood blister) or *Ferkeltaxi* (piglets' taxi), which have subsequently gained cult status amongst railway enthusiasts.

More than 250 were produced in three sub-classes between 1962 and 1969, with trailers. Each is described in full, as is the extensive rebuilding of selected units after re-unification, and the experimental conversion to natural gas for the Usedomer Bäderbahn.

The middle-distance bogie variant, classified VT 4.12 (BR173), of which only two prototypes were built in 1964 and 1966, is also fully covered.

Co-author Bernd Friedrichs is well qualified as he was from 1965 a development engineer at VES/M Halle with responsibility for diesel railcars, so has years of experience with these vehicles.

EK class histories have established a reputation for being the standard reference on a subject, and this volume is no exception. Background before and after the war, predecessors, alternative proposals, prototypes, design, construction, technical description, differences between build batches, modifications over time, service history, allocations, and withdrawals are all clearly presented in considerable detail, with the aid of tabular information, facsimiles of period documents, technical drawings, and over 500 photos, from historic black & white material through archive colour to recent views, and contemporary shots of preserved examples. The units exported second-hand to Cuba and Nigeria are not forgotten.

The photographs are drawn both from official railway and manufacturers' records and the work of enthusiasts, and many are previously unpublished. There are more almost ninety colour photos, on the covers and concentrated in a three separate sections of eight and one of sixteen pages, in which most are presented large, two or at most three to the page. The standard of reproduction is excellent, and every image is fully captioned and credited. They range from scenes during construction and views of internal equipment through classic roster records and close-ups of specific details to shots of the units in typical settings.

There is a comprehensive list giving delivery dates and careers for all railcars and trailers, a summary of those sold abroad, and a list of the surviving and/or preserved examples. Accidents are summarised, and the work is completed with a list of references and sources.

TRAXX-Lokomotiven

Compiled by Hans-Werner Leder
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
297mm x 210mm 176pp
Hardback Euros 39.90
ISBN 978-3-88255-132-7
German text order no.132

Subtitled *Unterwegs auf Europas Schienen*, 'Under way on the rails of Europe', this new book on the TRAXX loco 'family' is essentially an album of photos, though there are introductions to each topic contributed by various senior personnel involved with the design, construction, or operation of these successful machines.

The type was derived from the BR145 built for DBAG, and there are now sub-classes for freight and passenger duties in single, dual, and multiple electricity supply versions. These units are used by many state administrations and private operators all over Europe, often supplied from leasing companies, and bearing a bewildering multitude of liveries - which this collection attempts to illustrate and explain: this may be rash, as development and deliveries continue, but it is a good attempt to encapsulate the current situation.

For this reason, the work sensibly does not include a works list or any tabulation of owners, users, and allocations.

The book has been produced with the co-operation of Bombardier. The collection consists of almost three hundred illustrations, all in colour, including diagrams and graphics, many from official sources and most previously unpublished. The standard of reproduction is first class, and the presentation conventional.

The book also includes advertisements for the manufacturers and suppliers of some of the components used.

The result is a cross between an album for enthusiasts and a manufacturer's glossy brochure, and it seems to work well.

Schmalspurbahnen 32

Edited by Wolfgang Zeunert
Verlag Ingrid Zeunert,
Postfach 1407, D-38504 Gifhorn, Germany.
240mm x 170mm 96pp
Softback Euros 17.50
ISBN 3-924335-75-5 German text

The new issue of Zeunert's *Schmalspurbahnen*, the long-established and well-respected periodical concerned with narrow gauge railways in (principally) the German-speaking parts of Europe, has recently been published.

As usual, the first section presents a number of news items from Germany (thirteen pages); most of these are quite short but there is a longer report from Rügen.

The Austrian section occupies nine pages, and includes an obituary for Dipl.-Ing. Gerhard Mayr, a respected railway engineer who did much to assist various preservation projects. Once again, the Austrian coverage is augmented with a special section (eleven pages) on the Pinzgauer Lokalbahn, now operated by the SLB, with news of historic stock in action as well as regular operations.

Switzerland is represented in this issue with eleven pages of news; most prominent is the re-opening of the final section of the Dampf Furka Bergstrecke, while the unfortunate derailment of three coaches of the *Glacier Express* on 23rd July 2010 is mentioned only briefly.

Leading the main articles is a seventeen page feature by noted author Dirk Endisch on the Glöwen - Havelberg line, part of the Prignitz network; much of the piece is devoted to tracing what can still be seen some 40 years after closure.

A further nine pages amplify the story of 25 years of the Öchsle museum line, which has by turns progressed and faltered, and now seems to be enjoying a resurgence. The account is accompanied mostly by modern photos but there are also some of regular goods workings in 1982.

There is a short feature on the history of the Vulcan type M/Mh eight-coupled locos built for Rügen, which became 99 4631 - 4633 under DR auspices, with scale drawings (four pages).

The latest in the 'Narrow Gauge Memories' series is by Heinz Dietmar Ebert and looks back to a 1987 visit to the Kapfenberg - Au-Seewiesen line in Austria, part of the Steiermärkische Landesbahnen system (four pages).

Two pages of reports on Feldbahn activities cover a re-creation of a military exercise in Seeligstadt (Saxony) with a narrow gauge line, and a gathering on the Waldeisenbahn Muskau in July 2010 to mark 50 years of the V10C industrial diesel.

Modelling content in this edition consists of a feature by Klaus Bäuerlein on adding a riverboat and landing stage to his HOe *Evelinger Kreisbahn* layout (five pages), plus six pages of reviews of relevant products, in various scales: these include Peco 'main line' HOe turnouts and the G scale Harz 'Camel' diesel from Piko.

Unusually there are no reviews of books, magazines, and DVDs of narrow gauge interest in this issue.

Six pages carry advertisements for other Zeunert publications.

As always, the work is copiously illustrated with over 170 photos, the great majority in colour, plus several drawings and diagrams, all well reproduced on high quality glossy paper. The photos are concisely but informatively captioned.

This publication is strongly recommended to anyone with an interest in continental narrow gauge; the strong pictorial element means it can be appreciated even by those with only basic German.

Le Train
Spécial 63 3/2010
Causses et Cévennes

by Jean-Marc Dupuy
Editions Publitrain eurl,
B.P.10, F-67660 Betschdorf, France.
285mm x 220mm 100pp
Softback Euros 15.00
ISBN 1267-5008 French text

This special from *Le Train* is the first of a planned series looking at the lines in the Massif Central: it deals with the Causses line, from Neussargues to Béziers (277km, ex Midi) and the Cévennes line, the former PLM from Clermont-Ferrand to Nîmes (304km). Both are single tracks through difficult mountainous terrain, and must count among the most picturesque in France, clinging to hillsides, following deep valleys, with many tunnels and viaducts - surely these are settings to inspire a layout!

A good clear map is provided as part of the introduction, and, after a preamble to set the railways in context, for each line there is some historical background, a description of the route, an explanation of the main workings and the development of the motive power, the nature and composition of the passenger services, and a look to the future.

More or less equal space is devoted to each; the Cévennes is slightly ahead with 48 pages compared to 39 for the Causses.

As interesting as the text may be, this is essentially a wonderful collection of 180 photographs, the majority in colour, and all excellently reproduced.

Many pictures are presented large, with some double page spreads, and many page width or more. A wide variety of train types can be observed, passenger and freight, in settings which range from pleasant to stunningly scenic. They range in date from the steam era, indeed the construction period, right up to the present - the latest X73500, X72500, AGC X76500 and BGC 81500 single, twin, triple, and four-car autorails are included.

The pictures have informative captions, which are numbered (though the images are not) and not always laid out adjacent to the relevant photo, though the directions are usually clear.

The page design is straightforward, with a consistent colour used for chapter and section headings. The introductory and historical pages have a buff-tinted background, which does not impair legibility.

There are seven pages of advertisements for various other *Le Train* publications, mostly at the end of the book.

A fine collection of attractive images which should appeal even to those with only basic French.

Under the wires Part 6 - the VR E class electrics

Compiled by Neville Gee
Train Hobby Publications,
L.P.O.Box 5123, Pinewood,
Victoria 3149, Australia.
www.trainhobby.com.au
208mm x 293mm *60pp*
Softback *A$43.00*
ISBN 1 921122 32 3

The latest addition to this series of high quality photo albums of Australian rail subjects deals with the Victorian Railways E class Bo-Bo electric locomotives.

Suburban electrification began in Melbourne in 1918. In 1923, two steeple-cab locomotives were constructed in the VR Newport workshops using General Electric components. Numbered 1100 and 1101, they were initially used for shunting Flinders Street yard and goods sidings on the Sandringham and Oakleigh lines. They proved ideal for such duties on short-haul routes, and it was soon decided to operate suburban goods trains with electric locos. Ten were built at Newport, delivered over a twelve-month period from 1928. They had electrical equipment similar to the suburban multiple units, which made them compatible if called upon to rescue a failed train. In contrast to the first pair, they had a box cab style body. Numbered 1102 to 1111, they were designated E class in the 1950s. They lasted in service until the 1980s.

The pictures in this collection cover a wide range, from May 1961 to May 1988, though a few are not dated. They are presented (for the most part) in class order, with all machines represented in several views (between four and ten), in both the original black and subsequent blue & gold liveries. The photos mostly show regular workings, though there are a few special excursions.

The images come from over a dozen different photographers and the publisher's collection, and in the customary style most are presented as full pages, though a few pages have two verticals side by side. The original images are of very good quality, and have been reproduced to a high standard on heavy glossy paper.

The captions continue the welcome trend in these albums of providing more background information as well as particular identification. Most of the pictures are dated, some specifically, the majority with month and year.

A useful introduction summarises the history of the class, and there are also brief reminiscences from the compiler, who drove these locos between 1973 and 1977.

Surprisingly interesting coverage of a small class working in a relatively limited area on mundane duties.

Right
South Australian Railways English Electric A1A-A1A diesel No.908 hauls the *East-West* out of Two Wells on its way to Port Pirie in March 1978. The 900 class was featured in CM in May 1997.
Photo: Roger Taylor.

A history of the South Australian Railways Volume 6 Mountains, Mikados, and Pacifics

by Ron Stewien
Eveleigh Press, P.O.Box 345,
Matraville, New South Wales 2036, Australia.
285mm x 220mm *340pp*
Hardback *A$90.00 + p&p.*
ISBN 978 1 876568 62 3

The second book to appear in the author's ambitious series on the history of the South Australian Railways, following Volume 1 which (logically) started the sequence, is in fact Volume 6.

It naturally matches the first book, which covered the early years, in size and general style, though has more pages.

It deals, in great detail, with the so-called 'big engines' acquired under the new Chief Commissioner, William Webb, in the mid-1920s, following the appointment of Fred Shea as Chief Mechanical Engineer, which were greatly influenced by contemporary American practice, though built in Britain, and were intended to rehabilitate the ailing state-owned railway system.

The eventual result was forty-five machines in three classes - the 500 Mountains, 600 Pacifics, and 700 Mikados. The author has already co-written monographs on each of the classes, published between 1968 and 1971.

This work takes us through previous proposals and designs, the selection of Armstrong Whitworth as the supplier, the design, construction, and delivery, assembly and initial trials in 1926, teething troubles and the discovery of faults in manufacturing, consequent modifications, including to the sanders and sand domes, and the fitting of boosters, leading to the development of sub-classes. The actual use of the machines is covered more by the selection of photos.

As well as the locos, also featured are the wrecking cranes acquired from Cowans Sheldon.

Appendices include the specifications for one of the calls for tenders; the locos tendered; details of the dispute with Armstrong Whitworth; and a summary list of the stock.

The work features over two hundred illustrations; most of the photos are black & white but there around twenty colour images on seven pages within and the cover. The photos are from official sources, archive collections, and enthusiasts. They range from scenes in the factory and close-ups of particular parts through maker's portraits to views of the locos in action.

The photos are augmented with three maps, plus forty diagrams and plans, culminating in fold-outs with detailed large scale drawings of the 500, 600, and 700 class engines and their tenders, though it is slightly unfortunate that these are reproduced across the central gutter and are thus distorted by the binding.

The work is rounded off with a selected bibliography and list of sources, and a full index.

Train Driver
A Railway Career Memoir

by Roger Taylor
Warners Group Publications plc, The Maltings,
West Street, Bourne, Lincolnshire, PE10 9PH.
www.brmodelling.co.uk
303mm x 215mm *128pp*
Hardback *£19.99*
ISBN 978-1-907292-05-7

This unusual book traces the author's railway career from cleaner to driver, working for two different railway systems at opposite sides of the world, namely the broad gauge South Australian Railways and West Anglian Railways at Stratford diesel depot, plus now driving the electric *Stansted Express* airport service.

Although Mr Taylor's text is highly autobiographical, there is also much technical information with a great deal for the reader to learn about the SAR methods of train working and, in Great Britain, the trials and tribulations of driving one-man trains. He gives a critical appraisal of the changes in working practices with the introduction of Driver Only Operation, one of the drastic changes which were made to accommodate the privatisation of BR. He also has very concerning stories to tell from a driver's point of view (in present-day Britain) about vandalism, trespassing juveniles, drunks, assaults, muggings, and no end of potentially dangerous situations exacerbated by lack of platform staff.

The photographs, in both black & white and colour, Australian and British, were mainly taken by the author, and seemingly quite often from the cab. There are several cab interior photographs showing the driver's controls of locomotives of both nations.

A glossary of terms and abbreviations completes the book but will probably not be needed by most CM readers. A diagrammatic map by the author of a relevant part of the Eastern Region, which has changed managerial operators many times, is useful, as is a map of the broad gauge lines of the SAR Adelaide Division in the author's time. Gradient profiles for London Liverpool Street to Cambridge and Adelaide to Tailem Bend (both 75 miles) make a fascinating comparison!

Left
Preserved 'Hamburg' type diesel railcar SVT 137 225 static at Leipzig Hauptbahnhof, 18th March 2010.
Photo: Ian Stringer.

Verkehrsnoten Leipzig Einst und Jetzt

EK Eisenbahn Videothek
c.58mins DVD ref.8239 Euros 19.80

This interesting programme provides a rail-based guide to Leipzig as a transport hub. The Hauptbahnhof, dating back to 1915, was a joint project between the Prussian and Sachsen state railways and remains the largest terminus station in Europe, but the railway history of the city goes back much further as the link to Dresden, opened in 1839, was the first long distance line in Germany.

We begin with a look around the city and its landmarks (5'30") before concentrating on the history of the Hauptbahnhof itself - there is DRG film from the 1920s and newsreels up to the 1970s, initially in black & white and latterly in colour. We see the daily activity of the times, witness war damage and rebuilding, visit the main signal box, and follow the modernisation of the 1990s (17'45"). The modern electronic control centre, which governs a wide area, merits a short chapter to itself (1').

Picking up on an earlier theme, we then take some time (5'30") to explore the present S-Bahn system, riding trains of modernised and new stock (sometimes mixed) so see the typical suburbs served.

The next substantial section (12') explores the tram network, at 150km second only to Berlin, with a look at the vehicles in use then and now and a visit to the tram museum at Möckern, reached by a ride on a preserved articulated Gotha unit.

We return to the Hauptbahnhof by way of a short (3') excursion to the airport, served by a new station, to see the results of the rebuilding - the new concourse, with a multitude of shops, and historic rail vehicles (such as 'Hamburg' diesel railcar VT 137 255 and a 52.80) displayed by the platform on a now spare track.

The latest project is the city tunnel link from the Hauptbahnhof to the former Bayerischer Bahnhof. The famous façade of this historic building is a protected landmark, and has to be moved aside to allow tunnelling work to proceed. We watch as this remarkable feat is achieved, and then get the chance to explore the tunnel works, which use a 900mm gauge railway (12').

The old film, whether black & white or colour, is very clear, while the modern video material is naturally of professional quality. The whole programme flows naturally; the chapters are not abrupt breaks but simply convenient markers.

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.

Dampf trifft Kali, Kies, und Kohle

EK Eisenbahn Videothek
c.58mins DVD ref.8246 Euros 19.80

Steam meets limestone, gravel, and coal: heavy goods trains pulled by powerful steam locos are generally things of the past, but interested enthusiasts have managed to turn back time by chartering preserved machines to replace the regular motive power on genuine freight traffic.

The first such event recorded in this programme took place in October 2009, with heavy gravel trains along the Werratal line. Coverage opens with 41 1150 and 41 1144 in action hauling the empty wagons (9'30"), which 52 8079 then transfers to the quarry at Immendorf for loading (6'30"). The resulting load, over 2,000 tons, requires double-heading with one of the 41s. The 41s handle further runs the following day (5'40"). The weather was dull and cold, but made for good exhaust effects.

We are taken back to 1997 and some rather brighter weather to see limestone trains from Vacha being hauled by three-cylinder 2-10-0s - a BR44 and a BR58 *reko*. The success of the event, supported by fees from the many participating photographers, led to a repeat the following year using two BR44s, one coal- and one oil-fired (9'30"). In autumn 1999, the workings were repeated when motive power was unrebuilt 58 311 and a pair of BR52^{80}s (8').

In February 2010, it was arranged to haul coal trains in the Zeitz area with two BR52^{80}s. To add interest, a *reko* 50 was also employed on a mixed freight (10'30"). The lack of electrification and the semaphore signals add to the atmosphere. This culminates in a chapter entitled 'A symphony in steam, in sight and sound' where there is no narration or music as the double-headed train is restarted after a signal check, with some slipping, and then picks up speed again (7'45").

The material was all obtained on modern video equipment, and is of broadcast quality. The camera teams are obviously familiar with the routes and have found some excellent vantage points which enable them to hold a carefully zoomed and panned single shot.

The commentary (only in German) is clearly delivered. There is some use of backing music, but never when steam action should take precedence.

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

Steam in Czechoslovakia 1966 - 1976

Ton Pruissen
c.52mins DVD £20.10

Dutchman Ton Pruissen was a frequent visitor to eastern Europe during the communist era, spending his holidays chasing steam trains. This DVD in his 'Steam under the Red Star' series presents the results of several trips to Czechoslovakia between 1966 (when the cameraman was just 19) and 1976, plus, it seems, other visits in 1980 and 1988. The latter shows some special workings of preserved machines but mostly these are regular services, successfully filmed despite the difficulties of avoiding the authorities.

During this period the CSD was operating some of the most modern and technically-advanced steam locomotives ever built for main line services anywhere in the world, the most recent constructed in 1957, among them two- and three-cylinder 4-8-2 'Mountains' for express passenger work and the huge class 477.0 4-8-4 tanks, nicknamed *Papousek* ('Parrot'). Alongside these modern types were numerous examples of pre-war designs, many of which had been modernised with Giesl exhausts. The newer types were characterised by slim, high-pitched boilers with daylight underneath, over spindly frames, massive but gracefully curved tender sides with tall narrow coal bunkers perched on top, and rakish smoke deflectors with prominent works plates. The extra return crank on the left-hand side of the three-cylinder locos is also distinctive.

One lasting impression is how the motive power stood much taller than the rolling stock, which looks generally much older.

After a general introduction to the country's railways (6'), separate chapters cover Bratislava station (3'30"), Brno station and the class 475.1 4-8-2 (4'), Jihlava station and the class 556.0 (the last new CSD steam locos)(2'), Plzen station and the class 464.0 (3'), branch lines (mostly Chornice - Skalice) and Letohrad shed (with class 534 2-10-0s and class 354 2-6-4Ts)(7'45"), and Mlada Boleslav station in winter - the level of activity seems to have made this a favourite location (12'30"). We see an old class 423 2-8-2T being serviced on shed as it starts to snow, then follow a branch train hauled by one of this class. The final chapter (12') is devoted to the class 477 'Parrots', in their distinctive blue livery. The final scenes of these locos on trains in the landscape are particularly memorable.

Otherwise locations are mostly at stations or around sheds, with some lineside views. The shots are carefully composed, and the clips of a good length, within the restrictions imposed by the cameras. Two cameras seem to have been in use, and sometimes record the same event simultaneously.

The film is a mixture of black & white at first and later colour, and the picture quality is very good throughout.

The sound has been meticulously dubbed to create a convincing effect. There is some use of classical backing music.

The DVD offers the choice of German or English languages, the latter the result of co-operation between Camden and Pruissen. The English commentary is sparse but informative, giving the date of each clip (in most cases), the location, and details of the train and motive power; it is clearly delivered by a fluent English speaker.

The first screen of the DVD offers the choice of running the film, with or without commentary, in English or German, or selecting specific chapters. If a chapter is chosen, just that section is played, then the menu is shown again.

There are several trailers (11') for other similar Pruissen productions.

The DVD also includes printable pdf files that provide extensive background notes (in English and German) on locomotives and locations, plus maps (there are none on screen).

Another fascinating film from Ton Pruissen which allows to share his remarkable rail travel experiences.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. The price quoted above includes UK postage and packing, and the new rate of UK VAT.

www.camdenmin.co.uk

New Zealand Steam Cavalcade

Part 2 - South Island

Nick Lera's Steam Classics

(Locomotion Pictures)

c.112mins DVD ref.DVNL 1002 £24.95

This programme records a journey through the South Island of New Zealand, more or less from north to south, in connection with an excursion organised by Mainline Steam from Picton to Dunedin in 2000. Motive power was streamlined J class 4-8-2 No.1211 and Ab class Pacific No.663.

Around Easter 2001, several of the preserved lines, museums, and sites of interest encountered along the route were revisited.

We begin with the ferry crossing from Wellington to Picton, there to start a spirited run along the coast behind the J, pausing at Kaikura (10'25"). We then make a side trip to the Weka Pass behind A class Pacific No.428 (6'35").

The next diversion is the McLeans Island railway, a re-creation of a typical bush timber tramway where we see a Price-built Heisler and a former Public Works Dept. Fowler 0-4-0T.

To introduce the line that goes over the Southern Alps to the west coast at Greymouth, there is an extract (2') from the 1967 black & white film *Kb Country* produced by the NZR. The Ab then takes a train up to Arthur's Pass (8'30"), where it crossed a diesel-hauled coal train. The diesels look so much larger than the Ab. Though the special goes no further, the coverage continues to look at Shanty Town near Greymouth, home to a Climax and 0-6-0T Kaitangata (2'30"). We rejoin the Ab for the return, during which it is overtaken by the regular diesel-hauled Tranz Scenic tourist train (2').

A short stop in Christchurch enables us to enjoy vintage trams on the city loop (2') before moving on to the extensive Ferrymead museum site where Baldwin 2-6-4T No.357 is in action (6'30"). A pause at the Plains Railway in Tinwald reveals A class 0-4-0T No.64, built by Dübs in 1873 (4').

After observing the main line special heading south again over the Rangitata river bridge (2'), we come to Pleasant Point where a Ford-engined railcar and D class 2-4-0T No.16 are in use (7'50").

The trip continues to Timaru, and during a service stop there is an interview with Ian Welch, the driving force behind Mainline Steam (6').

At Oamaru, we are shown the old locos used as part of the sea defences, and watch a Hudswell Clarke industrial 0-4-0T running in the old warehouse area (8'30").

There is time to examine the imposing station building at Dunedin, and the local museum which houses a static Ja class and the historic double Fairlie *Josephine* (2'15"). On the Ocean Beach Railway, the 1929 Kerr,Stuart 0-6-0T is modern by comparison (3')!

The Taieri Gorge offers very dramatic scenery, and the line hosts regular trains for tourists, hauled by Dj class Bo-Bo-Bo diesels. Ab 663 takes charge of a train to Middlemarch, the first steam special there in many years, possible because the loco is oil-fired - coal-firing is banned due to the forest fire risk (14').

We go on to look for traces of the Otago Central Railway, with vintage colour slides from the last years of operation, and see the now abandoned goldfield settlements in the Kawarau Gorge (1'45") before observing the TSS Earnslaw steaming on the lake at Queenstown (4'). We then join the Kingston Flyer tourist train for a run to Fairlight behind resident Ab Pacific 795 (6'30"). Exploring the now closed line beyond, we find Lumsden station and the Oreti River loco dump; and the culmination of the coverage is the veteran Rogers K class 2-4-2 no.92, salvaged from the river bank and magnificently restored, also working between Kingston and Fairlight (7'45").

The initial screen offers direct access to four chapters, each of which encompasses several topics.

One oddity is that although the programme played through normally, the timer was reset for each chapter, and it was not possible to rewind or skip back beyond the chapter markers.

The DVD is only in 4:3 format.

The technical quality is excellent, fully up to broadcast standards in all respects. The cameraman was clearly well advised and/or researched with respect to locations, and every shot is nicely composed, often exploiting smooth zoom and pan from one viewpoint. The team clearly had privileged access, as there are several footplate rides, and some trips staged especially for filming. The camerawork is very steady, even when on the footplate or hanging out of the cab for a dramatic view of the motion! Latterly there is even some pacing from a parallel road.

The material has been smoothly edited and compiled, so the narrative moves along at good pace but never feels rushed - a difficult balance, well achieved.

The location sound is good - the whistles sometimes seem very close at hand even when the train looks quite distant.

The producer describes this as 'a steam buff's tour' seen from 'a diehard's perspective': it is much more than that, as the scenery and settings will also hold the interest of a general audience. It is not easy to satisfy both audiences, but we expect no less of a seasoned professional with so much broadcast production experience.

It is remarkable that such a thinly-populated country can sustain so much railway preservation and steam activity, and this programme capably illustrates the range and the variety.

The DVD is available from The Signal Box, 1, Albion Street, Anstey, LE7 7DD.

www.signal-box.com

www.nickleravideo.com

Harvest of Steam in Java 2007

'A' Class Films

c.98mins DVD A$40.00

This visit to the large Indonesian island of Java was filmed by Dave and Irene Rollins. The tour begins at Ambarawa railway museum, and captions on screen identify the locos seen (though Hartmann and Esslingen are mis-spelled).

We then enjoy an excursion on the Ambarawa line - 0-10-0T E1060 takes the train to the foot of the 1 in 10 rack section, where 0-4-2RT B2503 takes over, propelling two coaches up the hill.

This leisurely preamble occupies about 17 minutes, but the remainder of the footage is devoted to the harvest of the title - the sugar harvest.

The tour group visited several mills (not always specifically identified).

The first call was at Dirgahayu Kemerchekaan R1 KE 61. No.5, No.6 Bromo (see Dickinson article).

After a look at the sad collection of dumped steam locos, we move to the workshops where defunct machines provide parts to keep others in action. Luckily the low price for scrap metal and the high cost of removal has saved the old locos.

At Sragi mill, we are able to look inside at the workings, from crushing through to bagging the sugar, all powered by steam machinery run from bagasse-fuelled boilers.

There is some roadside running, bringing loads in from the fields - the track is rough, overgrown, and often practically invisible, and the locos are worked hard.

The other major duty is shunting full rakes from the holding yard to the unloading bays - indeed, at some of the few surviving mills this is the only remaining task for the rail system, as road transport now brings in the bulk of the cut cane, and we observe some of these transfer operations from road to rail.

Merican and Purwodadi mills fall into this category, though the latter still needs six steam locos each day.

At Pangkat, there is a double track line from the yard to the mill, over a busy level crossing. One train closely follows another, with both diesels and steam locos in use, the latter with hand sanding from the front footplate. The mills need to work round the clock, and coverage concludes with some night shots: it is amazing how many burning embers emanate from the loco chimneys.

The image quality is perfectly acceptable if not quite to broadcast standard. Camerawork is generally good, though sometimes a little unsteady.

The sound was recorded on location, so there is the occasional intrusion, most obvious in long shots when the train is some way off, and some wind noise. English voices can sometimes be heard and other members of the tour group can be seen from time to time.

The commentary is delivered by a female voice, and is sensibly quite sparse; a handful of minor errors were noted but these do not seriously detract. Most locations are not specifically identified; some maps (simply printed examples) are show on screen, but they are not sufficiently detailed to show the actual mills

The DVD has no formal chapter markers, but the skip control seems to advance in nominal five minute blocks.

For those unable to experience the Java sugar mills first hand, this seems to give a fair idea of what can be achieved with a tour group.

The programme was produced by 'A' Class Films, Cricklewood Depot, 32, Church Street, Minmi, New South Wales 2287, Australia.

wenbl@bigpond.com

Proceeds support the Richmond Vale Railway in Australia and the Furness Railway Trust in the UK.

Right
CSD Skoda-built 4-8-2 475.1113 with tender 932.371 at Summerau on 19th August 1975.
Photo: Ernst Wolf, courtesy Ian Futers.

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 5 & Sunday 6 February

Rochdale

Organiser: Rochdale MRG.
Venue: Oulder Hill Leisure Centre, Hudsons Walk, Rochdale, Lancashire, OL11 5EW. Three miles from M62 Junction 20 – signed on all major routes.
Open: 1000-1700 Saturday
1000-1630 Sunday
Admission: adult £5.00, under 16 (unaccompanied) £3.00, under 16 (accompanied by an adult) free.
Amenities: large free car park on site, access for disabled visitors, refreshments.
Features: layouts, demonstrations, society stands, and trade. Layouts include *Untermutten* (Swiss HOm) by Dave Howsam, *Wipers* (French 1/35th) by Nigel Tansley, and *Green River, Wyoming* (American N) by Robin Nixon.
Contact: www.rmrg.co.uk

Saturday 5 & Sunday 6 February

Alton

Organiser: Alton MRG.
Venue: Eggars School, London Road, Alton, Hampshire, GU34 5HJ.
For visitors coming by train, Aldershot & District Bus Preservation Group will be providing a free bus service from Alton station.
Open: 1030-1700 both days.
Admission: adult £3.50, senior citizen £2.50, child £1.50, family (2+2) £9.00.
Amenities: free parking at the school, wheelchair access if required, refreshments.
Features: 17 layouts, 15 traders, and three demonstrations. Layouts include *Eurobahn Zwei* (Swiss/German HO), *Rhine Side* (German TT – CM September & October 2010), and *Mohawk Valley* (American N).
Contact: 07756 263 883

Saturday 5 & Sunday 6 February

Cleveleys

Organiser: Blackpool & North Fylde MRC.
Venue: the Frank Townend Community Centre, Kensington Road (off Beach Road), Cleveleys, Lancashire, FY5 1ER. The venue is only two minutes walk from Cleveleys bus station / B&M Bargains. The Frank Townend Centre is accessible by use of the Blackpool Corporation bus line 1 or by tram, both of which run northwards from Blackpool Tower. You can alight at a number of stops in Cleveleys, each of which entails a short walk to the exhibition venue.
Open: 1100-1700 Saturday
1000-1700 Sunday
Admission: adult £2.50, senior citizen £2.00, child £2.00, family (2+2) £7.50.
Amenities: ample local parking. Easy access for disabled visitors. Light refreshments available.
Features: mainly club and local layouts in various gauges, together with demonstration display, trade stands, and a club sales stand. Layouts include *Fruetzhol* (German N), *McKinley* (American N), *Fort Heboys* (On30), and *Harrison Ford* (On30).
Contact: 01253 894 992
www.blackpoolandnorthfyldemrc.co.uk

Saturday 5 & Sunday 6 February

Stafford

Organiser: Stafford Railway Circle.
Venue: Stafford County Showground, Weston Road, Stafford, ST18 0BD. Follow 'Model Rail' signs on the site as there is also an antiques fair in Bingley Hall.
Open: 1000-1700 both days.
Admission: adult £7.00, senior citizen £6.00, child £4.00, family £18.00.
Amenities: more free parking this year, for over 3,000 cars. Full access for disabled visitors to all areas. Hot & cold catering. Complimentary preserved bus service from the railway station on both days. Please see website for bus timetable, and the full list of exhibits and traders.
Features: 34 layouts, 49 traders, and five demonstrators. Layouts include *Bärental* (Swiss HOm – CM December 2004) by Ray Williams, *Gamle Carlsberg* (Danish Oe – CM September 2010) by Tony Bennett, *Agawa Yard* (US HO – CM September 2005) by Chris Dening, *Once upon a time* (HO) by John Wardle, and *Paradise Mining Company* (1:25 – CM July & November 2008, and February 2009) by Christopher Payne.
Contact: 01785 816666 or 01785 613918
staffordrailwaycircle.org.uk

Saturday 12 February

Biggleswade

Organiser: East Beds. MRS.
Venue: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire, SG18 8JB.
Open: 1030-1700
Admission: adult £4.00, concession £3.00, child £2.00, family (2+2) £10.00.
Amenities: free parking, wheelchair access to all areas except raised stage in main hall, light refreshments.
Features: 19 layouts plus 14 society and trade stands.
Features: layouts include *Niederfell* (N), *Ardez* (Swiss HOm – CM May 2007) by John Attewell, *Köln Vorstellbar* (German HO – CM April 2006) by Andrew Knights, *Havnegade* (Danish HO – CM September 2007) by David Beighton, *Roundhouse* (US HO) by Ian Lampkin, and *Kettle River Railway-Franklin* (American On2) by Bob Harper.
Contact: 01767 260881
organiser@ebmrs.org.uk
www.ebmrs.org.uk

Saturday 12 February

Solihull

Organiser: G Scale Society – West Midlands Group.
Venue: St.Mary's Church Hall, Hobs Meadow, Hobs Moat, Solihull, B92 8PN (near the Ice Rink).
Open: 1030-1600.
Admission: adult £3.00, G scale member / senior citizen £2.00, child (5-16) £1.00.
Amenities: free parking; access for disabled visitors.
Features: garden railways in British and European outlines, indoors for the day, plus guest layouts in other scales. Large scale trade support.
Contact: www.gscalesociety.co.uk

Friday 18, Saturday 19 & Sunday 20 February

Brighton

Organiser: Brighton Modelworld.
Venue: The Brighton Centre, King's Road, Brighton, East Sussex, BN1 2GR.
Open: 1000-1730 daily.
Admission: adult £8.50, senior citizen £6.50, child £5.50, family (2+2) £24.00.
Features: layouts include *Ottoschwande* (German N) and *Souk el Khemis* (Moroccan OO9). Working model excavator, working model fishing boats, Sussex vintage model railway collection, and UK Train Sim. Societies and clubs, plus trade.
Contact: Alex Tombling
0845 2241 823 / 07789 913 584
Chris English 07711 717470
alex@brightonmodelworld.com
chris@brightonmodelworld.com
General enquiries:
Brighton Centre 01273 290131

Saturday 19 February

Milton Keynes

Organiser: Milton Keynes MRS.
Venue: Courtside Sports Hall, Milton Keynes College (Bletchley Campus), Sherwood Drive, Bletchley, Milton Keynes, Buckinghamshire, MK3 6DR. Travel to Bletchley Station by London Midland. Leave the station and cross the main road (Sherwood Drive). Turn left. The venue is approximately 100 yards on the opposite side of the road.
Open: 1000-1600.
Admission: adult £4.00, concession £2.50, child £2.50, family (2+2) £9.00.
Amenities: free parking. Access for disabled visitors – the show has easy level access throughout. Please note: stiletto heels cannot be worn in the hall as they may damage the floor.
Features: 18 layouts, club stand, demonstrations, and traders. Layouts include *Contrarius Passing* (American N with DCC) by Chris Baker, and *Bear Falls* (American/Canadian border) by Bill and Peter Ball.
Contact: exhibitions@mkmrs.org.uk
www.mkmrs.org.uk

Saturday 19 February

Shepton Mallet

Narrow Gauge South West
Organiser:
Small & Delightful Railway Group.
Venue: Whitstone School, Charlton Road, Shepton Mallet, Somerset, BA4 5PF. From the north, take the A37 south from Bristol, Keep on A37 until Shepton Mallet is reached. Ignore signs for town centre, keep on A37, past the Gaymers Cider factory, until a set of traffic lights are reached by the Charlton Inn. Turn right on to A371 and Whitstone School is on the right after about 300 yards.
From the east, join the A361 Frome to Shepton Mallet road. Follow signs for Shepton Mallet and Wells. At junction with A37, go straight ahead at the traffic lights. Whitstone School is about 300 yards on the right.
From the south, take A303 until the junction with the A37. Follow A37 north towards Bristol for about 12 miles. At traffic lights by the Charlton Inn, turn left; Whitstone School is about 300 yards on the right.
From the west, join the A371 Wells to Shepton Mallet road. In Shepton Mallet, go straight on at the first mini-roundabout (signposted Frome), straight on at the next traffic lights. Whitstone School is about 1/2 mile on the left.
Open: 1000-1630.
Admission: adult £6.00, senior citizen £5.00, child £1.00, family (2+2) £13.00. Programme included in admission price.
Amenities: if the school car park is full, you will be directed to the car park at the nearby Gaymers Cider Factory on the A37, where a free park & ride minibus service will be operating throughout the exhibition. Refreshments.
Features: 22 layouts, demonstrations, and trade. Layouts include *Klein Arosa* (Swiss G – as in this issue) by Neil Cooper. Societies represented include OO9 Society, 7mm Narrow Gauge Association, 5.5mm Scale Association, G Scale Society, and the 16mm Narrow Gauge Association.
Contact: 01437 731 298 (evenings and weekends), info@ngsw.org.uk
www.ngsw.org.uk

Saturday 19 February

Warminster

Organiser: Warminster & District MRG.
Venue (new): Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire, BA12 9DQ. A historic bus will offer free transport to and from the town centre and exhibition venue.
Open: 1000-1700.
Admission: adult £5.00, senior citizen £3.00, under 14s £2.00, family (2+2) £10.00. All proceeds to children and animal charities.
Amenities: free parking, full access for disabled visitors, refreshments.
Features: layouts booked to appear include *Beaulieu-les-Mines* (HO9) and *Glenwood Springs* (On30). Gauge O locomotive displays, model road vehicles static displays, diecast models, trade, transport books, videos, DVDs, and second-hand model railway sales.
Contact: 01985 213 458

Saturday 19 & Sunday 20 February

Sileby

Organiser: Syston MRS.
Venue: Sileby Community Centre, High Street, Sileby. Two minutes from Sileby station and only five minutes from the A6 and A46 Leicester western by-pass.
Open: 1000-1630 both days.
Admission: adult £3.00, senior citizen £2.50, concession £2.50, accompanied children free, family (2+2) £6.00.
Amenities: ample free parking nearby, food and refreshments.
Features: approximately ten layouts of all sizes, including *Project Iraq* (1/35). Extensive trade support including new and second-hand model railways, scenics, accessories, bargain books, and plenty for kit bashers.
Contact: 0116 260 5760
www.systonmrs.org.uk

Saturday 19 & Sunday 20 February

Watford

Organiser: Watford MRC.
Venue: Parmiter's School, High Elms Lane, Garston, Watford, Hertfordshire, WD25 0UU.
Train to Watford Junction. Buses 321, 724, and 621 run along the A405 - ask for the Crematorium and walk up High Elms Lane. Parmiter's School is just beyond the Crematorium. There will also be a vintage bus connecting with the local bus service from Watford Junction station.
Open: 1030-1700 Saturday
1000-1630 Sunday
Admission: £5.00, accompanied children under 16 free.
Features: *Wipers* (French 1:35) by Nigel Tansley, and *California Coast* (American Z) by Dave Dawes. Trade, Model Electronics Railway Group (MERG), plus lectures and 'Ask Eileen' Q & A sessions on tools and materials
Contact: www.watfordmrc.org.uk

Friday 25, Saturday 26 & Sunday 27 February

Glasgow

Organiser: The Association of Model Railway Societies in Scotland.
Venue: Hall 3, Scottish Exhibition and Conference Centre (SECC), Glasgow, G3 8YW. Situated just off the M8 motorway, the SECC is within five minutes drive of the city centre and 15 minutes from Glasgow Airport.
By road: The SECC is just off junction 19 of the M8 motorway with on-site parking available for 3,000 vehicles.
By rail: The SECC has its own railway station allowing easy access from the city centre. Six trains an hour run from Glasgow Central Station Platform reaching the SECC front door in 10 minutes.
Open: 1100-1800 Friday
1000-1800 Saturday
1000-1700 Sunday
For advance ticket holders, entry is 30 minutes before normal opening times.

Admission	(advance)	(on the door)
adult	£8.00	£9.00
child	£5.00	£6.00
family (2+2)	£21.00	£24.00

To purchase tickets online, visit the Model Rail Scotland website (www.modelrail-scotland.co.uk) or alternatively The Scottish Exhibition and Conference Centre website (www.secc.co.uk).
To purchase by phone: 0870 040 4000.
To purchase by post: enclose a stamped, self-addressed envelope together with your remittance and forward to: AMRSS, P.O.Box 19564, Johnstone, PA6 7YP.
Features: over 160 stands of which 50+ are layouts and include: *Ausfahrt Süd* (German HO – as featured in this issue), *Irrgarten* (German HO – CM February 2002), *Emsland coast line* (German HO - CM November 2009), by MSC Spijkspoor, coming from Holland, and *Haston Nomad* (American HO) by Chris Gilbert.
Contact:
www.modelrail-scotland.co.uk

Friday 25, Saturday 26 & Sunday 27 February

Utrecht

ONTRAXS!
Organiser: Het Spoorwegmuseum and Team Mitropa.
Venue: Het Spoorwegmuseum (Dutch National Railway Museum), Maliebaanstation, 3581 XW Utrecht, The Netherlands.
Open: 1000-1700 each day.
Admission: 13.50 Euros; children 3 years and under enter free. Museum card holders free. Groups (minimum of 20) 10.80 Euros per person.
Amenities: parking at the museum costs 4.50 Euros per day.
Features: manufacturers' displays with news from the Nürnberg trade fair, trade stands, modelling demonstrations, and a good selection of quality layouts, among them *De Hezelpoort 1927* (Dutch HO) by Loek Bronkhorst (CM – November 2010), *Braggels Baenke* (Dutch HO) by Ger Lurken, *Langs weg en Rail* (Dutch Oe *right* – due to appear in CM) by Guillaume Veenhuis, *Beautiful British Columbia* (Canadian HO) by Evan Daes, *Rusty Pile Railroad* (American Sn3) by René Paul, *The Mill* (American On30) by Jacq Damen, and *Wolf's Creek* (American On30 – due to appear in CM) by René Wolf.
Contact: (0) 30 230 6206
www.spoorwegmuseum.nl

Saturday 26 February

Bolton

Scale (O) Rail Bolton
Organiser: Association of Larger Scale Railway Modellers, supported by the Gauge O Guild.
Venue: Bolton School Arts & Conference Centre, Chorley New Road, Bolton, Lancashire, BL1 4PA.
Open: 1000- 1630.
Admission: adult £5.00, senior citizen £4.00, unaccompanied children £4.00, accompanied children under 14 free, ALSRM and GOG member £4.00.
Features: at least seven layouts, test track, demonstrators, society stands, and over 35 trade stands. Layouts include *Redwood Lumber Company* (On30 – CM March 2007) and *Turtle Creek Central* (On30 – brand new).
Contact: Liz Marsden (Bolton Show Manager) 07834 691 949
www.alsrm.org

Saturday 26 February

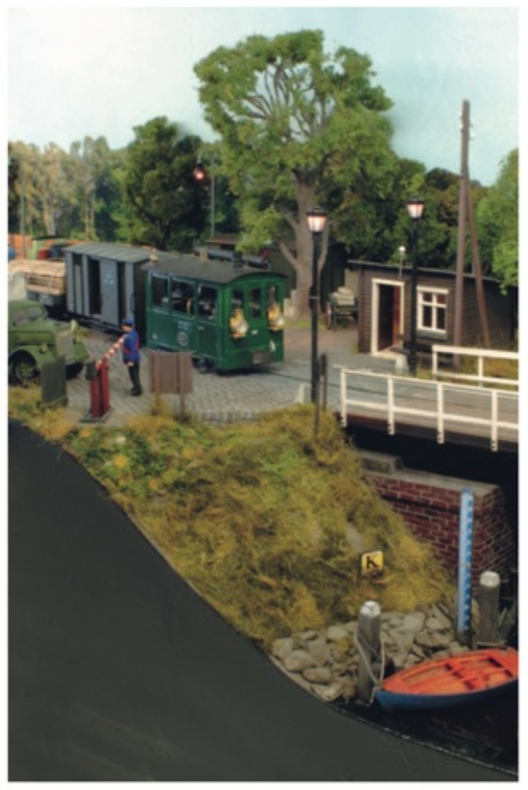
Dereham

Organiser: Mid Norfolk Railway.
Venue: Neatherd High School, Dereham, Norfolk, NR20 3AX. Train service from Wymondham Abbey Station to Dereham.
Open: 1000-1600.
Amenities: main car park at Dereham Station with free shuttle bus to school. Refreshments at both sites.
Features: 19 layouts plus demonstrators, organisations, and supporting trade. Layouts include: *Bw Lützen Ost* (German N by Dave O'Rourke, to be featured in CM next month) and *Temple Falls* (Japanese N – CM 2004) *& Temple Valley*.
Contact: Dereham Station
01362 851 723
archive@mnr.org.uk
www.mnr.org.uk

Saturday 26 February

Saffron Walden

Organiser: Saffron Walden MRC.
Venue: United Reform Church / Salvation Army Halls, Abbey Lane, Saffron Walden, Essex, CB10 1AG.
Open: 1000-1630.
Admission: adult £2.50, child (5-16) £1.00. Children under five free. Disabled and their carers free.
Amenities: parking is available at the Swan Meadow Car Park (CB10 1DA) about 300m from the exhibition.



There is full disabled access to both halls. Refreshments will be available.
Features: layouts include *Cactus Springs* (HO), plus a demonstration of scratch- and kit-building, two local traders, and a second-hand stall.
Contact: Exhibition Manager, Julian Nettle, 01799 521029

Saturday 26 & Sunday 27 February

Eastleigh

incorporating **EUROTRACK**
Organiser: Solent MRG.
Venue: Fleming Park Leisure Centre, Passfield Avenue, Eastleigh, Hampshire, SO50 9NL. Right next to the M3 motorway at Junction 13 and close to Junction 5 on the M27. Special free bus service operated by heritage vehicles from both Southampton Airport Parkway station (which serves main line trains and the airport) and also from Eastleigh station.
Open: 1000-1730 Saturday
0930-1630 Sunday
Admission: adult £5.50, over 60 £5.00, children £3.00, family (2+2) £14.00.
Amenities: on-site and adjacent free parking. Café.
Features: over 25 working layouts representing British, European, and American prototypes. Layouts include *Niederfell* (German N), *St.Nicklaus* (German N – CM January 2008), *Köln Beutelmeize* (German HO), *Táchov Urnikás* (Czechoslovakian HO), *Norfolk Yard* (American N), *Fort Myers* (American HO – CM September 2005), *Garfield* (American HO – as featured in this issue), *Hoxie Harbor* (American HO), and *Broadford* (Australian HO – CM January and March 2010). Modelling demonstrations, trade support, and specialist societies including the SNCF Society, Swiss Railways Society, Austrian Railway Group, Benelux Railway Society, and Italian Railway Society.
Contact: Ian How (Exhibition Manager) 023 8039 2735
eurotrack.solentmrg@ntlworld.com
www.fdelaitre.com/smrg.htm

Saturday 26
& Sunday 27 February

Chapel-en-le-Frith

Organiser: New Mills & District Railway Modellers.
Venue: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire, SK23 0TQ.
Open: 1000-1700 Saturday
1000-1630 Sunday
Admission: adult £4.00, concession £3.00, family (2+2) £10.00.
Amenities: free parking. The venue is on the ground floor, accessible to wheelchairs. Refreshments.
Features: approximately 20 layouts including *America* (N), *Yucca Springs* (N), and *Oak Ridge Canyon* (HO). Modelling demonstrations, display of large scale models by Buxton Model Engineering Society, and trade.
Contact: 01298 815 826
exhibition@nmdrm.co.uk
www.nmdrm.co.uk

Sunday 27 February

Trowell

Organiser: Ilkeston (Woodside) MRC.
Venue: Trowell Parish Hall, Stapleford Road, Trowell, Nottinghamshire, NG9 3QA.
Open: 1000-1630.
Admission: adult £2.50, concession £1.50, child £1.50, family £5.50.
Amenities: free parking, hot and cold food and beverages.
Features: 10 good quality layouts, traders, and club second-hand stall. Layouts include *Pfaffenbrücke* (*above*, Austrian HOe – CM September 2009) by Howard and Eileen Lawrence and *Marmagne* (French HO – CM March 2005) built by Roger Nicholls.
Contact: 01773 712648

MEETINGS

Thursday 16 February
– 1930 for 2000

Marlow

Organiser:
Marlow & District Railway Society Annual General Meeting, followed by *Preserved and Modern Traction in Europe since 2005*, presented by Adrian Palmer. The AGM business will be kept to a minimum, allowing this regular presenter plenty of time to show preserved steam and in-service diesel and electric railways from a variety of Continental countries.
Venue: Bourne End Community Centre, Wakeman Road, Bourne End, Buckinghamshire, SL8 5SX.
Non-members very welcome (suggest arriving after 2045 to miss the AGM).
Contact: 01494 638 090
www.mdrs.org.uk

Monday 21 February – 1930

Plymouth

Organiser: Plymouth Railway Circle.
Images of world steam film show This includes some stunning film of Chinese steam in action.
Venue: St.Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, Devon, PL3 4PG.
Admission: member £1.00, visitor £2.00.
Contact: Barrie Lanyon (Publicity Officer) 01752 651 014 (home)
barrielanyon@hotmail.com
or David Goodyear 01752 569 179 (home)

Monday 28 February

Alnwick

Organiser: Aln Valley Railway Society.
The 1875 Lagerlunda railway accident in Sweden and its rôle in the development of colour vision tests, presented by Professor J.Mollon.
Venue: Barter Books (The Old Station), Alnwick, Northumberland.
Contact: 01665 606 168

CLUB NEWS

Barry and Penarth MRC

Bernard Davies writes:
At the last AGM a new club chairman was appointed, Mr Gwynne Chivers. The outgoing Chairman, Dr David Temple, had occupied the post for the last ten years and had overseen and initiated several improvements within the rooms which the club occupy at Cadoxton Conservative Club, and had also encouraged the club to exhibit in Germany, which we did three times (his command of the German language being most useful). Dave was also responsible for setting up and running the club website (BPmrc.org), which he intends to carry on doing.

The club has several layouts, some fixed and some portable, and at present work is underway on a new fixed O gauge layout and a new fixed American HO layout. Work has commenced on a new N gauge portable layout, and a new portable OO layout has just passed the planning stages. Available most club evenings for running are the club fixed OO and N gauge layouts, *Holton* and *Machynlleth*. The club regularly hosts meetings of the South Wales NMRA group, the Red Dragon Railroaders, who meet on Saturdays about six times a year.

Anyone wishing to visit or join us is most welcome on Tuesday evenings from 1930 onwards. The club is also open on Thursday evenings, but these tend to be not so well attended.

Contact: bmd6753@yahoo.co.uk

Coming next month

out 17th February

CONTINENTAL MODELLER

• **Bw Lützen Ost**
A German loco depot modelled in N by Dave O'Rourke.

• **Hamburg harbour scene**
With this project, Winfried Schmitz-Esser demonstrates that fine scale is about more than measurements. See the result at the RAIL 2011 show in Houten.

• **Small things**
Peter North describes the construction of some details for his new US HO layout which, although small, are important for establishing character and location.

• **Orange Free State**
Ian Jowett offers more images from the 1970s, the last days of regular steam operation in South Africa.

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February 2011

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For future dates and enquiries, telephone: 0191 410 6386.

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Tel: 01372 725 063 evenings.

20 February (Sun) 11am-4pm
HUMPHREY PERKINS HIGH SCHOOL, Cotes Road, Barrow upon Soar, Leicestershire, LE12 8JU. *Tel: 01509 813 139.*

22 February (Tues) 7pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall. Corner of A6 and A586. Refreshments available. JANET PEARSON.
Tel: 01282 439 009.

26 February (Sat) 9am-3pm
MAIDSTONE at Lockmeadow Market Hall, Barker Road, Maidstone, Kent, ME16 8HR. Admission £2.
Tel: 01732 840 787 or 01622 735 396.

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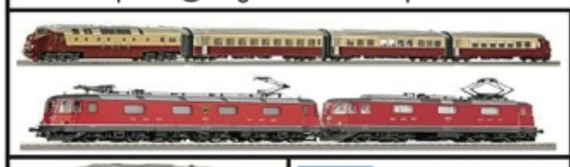

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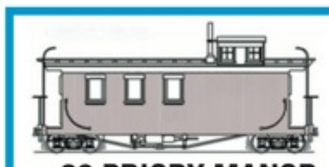

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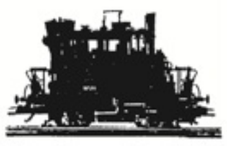

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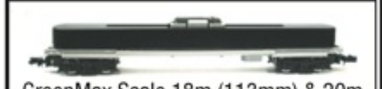

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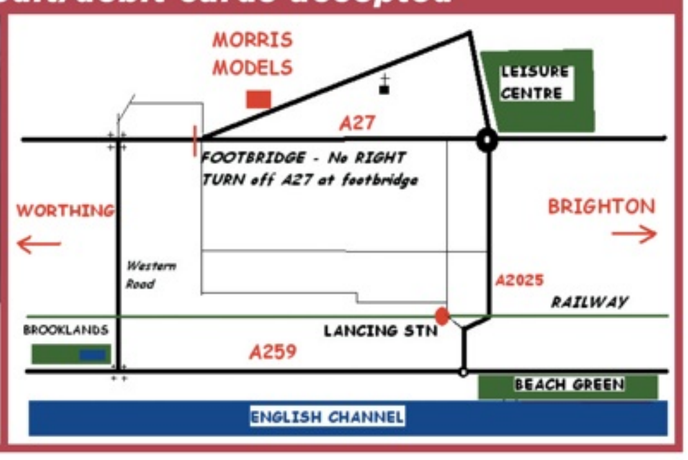

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See **PENGUIN** first for **ATHEARN** – all the new items in *Ready-To-Roll* and *Genesis* stocked as available * ***GENESIS:*** **SD70ACe £POA** **SD70MAC:** BN Executive **£98.50** * ***Ready-To-Roll:*** **UP Turbine & tender £185.00** **Amtrak P4/42 £POA** **SD45T-2 late (2#):** SP **£POA** **CF7:** ATSF **£POA** **SD40-2 (2#):** CSX/N&W/UP/CN **£POA** **SD45 (2#):** CNW/ATSF/SP **£POA** **SD40T-2 (3#):** DRGW **£67.50** **C44-9W (2#):** BNSF H1/UP **£62.50** **F7A+B:** SP Daylight **£58.50** **SD45:** BN(3#)/Frisco/WC ols **£64.00** **RS3 (2#):** GN **£59.50** **C44-9W (2#):** CNW/CSX YN3/NS **£62.50** **AC4400:** CNW **£60.00** **SD45 (2#):** D&H **£59.50** Reading Bee Line **£65.00** **SD45T-2:** SP/SSW **£69.00** **SD40 (2#):** ATSF pinstripe/BNSF swoosh **£65.00** * **Freight Cars: Genesis 50' PC&F Boxcar (3#):** BN/GN/RBBN/RBBX **£POA** **PS5277 Boxcar (2#):** AA/MEC/ON /NAR **£POA** **Flxible Bus(2#):** Mass NW **£14.50** **50' FMC pd Boxcar (3#):** BN/CP Rail/DRGW/ATSF **£15.50** **W/V Caboose (2#):** BNSF/ATSF **£12.50** **GATC Airslide (3#):** CNW/N&W/Multi Foods **£24.00** **50' Ice Reefer (3#):** ATSF Chief/Large Logo **£15.50** **50' combo door boxcar (2#):** Chessie/GN **£14.00** **PS5277 Boxcar (2#):** BN/CSX **£12.00** **50' s/d Boxcar (2#):** BAR/NP Bonds **£11.00** **65' Mill Gondola:** RI **£13.00** **Husky Stack:** BN/SP/TT **£19.50** **Three Dome Tank Car (2#):** ACFX/Kanotex/N E Alcohol **£13.50** **Checker Cab £9.00** **60' Autobox:** BN **£17.50** **40' dd Boxcar:** ATSF/CP/GN /NP **£11.00** **50' SIECO Boxcar:** BNSF/CIRR **£13.50** **ACF Centerflow Hopper:** ATSF/ACFX/UP/Grace/AFSF gray/ SSW **£11.00** **GATC 2600 Hopper (2#):** PC/ATSF **£11.50** **50' Combo door boxcar:** ATSF/BN/Chessie/DRGW/GN **£11.50** **60' Flat with lumber load:** Frisco **£17.50** **50' Mech Reefer (2#):** BN/CP/SLSF **£11.00** **RTC 20900 gal Tank car £15.00** **PS5277 Boxcar:** D&M **£10.50** **PC&F ribside Boxcar (2#):** BNSF/DRGW/SLSF **£12.00** **50' Gondola scrap load:** B&O **£14.50** **40' Hicube:** CR **£10.00** **50' Youngstown door boxcar:** BN **£11.00** **50'pd Boxcar (2#):** Frisco/ATSF/D&H **£11.00** **40' Youngstown Boxcar (2#):** M&StL/NP/WP **£11.00** **50' Mech Reefer 5-pack**: CNW **£62.00** **50' PC&F Boxcar:** BN/GN /SP **£13.50** **FMC 4700 Covered Hopper:** DRGW/WP **£17.00** **50' Seico boxcar:** B&M **£12.50** **40' Stock car:** GN blue **£8.00** **50' PC&F pd Boxcar:** SP early **£12.50** **40' Modern boxcar (2#):** Chessie/CBQ/SP **£11.00** **NEW ATHEARN EVERY MONTH! More available see WEBSITE for price reductions * Hundreds of new items coming in 2011 – see website for details!**

FREIGHT CARS: ExactRail: 62' Box Car (3#): DRGW/Mopac/ATSF **£23.50** **Thrall 3564 Gondola (3#):** BNSF/NOKL **£25.00** **50' Hy-cube:** SP **£25.00** **PS 50' waffle-side boxcar:** BR/DME/CSXT/SIND **£31.00** **PS-2CD Hopper (3#):** WM/BNSF/Milw gray/Chessie **£25.00** * **INTERMOUNTAIN: 12 panel Boxcar:** GN glacier **£23.00** **60' Wood Deck Flat car:** ATSF **£23.00** * **ATLAS: 53' Evans dpd Boxcar (2#):** BNSF/B&M **£16.50** **ACF 4650 Centerflow (2#):** BN/Chessie WM/Sclair **£18.50** **ACF 50' Boxcar (2#):** BN/Family Lines/GBW/CSX **£10.00** **Trinity 25500 Tankcar £19.00** **GATX 20700 Tankcar £22.50** **ACF 3560 Hopper £9.50** **ACF 5701 plastics/grain hopper £20.00** **50' Precision Design Boxcar £16.00** **3-bay Hopper (2#):** CBQ **£17.00** **Pulpwood flat:** D&H/C&O **£11.50** * **KD: #5 couplers** TEN packets **£24.00**, #17/18/19/20 **£4.00** * **Walthers Structures – Kits** – see list

PENGUIN'S HO BARGAIN BOX – VERY LIMITED QUANTITY * ATHEARN: ***Genesis:*** **FP45 (2#):** ATSF freight/ATSF passenger **£88.50** **FP45:** Milw (£105.00) **£84.50** * **ATHEARN: GP35:** PRR (£53.50) **£49.50** **60' PS Autoparts Boxcar:** CBQ/WP/SP (£16.00) **£13.50** **40' Superior door boxcar (2#):** BLE/CStPMO/E-L/Pickens (£11.50) **£9.00** * **See website for MANY MORE BARGAINS!!!**
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FREIGHT CARS – 100s in stock! * ExactRail: 50' Hicube boxcar: SRY red/SRY brown **£15.75** * **Fox Valley Models: FMC 5347:** MSE/MEC/CAGY/WCCL **£11.00** **FMC 5283:** BN/SP **£11.00** **PS5344 Boxcar (4#):** AA/MMA/Milw/ SBVR/CNW (RI) **£12.00** **FMC 5347 boxcars:** SSDK/DM&E/WP **£12.00** * **ATHEARN: Husky stack 3-car (2#):** BN **£37.00** **65' Mill Gondola £11.50** **57' Mech Reefer £9.00** **50' Berwick Boxcar £9.50** **ACF 2970 Hopper £12.00** **50' Modern Tank Car £9.00** **GATX 2600 Airslide (3#):** ATSF/CB/RI/WP **£14.00** **50' FMC combo dr (2#):** MP/SCL **£11.50** **FMC offset dd boxcar (2#):** BN patches **£10.50** **50' PS1 s/d Boxcar (2#):** Conrail/DRGW/Rock/SAL/WM **£13.00** **PS2600 Hopper (3#):** CNW/Chessie/Conrail/E-L/L&N/NP **£14.50** **50' Berwick boxcar:** BNSF/C&O/VC **£11.00** **50' PS1 Boxcar:** BAR/BCR/ B&O **£13.00** **50' Seico boxcar £11.00** **3-bay Hopper 5-pack:** RDG/Chessie **£44.00** **PS2 2893 Hopper (3#):** Chessie/Conrail/N&W/ATSF **£12.50** * **TRAINWORX: 86' Auto parts:** ATSF **£18.00** **70t Gondola:** UP/WP from **£9.50** * **ATLAS: 17600gal Tank car £14.00** **25500gal Tankcar £15.50** **50' Flat+trailer £7.50** **Evans 52' Gondola:** MEC/BAR/ B&M **£11.00** **50' dd Boxcar:** C&O/CB/D&H **£7.00** **23500gal Tankcar £11.50** **50' dd Boxcar £6.75** **50' Mech Reefer £7.50** **50' sd Boxcar £7.50** **40' dd Boxcar £7.50** **USRA Rebuilt Steel Boxcar:** BN **£10.50** C&O **£11.50** **Kaolin Tank £11.00** **5701 Plastics Hopper £15.50** **ACF 3650 Hopper £7.50** **Thrall 2743 50' Boxcar £7.50** **40' Wood Reefer £17.00** **11k Tank Car £13.50** **90t Hopper £9.00** **USRA s/s boxcar (2#) £10.00** **2-bay Centerflow £7.00** **ACF 3560 Hopper £6.25** **USRA Steel Boxcar from £9.50** **FGE Boxcar £7.50** **2-Bay Hoppers £8.50** **50' dd Boxcar:** D&H/DSSA/GN/NYC **£6.75** **50' sd Boxcar:** BAR/EL/SCL/MP/RI **£7.50** **50' dd Boxcars £5.00** **50' Precision Boxcars £9.00** * **New cars every month from Intermountain/Micro-Trains * Micro-Trains** trucks & couplers * **Walthers structures KITS – see list * ATLAS Code 55 Turnouts: #5/7/10 £POA sectional track available**

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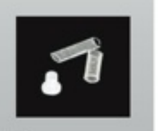

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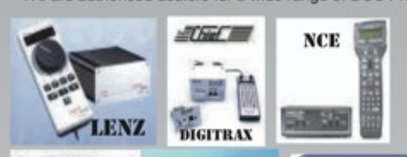

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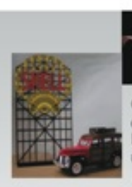

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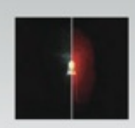

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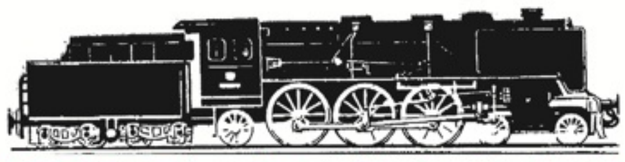

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Tank wagon Primagaz, white ub £10.00
Bogie Hopper Arbel, grey ub £12.00 (4)
7090 SIMOTRA Hopper, grey (Roco close couplers) ub £12.00 (2)
SMCF Hopper SGW, grey (Roco close couplers) ub £12.00 (2)
SMCF Chemical wagon 3 container STEF, cream ub £15.00
700 SNCF Guards van, brown, incorrect wheel sets (plastic) £10.00
705 SNCF Interfrigo van Stef ub £12.00 (3)
708 Open wagon, steel sided, grey £18.00 (2)

LIMA

8120L DB Br103 115-2, new red £50.00
8664 DB Cargo 152 021-2, red £48.00
8286LP DB E03 001, red/cream Digital chip fitted £50.00
8289LP DB E03 004, red/cream £48.00
149742 DB ET403 EMU 4 car, grey/red/black, digital £80.00
1621 DB V80.010, maroon, eplII £45.00
8145L FS Aln 663 079 Railcar, light blue/silver £56.00
8227LS FS D342 4008, brown £45.00
8152L FS D445 1041, grey/orange/purple stripe £35.00
8152LG FS D445 diesel, grey/orange/blue £38.00
8020 FS E424, electric, grey/orange £35.00
8220 FS E444 046, red/grey, light weather £65.00
8425LP FS E444 075, grey/red/blue £68.00
8425LP FS E444 079, red/grey £80.00
8314LP FS E444 115, red/grey £70.00
8694 FS E4444 068 XMPR, grey/green livery £70.00
8255LP FS E646 052, grey/orange + blue stripes £65.00
8149 FS E646 153, green/grey £35.00
8340LP FS E656 209, blue/grey, Digital £75.00
8400 MAK De1024 240 002-6, grey/red/blue £50.00
8443LP OBB 1042 009-9, red £55.00
8330LP OBB 1042 579-1, red/grey £45.00
8190L OBB 1042 636-9, orange/cream, digital £55.00
8665 Railion 152 087-3, red £48.00
8295 Rhenus Farb 152 902-3, electric, silver/yellow £70.00
208047 SBB Am 841 001-1, red **New** £75.00
208047 SBB Am 841 001-1, red £65.00
8047 SBB Am 841 001-1, red, diesel £65.00
208089 SBB Am 841 003-7, red **New** £75.00
208089 SBB Am 841 003-7, red £65.00
208445 SBB Re4/4', red #10040 ..... £60.00
8445 SBB Re4/4', red #10040, digital £75.00
8184501 SBB Re6/6 #11604, green, slight weather £55.00
8184501 SBB Re6/6 #11629, green, ... £55.00
8179L SBB Re6/6 #11637, red £48.00
SNCB 1186 electric, maroon/yellow £30.00
SNCF TGV 10 car set, orange/grey £115.00
HL6024 2007 Nurnberg Toy Fair coach, red/cream/adverts £15.00
9145ks DB 1st/2nd eplII, green, 1:87 ..... £10.00
9531k DB 1st/Corridor Avmh TEE, red/cream, 1:87 ..... £16.00
9165k DB 1st/Corridor Rheingold, blue/cream £16.00 (2)
9181k DB 1st/open Rheingold, blue/cream £16.00
9418 DB 2nd/Diner, green, era III £15.00
HL4004 DB Rheingold 1968 1st/corridor, red/cream £18.00
HL4000 DB Rheingold 1968 4 coach set, red/cream £70.00
9165k DB Rheingold 1st/corridor, blue/cream, 1:88 ..... £18.00
9181k DB Rheingold 1st/open, blue/cream, 1:87 ..... £18.00 (2)
HL4005 DB Rheingold 1968 express coach, red/cream, 1:87 ..... £25.00 (2)
9796k DB Touropa x 3 coach set, blue, eplII £55.00
9590k DB Silverfish, 2nd/drivers, black skirt £18.00
9755k DBAG Silverfish 3 coach set, blue skirt 1:87 ..... £55.00
309576 DSB Bnm72 2nd, red £22.00
208573 DSB MR+MRD 2 unit DMU, maroon £65.00
208575 DSB MR+MRD 2 unit DMU, white/red £65.00
9182k DSG Rheingold diner, blue/cream £16.00
9506-1k FS 1st two tone grey, Grand Comfort £18.00
9505 FS 1st two tone grey, Grand Comfort £18.00
9119 FS 2nd, Centre Entrance, grey/orange + blue stripe £12.00
9488k FS 2nd/Bar/drivers centre entrance, grey/green/orange £28.00
9275 FS 2nd/Drivers, orange/grey £22.00
9289L FS 2nd/Drivers, orange/grey £22.00
9315 FS Baggage, maroon/grey stripes £10.00
9528 FS Snack Bar, grey/yellow stripes £10.00
9505k FS 1st, Eurofima, two tone grey £20.00
9537-1k FS 2nd Eurofima, two tone grey £20.00
9729 NS 1st, yellow/red £7.00
9516k SBB 1st mkII, green £12.00
9268k SBB 2nd mkII, green £15.00
9189k SBB 2nd, green/early logo £10.00
91561L SBB 2nd/drivers, green £15.00
9332k SBB Baggage, green/grey £12.00
309365k SBB Baggage, green/grey £10.00
9332 SBB Baggage, green/grey £10.00
309320k SBB Baggage/bicycle, green/grey £10.00
309613SK SBB Buffet WR Calanda Land/Buffet Suisse £18.00
SBB Cheese Express Restaurant, grey/yellow (Cheese) £10.00
309592k SBB Hupac, grey £14.00
309613kS SBB Le Buffet Suisse, maroon/pink/grey £16.00
9365k SBB mc76 DdZ baggage, green/grey £15.00
9193k SNCF 1st/2nd Corail, orange doors £16.00
301024 SNCF 1st TEE INOX, red/silver composite brake £8.00 (2)
L300001 SNCF PTT van, grey £8.00
301023 SNCF TEE INOX generator coach £8.00 (2)
3530k DB Apollinaris van, cream £8.00
HL6020 DB Banana van, yellow £8.00
2929k DB Bogie coal hopper, brown £7.00
2847k DB Bauknecht van, grey **New** £7.00
303570 DB Bogie Tadgs Talbot hopper £9.00
302701k DB Cargo closed 4wh hopper, red £10.00
L302818k DB Cargo long Canvas Covered wagon, red £12.00
HL6004 DB Cargo long Canvas Covered wagon, red £16.00 (2)
303194k DB Covered LWB van, MIELE, grey £8.00
303227k DB twin D Deck car carrier, brown £15.00
303577 DB G+H ISOVER, pale blue £5.00
303224k DB Glt19 covered LWB van, brown £8.00
L302928 DB REG bogie hopper, brown £7.00
2938k DB Lowside Coal hopper (coal load missing) £7.00
3592k DB Slidewall van, red £7.50
3531k DB Seefische Kuhlwagen van, white £7.00
2838k DBAG Slidewall van Kaldewei, brown £8.00 (4)
3225k DR Glt 19 van, 4wh, LWB, brown, eplII £7.00
3187k DSB SWS Slidewall van £10.00
2866 FS long Bogie Canvas covered wagon, green £8.00
3201k FS van, brown/silver vents £6.00
3203 FS Long Bogie slidewall van, silver/brown £5.00 (2)
303161 FS Gs van, brown £3.00
302825 FS Lowsided cab barrells 'Beaujolais Village' £3.00
3559k FS Long Bogie closed hopper, brown £14.00
2937k FS Bogie Coal hopper, brown £8.00
3300k NS Cargo bogie EAOS, open, red £7.00
303252-1 OBB Glt Hiagh Capacity van £9.00
3252k OBB Glt van, 4wh, LWB, brown £7.00
SBB 4wh tanker, grey £5.00
303166 SBB Gs van, brown/silver door £3.00
303588 SBB Habils Aproz £10.00
3589k SBB HBIS van, Sinalco, graphics £8.00
3288 SBB kz van 'Rail', green **New** £6.00 (2)
3586 SBB Long Bogie slidewall van, Migros/Aproz £7.00 (3)
3588 SBB Long Bogie slidewall van, Migros/Bischofszell £7.00
302815k SBB Twin ore wagons x 2 , silver £15.00 (4)
2805 SBB twin silo wagon, grey £8.00
303149k SBB Twin 'Ucs' silo, grey £10.00 (2)
3104 SBB van, brown £3.00
3248k SJ van, brown £8.00
9084k SNCF Bogie Bolster wagon, red £10.00

PIKO

57504 CD Br218 diesel, red/blue/grey £48.00
50041 DB 082 03-5 0-10-0T (Lenz DCC) £115.00
50041 DB 082 036-5 0-10-0T, eplV £95.00
57505 DB 218 194-9 diesel, t/b £48.00
57507 DB 218 217-8 diesel, TEE, red/cream £48.00
50042 DB 82 025, 0-10-0, eplII £100.00
50044 DB Br82 003, 0-10-0T £80.00
51022 DBAG 180 008.5, maroon £110.00
52000 DBAG Vt612 2 unit, red/grey £135.00
50004 DR 01.5, 4-6-2, OIL tender £95.00
51003 DR E04 01, electric, green £95.00
50230 DRG 77 001, 2-10-2T, green £115.00
50239 DRG 95 009, 2-10-2T, green £115.00
57181 Metronom ME146-03 loco + 2 x D Deck coach set (no controller) £90.00
57475 Mitsui/Rheinbraun 185 565-9, black/blue/graphics £62.00
57410 OBB 1016 020-8, Taurus, red, DCC fitted £55.00
57447 RSB Logistic/HGK 185 544.4, black £50.00
57431 SBB 482 001-5, CARGO, blue/red, DCC fitted £55.00
57451 Siemens ES64 F4.001, silver/yellow £48.00
53012 DRG 2nd Bogie, green, eplI £20.00
53013 DRG 2nd with brakehouse, bogie, green eplI £20.00
53019 DR ex Saxon Bogie 2nd, green, eplV £18.00
53043 DR Buffet bogie convert, green/cream £18.00
53044 DR 6wh Baggage, green, eplV £18.00 (2)
53055 DR 1st Modernised, green, eplV £18.00
53056 DR 1st/2nd Abge, green, eplV £20.00
53059 DR Baggage Moderised, green, eplV £18.00 (2)
53101 DR 2nd/Drivers D Deck, brown/grey **New** £45.00 (2)
53101 DR 2nd Drivers D.Deck, brown/grey £40.00 (2)
53101 DR D Deck Driving Trailer, brown/grey £42.00
53107 DR DB mqee D Deck Berlin, driving coach, red/cream £40.00
53107 DR Drivers D Deck eplV red/cream £45.00
53200 DR 3rd E5 two tone green, eplII £28.00
53242 DR 2nd Schurzen -Mod-Wagen, B4ge, green, eplII £18.00
53243 DR Baggage Schurzen -Mod-Wagen, PW4ge, green, eplII £18.00 (2)
53244 DR 1st, skirts, green, eplV £18.00
53245 DR 1st/2nd skirts, Modern, green eplV £20.00
53270 DB 1st/2nd, recess door, green, eplV £20.00
57630 DB 2nd 4wh, eplII, green £6.00
53271 DB 2nd, recess door, green, eplV £20.00
57603 DB Metronom 1st/2nd/drivers, yellow/white/blue £35.00
14374 DBAG PMP Double Deck 2 unit set £36.00
53103 DBAG 2nd/Drivers D Deck, green/grey £36.00
53110 DBAG 2nd D Deck, red £45.00 (2)
95650 AAE 4wh Flat with 2 x Post swap body £12.00
58301 DB 3 x steel open with coal lload, brown/weathered £25.00
426/108 DB 4wh ARAL tank, blue, eplII £4.00
5/6408/024 DB 4wh TEGA tank kaltemittel, blue £4.00
54257 DB Acid Carbouy wagon, brown, epIII £10.00
54520 DB Bogie tanker 'Esso Gas', eplV £18.00
95808 DB Bogie tanker, blue eplII £14.00
54390 DB Cargo bogie Canvas covered wagon, red £18.00 (4)
57700 DB CARGO Flat with Hagpag Lloyd Cont **New** £11.00 (2)
54105 DB 'E' steel open, brown, eplV £7.00
54002 DB G29 van, eplII, brown £10.00
54046 DB G90 van, eplII, brown £10.00
54036 DB GO2 van, eplII, brown £10.00
54073 DB Kuhlwagen Nurnberg Quelle **New** £18.00
95037 DB KVG/Aral Bogie tanker/grey £18.00
54110 DB open, brown, eplII £8.00
54064 DB 'SERSA' van EP V **New** £9.00
54469 DB Stake wagon with stone load, brown, eplII **New** £18.00
54070 DB Transthermos van **New** £18.00
54072 DB Transthermos van **New** £18.00
95872 DB Uhlenbrock van, white £10.00
54042 DB Van Gklm, brown eplV £10.00
54078 DB van John Deere (tractor), white £10.00
54137 DB wood open with coal load, brown, eplII £8.00
54165 DBAG Bogie flat with 3 x NedLloyd cont £16.00
54160 DR Bogie flat with 3 x cont £18.00
54803 DR Bogie flat with loco body load £158.00
58093 DR bogie hopper kkt22 x 3 set, brown £58.00
54082 DR Bogie Refrig wagon, white, eplV £15.00
54086 DR Bogie Refrig wagon, white, eplV £15.00
54320 DR Bogie Silo KKt22 wagon, brown, eplII £18.00
54053 DR Bogie van, brown, eplV £15.00
54054 DR Bogie van, brown, eplV £15.00
54385 DR EVW Bogie tanker, grey, eplV £18.00
54056 DR GGrhs Bogie van, brown £16.00
54055 DR GGts Bogie van, brown, eplII £14.00
54063 DR Interfrigo LWB van, white £16.00
54813 DR Llong bogie flat with load **New** £22.00
57701 DR Lowside, brown, eplII £5.00
57717 DR stake wagon, 4wh, brown £5.00 (2)
54431 DR steel open, brown, eplV £9.00 (2)
54043 DR van Gklm, brown, eplV £10.00
54355 DR VEB Bogie Tanker, grey, eplII £15.00
54117 DR wood open, brown, eplV £7.00
54118 DR wood open, Ommu, brown £6.00
54854 DRB 'E' wood open, brown eplV £7.00
54217 DRG Becks Bier van with brake hut, grey, eplI £10.00
54039 DRG Hannover wooden van, brown, eplI £8.00 (2)
95841 DRG Konig Ludwig vn, black £10.00
6448/1059 DSB G10 Carlsberg van, white £5.00
54019 FS van, brown, eplII £9.00
54208 KLOSS & Foerster van, grey **New** £10.00
54142 KPEV Essen wood open with coal load, brown/weathered £8.00
54200 KS StEB Feldschlossen Beer van with brake hut, epI £10.00
58050 NS 2 x van FRICO eplV **New** £30.00
58068 NS 3 x steel open with coal load, grey £25.00
58013 NS 3x wagon, 'Back to the Fifties' **New** £38.00
95532 NS 4wh tanker, white £14.00
95532 NS Crosfield 4wh tanker **New** £12.00 (2)
95530-1 NS GTMK open, eplII £10.00
95431 NS open wagon, brown £7.00
54855 OBB 'E' wood open, brown, eplV £7.00
95011 OBB Gm van, eplII, brown £9.00
54044 OBB van, brown, eplV £8.00
95017 OBB Wiwag 4wh tanker, grey **New** £10.00
54492 OHE LWB 4wh van, red £18.00
58040 PKP wood open, brown, eplII £8.00
95518 SNCB Bogie tanker, grey, eplII **New** £18.00
95467 SNCB Cargo Bogie Canvas Cov wagon, green £18.00
95021 SNCF flat wagon + stakes, brown **New** £10.00
54004 SNCF Gms van, brown £9.00
72123 SNCF Guards van, brown, eplII £9.00

ROCO

63562 BASF 145 CL001, green £80.00
63804 DB 101 082-6 BKK, yellow/black DCC **New** £125.00
63722 DB 101 094-1, Asprin £85.00
63803 DB 101 095-8 Mini Cooper **New** £110.00
63748 DB 103 145-9 TEE, red/cream £115.00
43585 DB 150 022-2, green electric ..... £

CONTINKITS

STRICTLY MAIL ORDER

Continued from the previous page

74124 DR epIII Jugend Bauzug der FDJ coach + 2 van set **£38.00**
14367 DR Mitropa Reko Diner, brown/cream **£18.00**
14004 DR Pankow 4 coach set #2 ..... **£80.00**
14028.1 DRG 2nd 4wh green **£10.00** (2)
14255 DRG 2nd EILZUG, recess door, green **£18.00** (2)
74256 DRG 3rd C4i-33h EILZUG, epII, green **£18.00**
14256 DRG 3rd EILZUG, recess door, green **£18.00** (2)
14309 DRG 3rd, 4wh, green **£10.00**
14007 DRG 4 x 4wh coach set, green **£50.00**
14435 DRG Bogie Baggage, green, epII **£18.00**
74120 Hilfszug DR epIII coach + 2 wagon set **£38.00**
14349 PKP 2nd, green/grey **£22.00**
14015 SBB 2nd D Deck, blue/white/yellow doors **£28.00**
74487 SBB Bar car SRm, Jungle Bar, epV, red/black **£30.00**
14465 SBB D Deck 2nd, epV, blue/white **£20.00** (2)
14015 SBB D Deck SZU x 2, epV **£40.00**
74474 SBB Hupac coach, grey/red stripe **£25.00**
14474 SBB Hupac sleeper, epIV, grey **£18.00**
74486 SBB Speisewagen WRm 130,Rail Resto epV, red/black **£30.00**
14454 SBB Typ Y sleeper, epIV, green **£22.00**
14015 Sihltal (Swiss) 2nd D Deck, red **£24.00**
74548 SZ Post Slovenije, grey/yellow, 1:100 ..... **£20.00**
74705 ZSR Sleeper WLAB, blue, epV **£25.00**
14020 ZSR WLABv sleeper, blue/yellow stripe **£25.00**
76119 CFL Shell 4wh tanker epIII **£10.00** (2)
74168 CSD 3 x 4wh tanker. epIII **New** **£65.00**
76419 CSD KRP 4wh tanker, epIII **New** **£22.00** (3)
76420 CSD Prazdroj Refrig van epII, green **New** **£17.00** (2)
76425 CSD Prazdroj Refrig van epII, white **New** **£17.00** (3)
76423 CSD/BMP Mogul 4wh tanker, epII **New** **£18.00** (3)
76278 DB 4wh flat with van load, epIII **£10.00**
16006 DB 4wh kalk twin tub wagon, grey **£8.00**
76309 DB 4wh tanker ESSO, silver, epIII **£10.00**
76310 DB 4wh tanker, BP, silver, epIII **£10.00**
16146 DB Acid Carbouy wagon, brown **£8.00**
16097 DB Aral 4wh tanker, white **£9.00**
16086 DB Gmhs35 van, brown **£7.00**
16228 DB Tank wagon VTG, dark grey **£9.00**
16008 DB Twin LEIG van set **£20.00**
76135 DB van GO1, green, epIV **£9.00** (2)
76106 DR 4wh tanker, Buna, blue epIII **£10.00**
76231 DR Acid Carbouy wagon, brown, epIII **£10.00**
16129 DR Gmhs van, epIII **£10.00**
16002 DR O Halle open, brown, epIII **£6.00**
14101 DRG 3 x 4wh tanker set **£25.00**
16005 DRG 4wh tank + Kab 'Wasserwagen Nurnberg' **£9.00**
16005 DRG 4wh tanker with brake hut, black **£10.00** (2)
16043 DRG 4wh tanker, black **£8.00**
76468 DRG DEROP 4wh tanker with brakehut, silver/red **£12.00**
16044 DRG KALK wagon, brown **£8.00** (4)
16044 DRG Kalkkubel wagon, brown **£8.00**
76435 DRG Persil van, green, epII **£12.00**
18761 DRG Refrig van Merkers Hopfenperle, cream/graphics **£9.00**
76206 DRG Refrig van Molkerei-waren **£10.00**
16035 FS 4wh tank + Kab, Ermefer, grey **£10.00** (3)
16290 Meteor Kuhlwagen, epII, blue **£8.00**
14122 NS 3 x 4wh tanker set, weathered **£30.00**
76115 NS 4wh tanker ESSO, silver, epIII **£10.00**
16115 NS APC/ESS 4wh tanker with brake hut, silver **£10.00**
16015 OBB 4wh Wein tanks + Kab **£9.00**
16056 OBB Oa Low sided wagon, brown **£8.00**
76172 OEB GO1 van, brown, epII **£8.00**
76416 PKP DEC/EVA bogie tanker, brown **£18.00** (2)
76167 PKP Lowside, brown **£8.00**
76165 PKP wooden open, brown **£7.00**
16024 Sachs 4wh tanker with brake hut, black **£8.00**
76451 Sachs 4wh tanker with brake hut, black **£10.00**
16023 Sachs DEA 4wh tanker with brake hut, black **£10.00**
16057 SNCF Ter low sided wagon, brake cab, brown **£8.00**
16182 SNCF wine tank wagon twin barrel, grey **£9.00**
76421 St.E.G Kraluper 4wh tanker epII **New** **£22.00** (4)

See us at the following events: 29th/30th Jan Pontefract MRS; 6th Feb at Harrogate Show Ground. Please let us know what you would like to see and we will happily bring it along, no obligation to buy! PLEASE give a few days notice. We are happy to buy or part exchange, just let us know what you intend to bring.

HOm

BEMO METAL COLLECTION

1282 301 MOB Fze 6/6 #2001, artic Railcar, blue/cream **£865.00**
1295 111 RhB G3/4, 2-6-0T #5, Engadin, Pirovino detail + Zimo DCC **£665.00**
1293 149 RhB G2/3 + 2/2 Mallet #29, Pirovino special + Zimo DCC **£865.00**
1295 111 RhB G3/4 2-6-0T, Rhatia **£438.00**
1277 121 RhB Ge2/2 #161, brown **£345.00**
1295 111 RhB G3/4 #1 Rhatia, 2-6-0T, green (Zimo DCC **£650.00**
2298 140 RhB Timber wagon x 2 set #1513/1520 ..... **£95.00**

HOBBY MODELS (METAL MODELS)

87007 RhB Fd 8658 Gravel Carrier, biege/weathered **£95.00**
87009 FO Fd 4853 Gravel Carrier, grey/weathered **£95.00**

FERRO SUISSE

Snow Plough Xrotd #9213, brown **£978.00**
RhB G3/4, 2-6-0T #11, green **£900.00**
FO HG3/4, 2-6-0T #4, black **£950.00**
87510 Bahnwarterhaus wooden kit **£65.00**

BEMO SH

1262 502 BVZ He 4/4*, red **£145.00**
1262 515 BVZ HGe4/4 #5 Mount Fuji **£145.00**
3276 502 BVZ A2072 1st, red/silver stripe **£22.00** (3)
3276 503 BVZ AS 2013 Panorama with people, red/white **£45.00**
3288 501 BVZ 1st AS2011 Panoramic, Glacier Express, red/grey **£45.00**
3288 501 BVZ 1st AS2011 Panoramic, Glacier Express, red/grey, passengers **£55.00**
3288 502 BVZ 1st AS2012 Panoramic, Glacier Express, red/grey **£45.00** (2)
3259 513 BVZ 2nd B2288, red/white stripe **£25.00**
2275 522 BVZ Kk-v 2897 Cradinal **£12.00**
2288 501 BVZ Bogie van Haik-v 2471, grey **£24.00**
2288 502 BVZ Bogie van Haik-v 2472, silver **£25.00**
2283 297 DFB X2941 2001 Yr wagon, grey **£20.00**
1260 FO Ge4/4*' #81, red, ... **£75.00**
1260 1 FO Ge4/4*' #81, red, ... **£75.00**
1260 2 FO Ge4/4*' #82, red **£75.00**
1262 202 FO He 4/4* #102, red **£145.00**
1262 217 FO He 4/4 #107, red, digital **£145.00**
1262 212 FO Deh 4/4 #52, red, digital **£145.00**
1263 215 FO Deh 4/4 #55 Brig, red **£155.00**
1262 202 FO He 4/4* #102, red (as new) **£168.00**
3288 206 FO 1st AS4026 Panoramic, red/white, passengers **£55.00**
3288 202 FO 1st AS4026 Panoramic, red/white **£45.00**
3288 208 FO 1st AS4028 Panoramic, red/white **£45.00**
3252 215 FO 1st A4065, red/white stripe, Glacier Express **£24.00**
3258 213 FO AB4173, centre entrance, red/white stripe **£26.00** (2)
3257 229 FO 2nd B4269, red/white stripe **£25.00**
3253 FO 2nd B4270, red **£20.00**
3266 FO 2nd B4270, red **£18.00** (4)
3239 211 FO 4wh 2nd B4201, red **£28.00** (2)
2254 FO Van GbV 4434, brown/silver door **£16.00** (2)
2250 226 FO Van GbV 4436, brown **£17.00**
2250 226 FO Van GbV 4436, orange/silver door **£16.00**
2254 FO Van GbV 4438, brown/silver door **£16.00**
3257 625 LSE 2nd, Centre door, B065 ..... **£25.00** (2)
7280 310 MOB Start Set GDe4/4 + coach + 2 x van + track **£185.00**
1282 301 MOB Fze 6/6 #2001 Artic Railcar, blue/cream (Metal Series) **£965.00**
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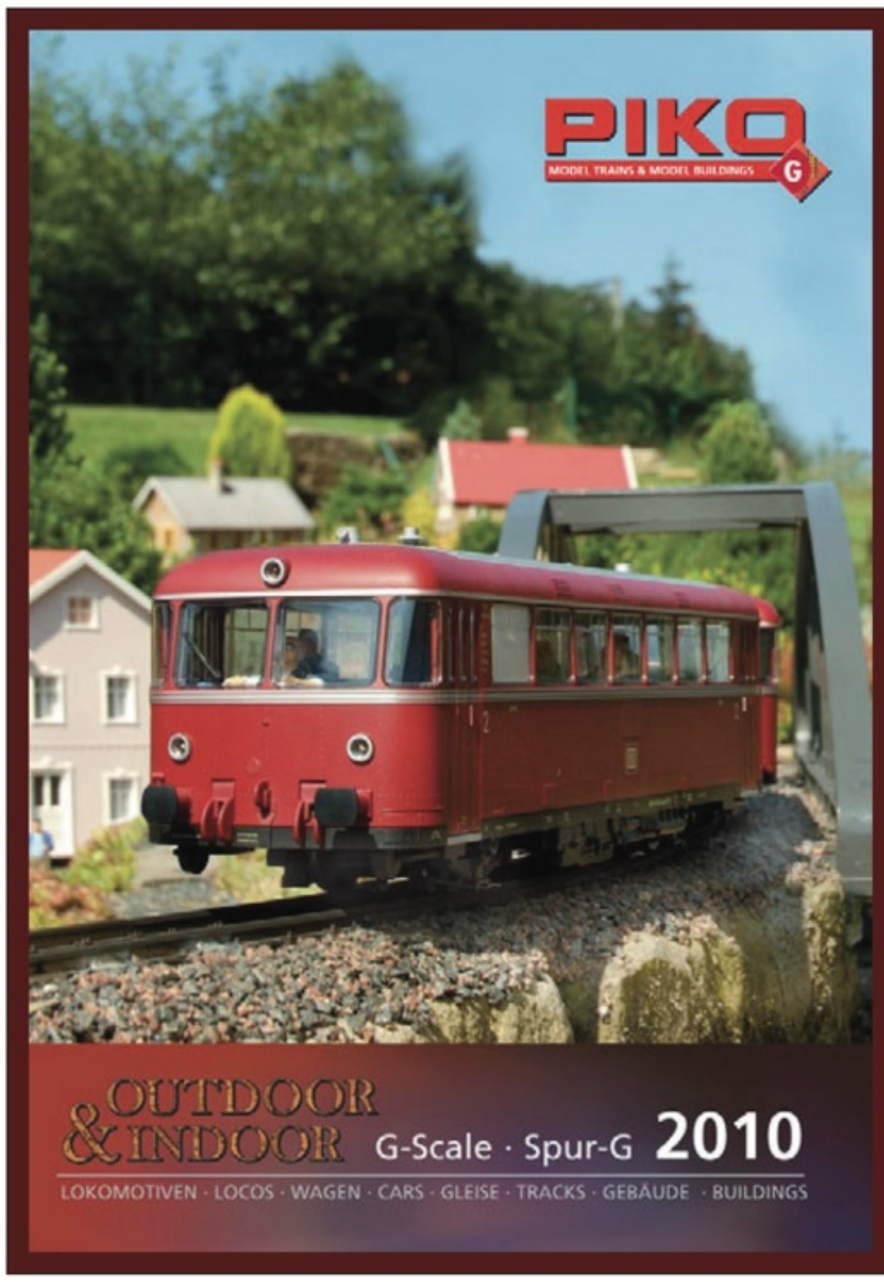

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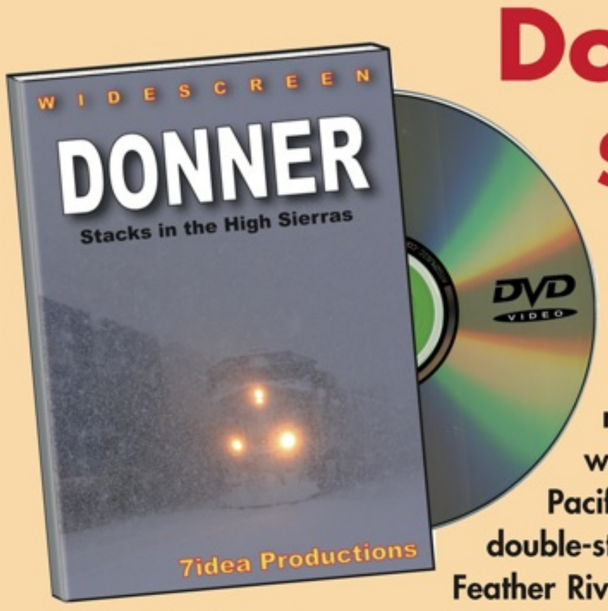
Donner Pass...



Stacks in the High Sierras

For over 140 years the Sierra Nevada Mountains of northern California have reverberated with the sounds of hard-working locos of the Central Pacific, Southern Pacific and now the UP. In November, 2009 double-stack traffic was re-routed off the nearby Feather River Canyon adding to the frequency of trains on this legendary route.

7idea Productions made three trips to Donner Pass between January and September 2010 to capture the many personalities of "The Hill" between Roseville, California and Sparks, Nevada. From late summer sun to blizzard conditions on the mountain, you'll have a front row seat of the action!

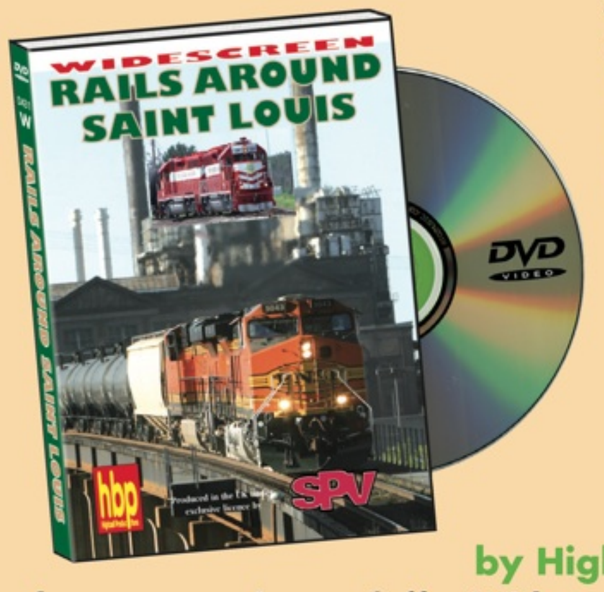
Take in the amazing view of mainline action from high atop Red Mountain, the old Central Pacific fire lookout above Cisco. Stand inside the snow sheds of Norden as a heavy stack train blasts through! Snowshoe into Troy and see Jordan Spreaders and flangers hard at work clearing the white stuff off the double-track main! Feel the ground shake as 10,000 foot stack and manifest trains labor up 2% grades in Run 8! Distributed power is everywhere, as Union Pacific utilizes this technology for more efficient train handling. Witness heavy trains running in 4x2, 1x1x1, even 3x3x1 configurations.

Shot in beautiful high-definition in spring, late summer and winter, this is the ultimate look at Donner Pass!

by 7idea Productions 120 mins • ***colour*** • ***narration on/off*** • ***Widescreen*** Ref D430 **£ 21.00** (FREE UK & Europe p&p)

ALSO AVAILABLE IN BLU_RAY (FREE UK & Europe p&p)

RAILS AROUND SAINT LOUIS



Saint Louis hosts a wide variety of railroads, Alton & Southern, Amtrak, BNSF, CSX, KCS, Manufactures Railway, NS, TRRA and UP. See the action on the huge MacArthur Bridge, Merchants Bridge, Gateway Yard, Lecledes Landing, Granite City, Grand Boulevard, the Amtrak Station, Valley Junction, Bremen Interlocking and Kirkwood. Gritty, urban railroading! Dolby 2.0 audio.

Widescreen 16:9 DVD only. Running time 2 hrs 10 mins. STLW $35.95

by Highball Productions 2 hrs 10 mins • ***colour*** • ***narration on/off*** • ***Widescreen***

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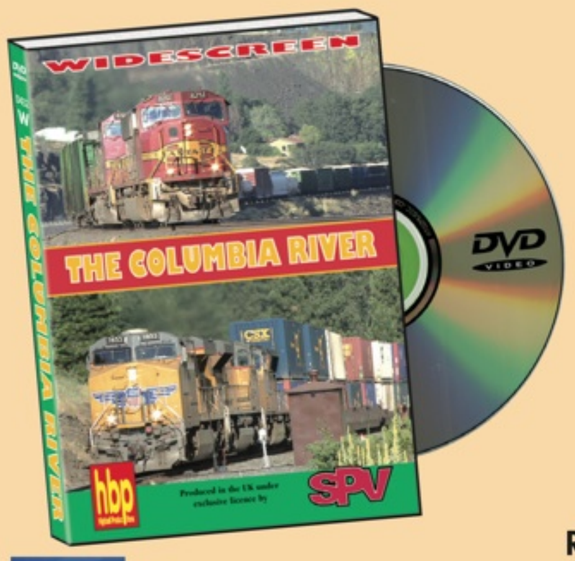
THE COLUMBIA RIVER



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. Dolby 2.0 audio.

by Highball Productions

120 mins • ***colour*** • ***narration on/off*** • ***Widescreen***

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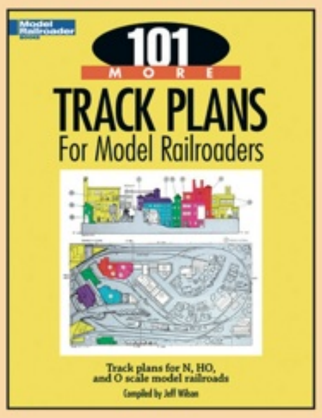
New From Kalmbach Publishing

101 More Track Plans for Model Railroaders



Featuring plans from Model Railroader magazine from three decades, each of the 101 track plans has a newly written, informational description of the design. The track plans range in size from simple 4 x 8 foot and smaller layouts to room- and garage-sized showpieces, with the majority focusing on mid-size layouts. Softcover; 8 1/4 x 5 1/2; 88 pages; 101 illustrations; 0890247761 **£ 14.50** (FREE UK p&p)