JANUARY 2013 CONTINENTAL MODELLER VOLUME 35

CONTINENTAL MODELLER

JANUARY 2013 | £3.95 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

Austria/Hungary HO

Admont



Inside this issue...



German HO
Zwiesboden



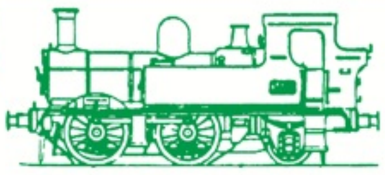
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W129 GP9 Canadian Pacific.....**£42.40**
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EMC B & O doodlebug + coach £133.65



CC airslide hopper 'Jack Frost' £16.50



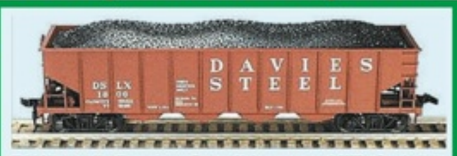
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MP98130 tank 'Hercules Powders' **£9.25**
MP98071 36' 2 bay hopper Virginian **£9.25**



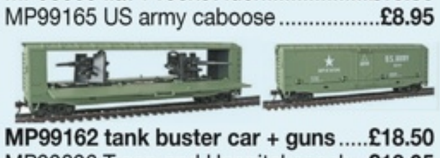
AT&SF 'Valley Flier' h/w24 Sleeper. Obs, coach & baggage £75.00



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PK59604 SNCF 2nd/baggage.....£37.00
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7471 B&O Pacific + vandy tender **£99.65**



MP87573 Mikado 'Southern'.....£115.00
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Kato AT & SF F7 loco & freight set ..**£125.00**



CC PA1 & PB1 'Daylight' £125.00



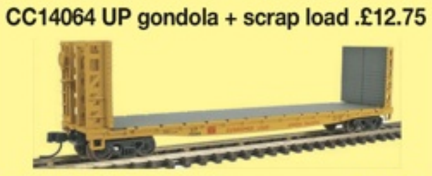
K1110-1 F3 A&B AT&SF.....£132.00
CC 3 bay hopper 'Midland Grain'.....**£8.30**
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CONTINENTAL MODELLER

January 2013
Volume 35
Number 1

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Published on the third Thursday of the preceding month by

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

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

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

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

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ISSN 0955 – 1298

Annual subscription (12 issues):
United Kingdom £47.40, post free.
Overseas (including Eire) £70.00.
Back numbers – for information, see the classified advertisement under 'Trade Sales Books'.

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



Cover
Autumn 2008: an ÖBB 5022 Desiro articulated railcar crosses the river on its way into Admont with an afternoon service. Photograph: editor.

Warley success

As this issue will appear just before the Christmas and New Year holiday, it is appropriate to repeat our seasonal greetings and wishes for a happy new year.

The lead time between production and publication means that this issue is being completed in the week after the major show organised by the Warley club at the National Exhibition Centre. Once again this proved to be a very busy and successful event, with attendance higher than last year, despite the wet and windy weather. There was an excellent selection of layouts to be seen, with overseas subjects well represented.



A number of awards and presentations in various scale/gauge categories are made to layouts at the event. The CONTINENTAL MODELLER Cup for the 'favourite foreign layout' went to Hans Louvet (seen receiving the award from Pete Waterman) for *La Baraque* – once again the judging panel was spoiled for choice, with such a wonderful collection on show, and it is always hard to compare layouts of such different themes, styles, and sizes. *The Blue Tram in N* and *Veldhoven 1935* also seemed to attract a lot of attention from visitors, in inverse proportion to the size of the display!

Congratulations too to Tony Bennett, whose *Project Iraq* layout was raising funds for the 'Help for Heroes' charity; £486.06 was collected in the course of the show. Tony would like to thank all those who donated.

John Hills retires

We are sure all readers will join us in wishing John Hills well as he retires after 42 years representing Fleischmann in the UK (and, since 2008, Roco as well). We have no doubt that he has made a significant contribution to the high profile Continental modelling now has in this country, not least through his involvement with the Fleischmann MRC. We have been privileged to have the benefit of his experience and the pleasure of his company at various exhibitions in Germany and on visits to the Fleischmann factory. Thank you for all that, John, and best wishes for the future.

CM 2012 Cup competition

As we start a new year, it is customary to look back on the one just gone and choose the recipient of the CONTINENTAL MODELLER Cup for 2012. Remember that the winner is chosen by you, the readers, so your opinion is important. Once again, all votes will be entered into a free prize draw, with attractive and worthwhile prizes. Full details of the competition can be found on page 21a.

CM binding arrangements

Orders are now being taken for binding volumes of the magazine for 2012. Readers who wish to have their issues of the magazine for the past year stitched and bound into a hardback case should order before 15th February 2013. The binding can be either with or without covers and advertisements. Please remove the unwanted pages before sending the volume to our office. For the full content, the cost is £54.00; the 'slimline' version, without cover and advertisements, is £48.00. These prices include UK return postage.

CONTINENTAL MODELLER

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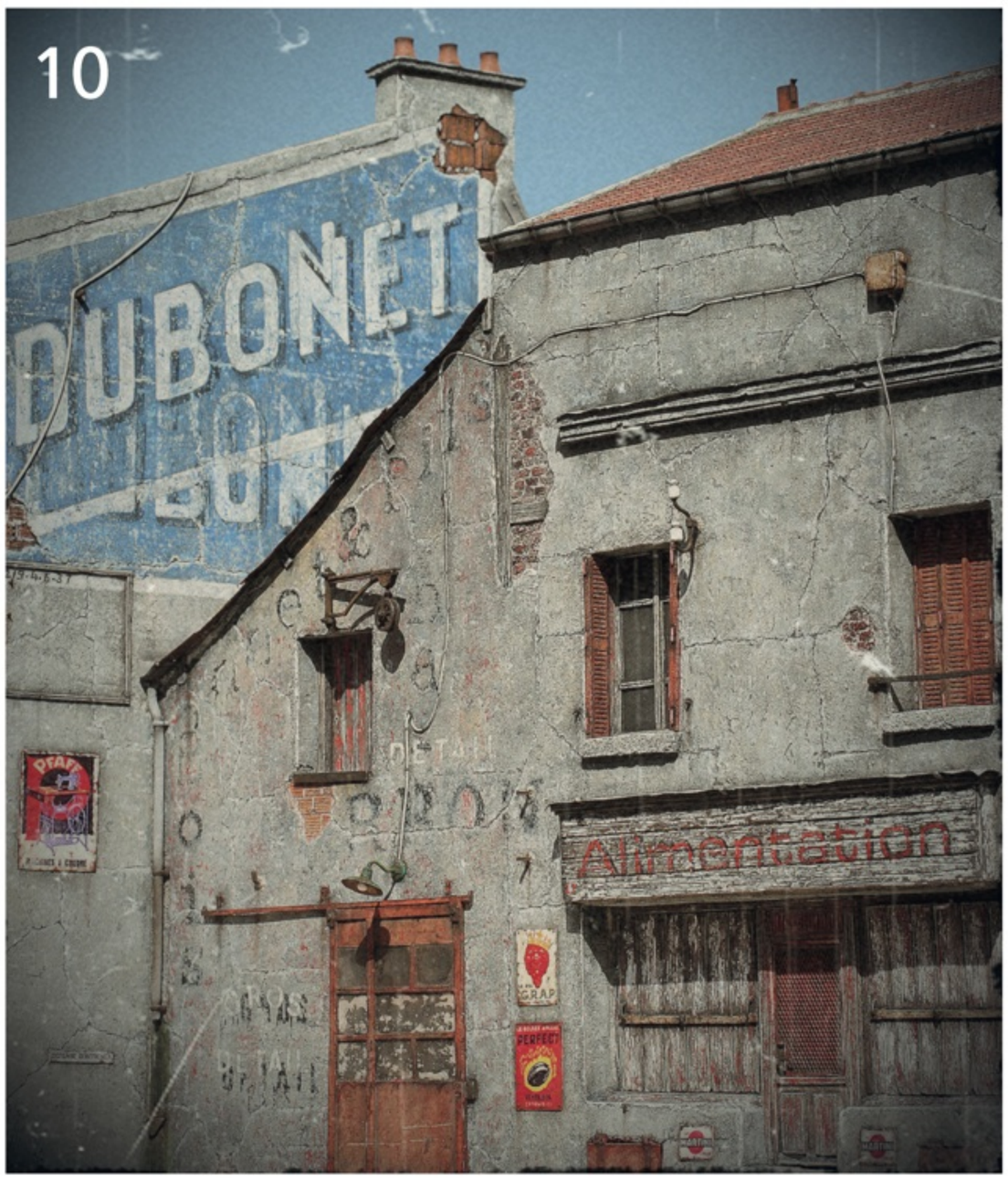
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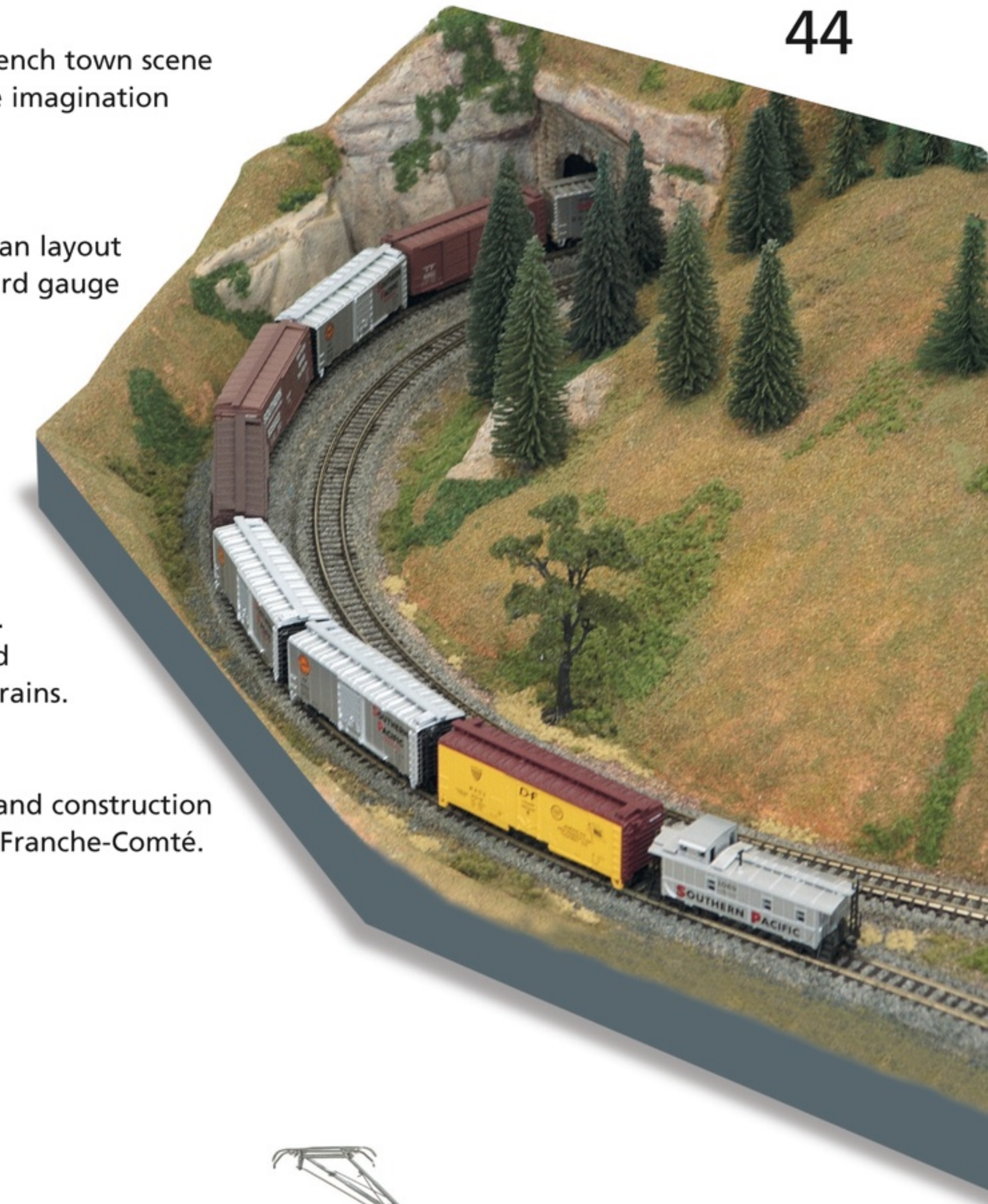
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ATLAS

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10000949	Trainman RS-36 Nickel Plate Road 866	£79.20	£44.95
10000954	Trainman RS-36 NALCO 1800	£86.60	£49.95

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20000379	Trainman 20' High Cube MSW Trash Container AWIU	£10.50	£7.95
20000441	5701 Centreflow Hopper Polysar 97603	£25.60	£12.95
20000531	Master 89'4 Flatcar Greenbrier Leasing 20658	£25.60	£13.95
20000532	Master 89'4 Flatcar Greenbrier Leasing 20666	£25.60	£13.95
20000535	Master 89'4 Flatcar East Carbon Development 20661	£25.60	£13.95
20000537	Master 89'4 Flatcar East Carbon Development 20682	£25.60	£13.95
20000702	Trainman Flat Car Atlantic & Western 53068	£9.50	£6.95
20000706	Trainman Flat Car Iowa Chicago & Eastern 67082	£9.50	£6.95
20000861	Master 89' 4 Flat Car Southern Pacific 520548	£27.50	£14.95
20000864	Master 89' 4 Flat Car Southern Pacific 520586	£27.50	£14.95
20000871	Master 89' 4 Flat Car ECDC Environmental 20012	£27.50	£14.95
20000876	Master 89' 4 Flat Car Trailer Train 976119	£27.50	£14.95

N GAUGE LOCOMOTIVES

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N GAUGE ROLLING STOCK

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50000466	Master Thrall 2743 Gondola Union Pacific 152007	£16.10	£8.95
50000478	Master 5701 Plastics Hopper ACFX (ERS) 36359	£19.80	£9.95
50000479	Master 5701 Plastics Hopper ACFX (ERS) 36376	£19.80	£9.95
50000481	Master 5701 Plastics Hopper Amoco Chemicals 6776	£19.80	£9.95
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50000488	Master 5701 Plastics Hopper Polysar 97603	£19.80	£9.95
50000489	Master 5701 Plastics Hopper Polysar 97604	£19.80	£9.95
50000490	Master 5701 Plastics Hopper Union Tank Car 57641	£19.80	£9.95
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FALLER

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130522	Stables V	£36.40	£19.95
130528	2 Mobile silos	£31.30	£14.95
130529	Dunghill	£19.80	£9.95
130540	PREMIUM Riding Centre Lilienhof Stud Farm IV	£169.20	£84.95
130565	Zoo enclosure Bisons	£36.40	£18.95
130568	Goats and Sheep Petting Zoo III	£31.30	£15.95
130569	Zoo signposts + Information panels	£9.50	£4.95
154111	Faller Mini Scenes - in The Zoo	£16.20	£6.95
154112	Faller Mini Scenes - Boy Scouts	£16.20	£6.95
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190200	Goods Handling Set	£41.00	£22.95

N GAUGE PLASTIC KITS

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KATO (American Outline)

HO GAUGE LOCOMOTIVES

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HO GAUGE ROLLING STOCK

Item No	Description	Was	NOW
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35-6004	Budd Business Car NYC Gotham	£37.50	£19.95
35-6101A	Material Handling Car Amtrak 1515	£38.00	£19.95
35-6101B	Material Handling Car Amtrak 1550	£38.00	£19.95
38-0111	ACF 70T Clsd Side Hopper SCL 8100- 8165- 8247	£35.40	£18.95
38-0202	ACF 70T Open Side Hopper GE Lamps 313- 317- 318	£35.40	£18.95
38-0204	ACF 70T Open Side Hopper Monon 4331- 4376- 4382	£35.40	£18.95
38-0205	ACF 70T Open Side Hopper WAB 30000-30001-30004	£35.40	£18.95
38-0206	ACF 70T Open Side Hopper WM 5102- 5124- 5187	£35.40	£18.95

N GAUGE LOCOMOTIVES

Item No	Description	Was	NOW
137-2024	GG1 Penn Central No.4923	£110.80	£59.95
166-0106	Budd RDC-2 New York Central	£62.30	£29.95
176-0938	GE U30C Department of Transportation No.001	£82.30	£49.95
176-1107	EMD F3B 1402B UP Freight w/o steam gen	£66.50	£34.95
176-3125	EMD SD45 Great Northern Big Sky Blue No.412	£86.60	£44.95
176-4108	N ALCO PA-1 D&RGW 6013	£78.10	£44.95
176-4952	EMD SD40-2 Mid BN 6772	£78.10	£44.95
176-5343	EMD E8A Penn Central No.4285	£75.00	£39.95
176-8415	EMD SD70ACe BNSF 9370	£85.50	£49.95
176-8416	EMD SD70ACe BNSF 9378	£85.50	£49.95
176-8419	EMD SD70ACe BNSF Swoosh No.9399	£88.00	£49.95

PIKO

G SCALE LOCOMOTIVES & RAILCARS

Item No	Description	Was	NOW
37416	MRCE Taurus Electric Locomotive Black V	£281.90	£159.95
37561	DR BR110 Diesel Loco IV	£295.00	£165.95
37562	DBAG BR298 Diesel Loco V	£295.00	£165.95

G SCALE ROLLING STOCK

Item No	Description	Was	NOW
37711	DBAG Warsteiner Container Wagon VI	£105.00	£59.95
37713	DR Deutrans Container Wagon IV	£105.00	£59.95
37737	CD Nacco High Sided Gondola Wagon VI	£95.00	£49.95
37803	DB EKU Refrigerated Beer Wagon III	£60.00	£29.95
37806	DB Konigsbacher Beer Wagon III	£59.00	£29.95
38811	Santa Fe Box Car	£59.00	£29.95
38812	PRR Rib Sided Hopper	£59.00	£29.95
38815	Christmas Steel Reefer Wagon	£59.00	£29.95

G SCALE PLASTIC KITS

Item No	Description	Was	NOW
62046	Refinary Burn-Off Pla	£155.00	£79.95
62047	Refinary Cracking Pla	£165.00	£74.95
62106	Hobby Santa Fe Medical Centre	£92.00	£34.95
62111	Hobby Trading Post	£105.00	£59.95

HO GAUGE LOCOMOTIVES & TRAIN PACKS

Item No	Description	Was	NOW
57440	CFL BR185 Loco Epoch V	£81.00	£44.95
57444	Hobby Euro Bulls Class 185 Epoch V	£81.00	£39.95
57491	Knoor Bremse BR182 Electric Locomotive V	£78.00	£39.95
57594	Regental Cargo Hercules Diesel Locomotive V	£73.80	£39.95
57930	Railpool BR185 Electric Loco VI	£81.00	£44.95
57932	HLG BR185 Electric Loco VI	£81.00	£44.95
59405	GKB G1700 Diesel Loco Epoch V	£95.00	£49.95
59406	LTE G1700 BB Diesel Locomotive V	£95.00	£49.95
59407	VPS G1700 BB Diesel Locomotive V	£71.70	£49.95
59412	KSW G1700 Diesel Locomotive VI	£98.00	£49.95
59413	Wiebe G1700BB Diesel Locomotive V	£98.00	£49.95
59441	DBAG BR101 Electric Loco China Air V	£85.00	£49.95
59544	MGW Service BR185.2 Electric Locomotive VI	£90.00	£49.95
96127	SNCF VFLI Diesel Locomotive	£117.90	£59.95
96179	RDT 13 No.1202 Diesel Locomotive V	£105.00	£59.95
96502	SNCF BB 817045 Electric Locomotive V	£148.70	£79.95

HO GAUGE COACHES

Item No	Description	Was	NOW
53039	MWB Baggage Coach V	£33.50	£16.95
53088	DR Reco Postal Coach	£36.50	£19.95
53143	DRG Saxonian Coach 4Th Class Era II	£41.50	£19.95
53146	DR 2nd Class Coach Epoch III	£41.50	£18.95
53158	SNCB 2nd Class Coach III	£41.50	£19.95
53161	SNCB Baggage Coach III	£41.50	£19.95
53200	DR 3rd Class Coach III	£24.60	£19.95
53229	DBP A/15 Mail Van Epoch IV	£49.50	£26.95
53240	DR Modernisation Coach 1St Class Era III	£44.50	£14.95
53247	DR 1st Class Coach III	£41.00	£19.95
53248	DR 1st/2nd Class Coach III	£41.00	£14.95
53305	DBP Mail Van III	£40.50	£19.95
53360	DR Ab4U-Type Coach - Epoch III	£45.50	£19.95
53362	DB A4u 1st Class Coach III	£45.50	£23.95
53363	DB A4u 2nd Class Coach III	£45.50	£23.95
57607	Connex Passenger Coach	£22.50	£12.95
57623	DR Bi-Level Driving Coach IV	£39.50	£19.95
57633	DR 2nd Class Coach III	£13.25	£6.95
57659	DB City Bahn 2nd Class Driving Coach IV	£39.00	£23.95
57660	DB City Bahn 2nd Class Coach IV	£29.00	£18.95
57691	DBAG ICE3 Coach 2nd Class Epoch V	£28.50	£15.95
58624	SNCF Autoroute Alpine Coach V	£71.80	£39.95

HO GAUGE WAGONS

Item No	Description	Was	NOW
54018	NS Box Wagon De Cooperative III	£22.75	£11.95
54313	DBAG Bogie Hopper Wagon V	£30.70	£25.95
54330	DBAG Timber Wagon V	£45.50	£24.95
54342	DBAG 3 Bay Hopper IV	£46.00	£21.95
54427	DR Flat Wagon III	£49.50	£27.95
54434	DR Open Wagon IV	£41.50	£19.95
54462	DB Stake Wagon with Hay Load III	£36.50	£19.95
54469	DB Stake Wagon III	£35.50	£19.95
54477	DB Flat Wagon with Load Epoch IV	£45.50	£24.95
54485	DBP Mail Van IV	£31.50	£19.95
54508	SBB High Capacity Sliding Wall Box Wagon V	£87.00	£49.95
54527	NS Shell Gas Tank Wagon III	£40.00	£19.95
54545	DB Refrigerated Kuhl Transit" Epoch III"	£34.50	£14.95
54550	NS Refrigerated Wagon Drie Hoefijzers III	£34.50	£17.95
54564	SNCB 2 Bay Side Hopper V	£47.00	£24.95
54565	DR 2 Bay Side Hopper IV	£25.60	£17.95
54566	DB 4 Wheel Hopper IV	£47.00	£24.95
54567	HVLE 4 Wheel Hopper IV	£47.00	£24.95
54568	DBAG 2 Bay Side Hopper V	£36.50	£19.95
54569	DR 2 Bay Side Hopper IV	£36.00	£19.95
54600	DBAG 2-Sided Hopper Epoch V	£44.60	£24.95
54634	DB Schenker Self Discharge Hopper Wagon VI	£39.50	£19.95
54652	DBAG GATX Bogie Tank Wagon V	£45.00	£24.95
54655	Drachengas Bogie Tank Wagon VI	£45.00	£24.95
54656	SBB Wacosa Gas Bogie Tank Wagon V	£45.00	£24.95
54902	DBAG Rexwal-Tamoil Bogie Tank Wagon V	£41.50	£22.95
54911	SNCF Tiphook Rail Tank Wagon V	£37.50	£19.95
54919	DBAG Siess Bogie Tank Wagon V	£37.50	£19.95
54925	DR Acid Tank Museum Wagon IV	£31.50	£17.95
54940	DRG Beer Reckenbrau" Epoch II"	£32.80	£17.95
54951	DRG Lubzer Beer Wagon II	£34.00	£18.95
54970	DB Flat Wagon with Load IV	£32.30	£17.95
54973	DRG Stake Wagon with Traction Engine Load II	£34.00	£18.95
54991	DBAG Teekanne Refrigerated Wagon V	£26.50	£13.95
57749	SNCF Tank Wagon V	£12.50	£6.95
96634	Colas Rail Covered Van Set (2) VI	£49.00	£24.95

HO GAUGE PLASTIC KITS

Item No	Description	Was	NOW
61122	Unloading Bridge	£20.00	£6.95

N GAUGE LOCOMOTIVES

Item No	Description	Was	NOW
94114	SNCF VFLI ATA DJ603 Diesel Loco (ex-BB66616)	£115.00	£64.95

All items in stock on 13 November 2012. When these items sell out, they will revert to the original selling price. Please visit our website for the very latest prices & availability. E & OE

FALLER

HO GAUGE

120157	Diesel Fuel Facility	£33.00
120191	2 Platforms - for all track types	£30.00
120535	Bietschtal Bridge (BLS)	£77.00
120563	2 Tunnel Portals - Single-track	£6.00
130513	Boats & Pedalos IV	£9.00
131012	Quay Wall	£12.00
140312	Ferris Wheel	£76.00
140315	Chairoplane	£66.00
140318	Swingboats	£56.00
140329	Childrens Merry Go Round	£30.00
161504	Car System Starter Set MB Sprinter	£86.00
161506	Car System Starter Set Bus III	£86.00
161507	Car System Starter Set DHL V	£81.00
180401	Fencing	£5.50
180403	Iron Railing	£5.50
180404	Fencing	£5.50
180407	Railing Fences	£5.50
180408	Bonanza Fencing	£5.50
180411	Garden Iron Fence	£5.50
180412	Iron Fence with Gate	£5.50
180413	Protective fence	£5.50
180414	Wire Mesh Fence w/Wooden Poles	£8.50
180429	Front Garden Fencing (L:385mm)	£5.50
180433	Metal Industrial Fencing	£8.50
180438	Tables and chairs	£5.50
180439	Garden charis and tables	£6.50
180441	Benches	£6.50
180443	Park benches	£5.50
180492	Allotments w/Small Garden House	£10.00
180535	Crash Barriers	£8.50
180576	Playground Equipment Swing Slide	£12.50
180577	Adventure Playground Era III	£13.50

N GAUGE

222119	3 Platforms	£20.00
222127	Overall Roof	£23.00
222151	Footbridge (Clearance 6cm) III	£16.00
222581	Steel Arch Bridge Including Piers I	£23.00
222583	Arch/Girder Bridge Era II	£23.00
222585	Viaduct Sections (2) Era I	£17.50
222586	Curved Viaduct Sections (2) Era I	£17.50
272401	Fencing	£5.50
272402	Bonanza Fence	£5.50
272404	Iron Railing	£5.50
272405	Factory Wall	£5.50
272420	Metal Industrial Fencing	£8.50
272441	Garden chairs and tables	£5.50
272533	Weekly Market Scene Stands/Carts	£21.00
272562	Silo and Straw Bales - Epoch IV	£6.50
272568	Adventure Playground	£15.50

Full Range Stocked

Viessmann

CATALOGUE

89991	Viessmann Catalogue 2013/14	£5.50

HO GAUGE

4100	Catenary Starter Set	£69.95
6010	Single Nostalgic Light 73mm	£10.75
6011	Single Gas Light Green 56mm	£8.00
6017	House Illumination LEDs (Yellow)	£2.75
6018	House Illumination LEDs (White)	£2.75
6020	Single Park Lamp Black 62mm	£9.50
6041	Double Station Lamp Black 85mm	£13.75
6065	Wood Post Lamp 90mm	£10.25
6070	Single Park Gas Lamp Black 56mm	£7.00
60701	Single Black Park Lamp	£9.50
60706	Single Bulb Park Gas Lights (6)	£33.50
6071	Single Park Gas Lamp Black Clear	£8.00
6072	Single Park Gas Lamp Green 56mm	£8.00
6076	Wall Light	£8.00
6080	Single Modern Street Light 49mm	£6.00
60801	Single Modern Street Light	£9.00
6090	Single Modern Whip Street Light	£7.00
60906	Single Bulb Modern Street Lights (6)	£33.50
6091	Single Modern Whip Street Light	£7.75
6092	Modern Single Street Light 100mm	£8.25
6095	Double Modern Whip Street Light	£11.75
6097	Modern Double Street Light 100mm	£14.00
6130	Single Swan Neck Lamp Black 87mm	£8.00
61406	Sgl Bulb Black Swan Neck Lamps (6)	£33.50
6300	Single Bowl Lamp Green 57mm	£8.00
6333	Floodlight	£10.50
6363	Double Yardlamp Lattice Post 124mm	£12.00
63631	Double Yardlamp Led Girder	£16.75
6364	Modern Platform Light 70mm	£8.25
63641	Station Yard Lamp Led	£11.25
6365	Station Subway Light	£7.25
6384	Single Yard Lamp Lattice Post	£10.75
6385	Single Yard Lamp Lattice Post	£11.50
6396	Single Gas Lamp 48mm	£9.75

N GAUGE

4300	Catenary Starter Set	£135.00
6411	Single Gas Lamp Green 35mm	£8.00
6440	Single Swan Neck Light 48mm	£7.00
6460	Single Wood Mast Light 56mm	£9.00
6463	Double Yard Lamp Girder Post 68mm	£12.25
6464	Station Light 36mm	£8.75
6470	Single Gas Park Lamp Black 33mm	£7.00
64706	Single Gas Park Lamp Black (6)	£33.50
6490	Single Modern Whip Light 54mm	£7.00
6497	Single Modern Street Light 55mm	£8.25
6585	Single Lattice Mast Lamp 80mm	£10.00

Full Range Stocked

Preiser

HO GAUGE DELUXE FIGURES

10050	Women Hanging Washing	£11.00
10057	Wedding Group Protestant	£11.00
10059	Housewives Working (6)	£11.75
10072	Boats and People	£10.75
10077	Fishermen (6)	£11.75
10089	Photographers (6)	£11.75
10091	Cyclists (6)	£14.50
10107	Nude Bathers (6)	£11.75
10113	Young Travellers Hikers (6)	£11.75
10169	Assorted Birds	£14.50
10181	School Children (7)	£11.00
10306	Swimming People (6)	£10.75
10308	Children / Youths At Pool (7)	£10.75
10313	Skiers Downhill (6)	£11.75
10333	Cyclists - Elderly (3)	£10.75
10371	British Police in Shirt Sleeves (6)	£14.50
10485	Firemen Fighting Fire (5)	£17.50
10519	Funeral Protestant	£14.50
10520	Funeral Catholic	£14.50
10521	Funeral	£13.75
10530	Children Playing	£14.50
10545	Trainspotters	£14.50
10576	Crime Scene Investigators	£9.50

HO GAUGE STANDARD FIGURES

14004	Seated Passengers On Benches	£7.25
14013	Railway Yard Workers In Action	£7.25
14014	Steam Loco Crews (6)	£7.25
14016	Delivery Men with Trolley & Loads	£7.25
14019	Passengers Waiting (6)	£7.25
14020	Passengers Walking (6)	£7.25
14023	Pedestrians (6)	£7.25
14028	Passengers Arriving and Greeting	£7.25
14030	Road Workers with Tools (6)	£7.25
14031	Mechanics In Overalls (6)	£7.25
14034	Workers In Protective Clothing (6)	£7.25
14036	Sleeper Layers	£7.25
14039	Cattle At Market with Figures	£7.25
14050	Women Hanging Washing (4)	£7.25
14057	Wedding Group Protestant	£7.25
14058	Wedding Group Catholic	£7.25
14072	Seated Railway Travellers	£7.25
14073	Seated Persons	£7.25
14074	School Children	£7.25
14080	Photographers	£7.25
14081	In The Garden	£7.25
14082	Mountain Climbers	£7.25
14087	Walking Workers	£7.25
14095	Sitting People (6)	£7.25
14101	Sitting People On Benches (5)	£7.25
14103	Sitting People (6)	£7.25
14147	Staff/Goods at Goods Shed	£7.25
14150	5 Horses	£7.25
14155	5 Cows (Black or Brown & White)	£7.25
14160	Shepherd with Dog & Sheep	£7.25
14161	18 Sheep	£7.25
14165	Dogs And Cats	£7.25
14167	Ducks Geese & Swans	£7.25
14168	Hens And Cocks	£7.25
14179	Stags And Deer	£7.25

N GAUGE DELUXE FIGURES

79008	Unpainted Figures (120)	£22.75
79032	Pedestrians (6)	£9.25
79041	Tennis Players (6)	£7.25
79050	Women Hanging Washing	£9.25
79057	Wedding Group Protestant	£9.25
79058	Wedding Group Catholic	£9.25
79059	Photographers	£9.25
79072	Golfers (6)	£9.25
79076	Joggers (4) & Badminton Players (2)	£7.25
79087	Cyclists (3)	£9.25
79088	Divers (6)	£9.25
79089	Cyclists (3)	£9.25
79093	Assorted Small Farm Animals	£10.75
79155	Cows Brown or Black & White	£7.25
79160	Shepherd & Sheep	£7.25

NOCH

SCENIC MATERIALS

07060	Assorted Reeds	£9.00
07070	Profi Grass Set	£23.75
07072	Summer Meadow Grass	£8.50
07082	Field Grass Light Green	£6.50
07084	Field Grass Mid Green	£6.50
07086	Field Grass Ochre	£6.50
07101	Wild Grass - Beige 50g	£7.50
07102	Wild Grass - Light Green 50g	£7.50
07104	Wild Grass - Bright Green 50g	£7.50
07106	Wild Grass - Dark Green 50g	£7.50
07128	Spring Grass Strips	£10.75
07129	Summer Grass Strips	£10.75
07130	Spring Grass Tufts	£10.75
07131	Summer Grass Tufts	£10.75
07132	Autumn Grass Tufts	£10.75
07133	Grass Tufts Field Plants	£12.00
07134	Grass Tufts Wild Flowers	£12.00
07135	Flowering Grass Tufts	£12.00
07137	Flowerbeds White/Red	£12.00
07138	Flowerbeds Blue/Yellow	£12.00
07139	Grass Stripes & Tufts	£12.00

STATIC GRASS SCENERY SYSTEM

60131	Grass Master	£135.00
08100	Puffer Bottle Static Grass Applicator	£4.10
08300	Static Grass Spring Meadow 20g	£2.15
08310	Static Grass Summer Meadow 20g	£2.15
08312	Short Static Grass Summer Mdw 20g	£2.15
08314	Short Static Grass Lawn 20g	£2.15
08320	Static Grass Dark Green 20g	£2.15
08330	Static Grass Light Grn w/Flowers 20g	£2.15
08340	Static Grass Brown 20g	£2.15
08350	Static Grass Forest Floor 20g	£2.15
08360	Static Grass Light Grn w./Pebbles 20g	£2.15

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FLEISCHMANN

HO LOCOMOTIVES

400001	PO BR 98.75 Steam	£79
400601	DRG BR98.7512 Steam II	£170
400671	DRG BR98.7512 Steam II (Sound)	£230
403208	OBB Rh 691.1207 (T9.3) Steam III	£195
403401	COG Rack & Pinion Steam II	£225
404602	PO BR 76 Ilmebahn Steam III	£235
407001	OBB Rh770 Steam III	SALE £165
407801	DB BR78.0-5 Steam III	£235
409201	DR BR94.5 Steam IV	SALE £185
409402	KPEV BR T16.1 Steam I	£265
410302	DR BR03 Steam III	SALE £230
411705	DB BR17 Steam III	£335
411902	DRG Series S 3/6 Steam II	£325
413001	DB BR41 Steam III	SALE £259.95
413002	DB BR 41 Steam III	£300
413072	DB BR 41 Steam III (Sound)	£415
413401	DR BR 41 Reko Steam IV	£310
413701	KPEV P6 Steam I	£350
413704	DRG BR37 162 Steam II	£315
413771	KPEV P6 Steam I	£440
413774	DRG BR37 162 Steam II (Sound)	£375
414302	DR BR43 Tender III	SALE £274.95
414401	DB BR54 Steam III	SALE £249.95
414405	DB BR 54 Steam III	£295
416201	DB BR 38 Steam III	£270
416271	DB BR 38 Steam III (Sound)	£380
423401	DB BR 218 Diesel V	£185
423471	DB BR 218 Diesel V (Sound)	£285
432001	DBAG BR145 Electric VI	£180
433901	CrossRail Re436 Electric V	SALE £199.95
434501	SBB Ae 3/6 Electric III	£265
440501	DB VT98 2 Car Railbus III	£215
446001	DBAG BR441 ICE-T VI	£250
481101	KBaySts D VI BERG Steam I	£180
481106	DB BR78 Steam V	£230
481207	KBaySts B D VI Euterpe Steam I	£170
481208	DRB BR03.10 Steam II	£220
481277	KBaySts B D VI Euterpe I (Sound)	£230
481278	DRB BR03.10 Steam II (Sound)	£280
493801	DB BR 218 Diesel Track Cleaner V	£205

N LOCOMOTIVES

706501	DB BR065 014-3 Steam IV	£175
707801	KPEV T18.1 Steam I	£185
709201	DRG BR92 Steam II	£175
709206	DB BR92.5-10 Steam III	£180
709207	KPEV BR 92 Steam I	£180
709208	DR BR 92 Steam III	£180
709210	ELSAB T13 Steam I	£175
712301	DB BR23 Steam III	£175
714301	DR BR24 Steam III	SALE £155
715201	DB BR 52 Steam III	£230
715205	DRB BR52 Steam II	£215
715206	DR BR52 Steam III	£215
716004	DRG BR 38 Steam II	£180
716901	DB BR 01.10 Steam III	£205
722002	DBAG BR346 Diesel V	SALE £94.95
722008	RentaRail V60 Diesel IV	£160
722010	VolkerRail V60 Knabbel Diesel VI	£155
722086	VEB V60 Diesel IV (DCC)	£185
722089	DR BR 106 Diesel IV (DCC)	£170
722506	Pressnitztalbahn BR 363 Diesel VI	£125
723682	DB BR218 Diesel IV (DCC)	£185
723684	DB Regio BR232 Diesel VI	£185
726006	WLE BR223 Diesel V	SALE £139.95
726013	IntEgro BR223 Diesel VI	£155
731102	MRCE-MWB ES 64 Electric VI	£140
731103	GySEV Rh1047 Hayden Electric V	£140
731105	OBB Rh1016 Electric V	£140
731109	DBAG BR182 Electric VI	£140
731173	GySEV Rh1047 Hayden V (Sound)	£200
731179	DBAG BR182 Electric VI (Sound)	£200
731202	Arriva BR 183 Electric VI	£140
731206	InRail 190.311 Electric VI	£140
731901	DB E19.0 Electric III	£195
731902	DB BR119 Electric IV	£205
732301	SBB Cargo BR481 V	SALE £149.95
732302	NIAG BR481 Electric V	SALE £139.95
732303	SBB BR481 Electric V	SALE £159.95
732501	DBAG BR140 Electric V	£160
733501	DB BR110 Electric IV	SALE £139.95
733701	DBAG BR 115 Electric V	£160
733902	RTC 4/4 Electric VI	£185
734102	DB BR E41 Electric IV	£165
735302	DBAG BR120.2 Electric V	SALE £135
735502	DBAG BR101 Bundespolizei VI	£155
737206	SBB Cargo Ae 610 Electric VI	£205
737303	OBB Rh1010 Electric IV	£165
737602	DB BR 103.1 Electric IV	£170
739406	Blau Mauritius BR194 Electric VI	£215
739407	OBB Rh 1020 Electric IV	£205
739408	DB E94 Electric III	£205
739409	OBB Rh 1020 Electric V	£205
739410	DR BR254 Electric IV	£170
740001	DB VT95.91 Diesel Railbus III	£175
741003	DB BR601 Alpen See Express IV	£240
741201	DB VT12.5 3 Car DMU III	£335
741202	DB BR 612 3 Car DMU IV	£315
741271	DB VT12.5 3 Car DMU III	£425
742004	Vogtlandbahn Desiro DMU VI	£230
742076	DBAG BR642 Desiro DMU VI (Snd)	£290
744001	DBAG BR401 ICE1 Power/Trailer VI	£275
781001	DRG BR38 Steam II	£165
781002	DB BR38 Steam III	SALE £140
781081	DRG BR38 Steam II	£205
781083	DRG BR78 Steam II	£225
781089	DR BR38 Steam III	£205
781101	DRG BR86 Steam II	£180
781102	DB BR194 Electric IV	£205
781103	DB E41 Electric III	£160
781105	DB Bahnland Bayern BR111 VI	£165
796801	DB Track Cleaning Loco III	£135

Full Range Stocked

Roco

HO LOCOMOTIVES

62177	DR BR23.10 Steam III	£245
62178	DR BR23.10 Steam III (Sound)	£300
62180	DR BR50.40 Steam IV	£245
62182	DR BR50.40 Steam III	£245
62190	DB BR10 Steam III	£315
62192	DB BR10 002 Steam III	£305
62208	DB BR64 Steam III	£205
62246	DB BR50 Steam III	£245
62247	DB BR50 Steam III (Sound)	£300
62258	DB BR052 Steam IV	£245
62317	DB BR041 Steam IV	£235
62324	DB BR044 Steam IV	£265
62339	DBAG BR101 Electric VI	£190
62345	DB BR110.1 Electric IV	£175
62347	DB BR110.1 Electric IV	£175
62348	DBAG BR140 Electric V	£175
62349	Lokomotion BR139 Electric VI	£175
62354	DB BR140 Electric IV	£175
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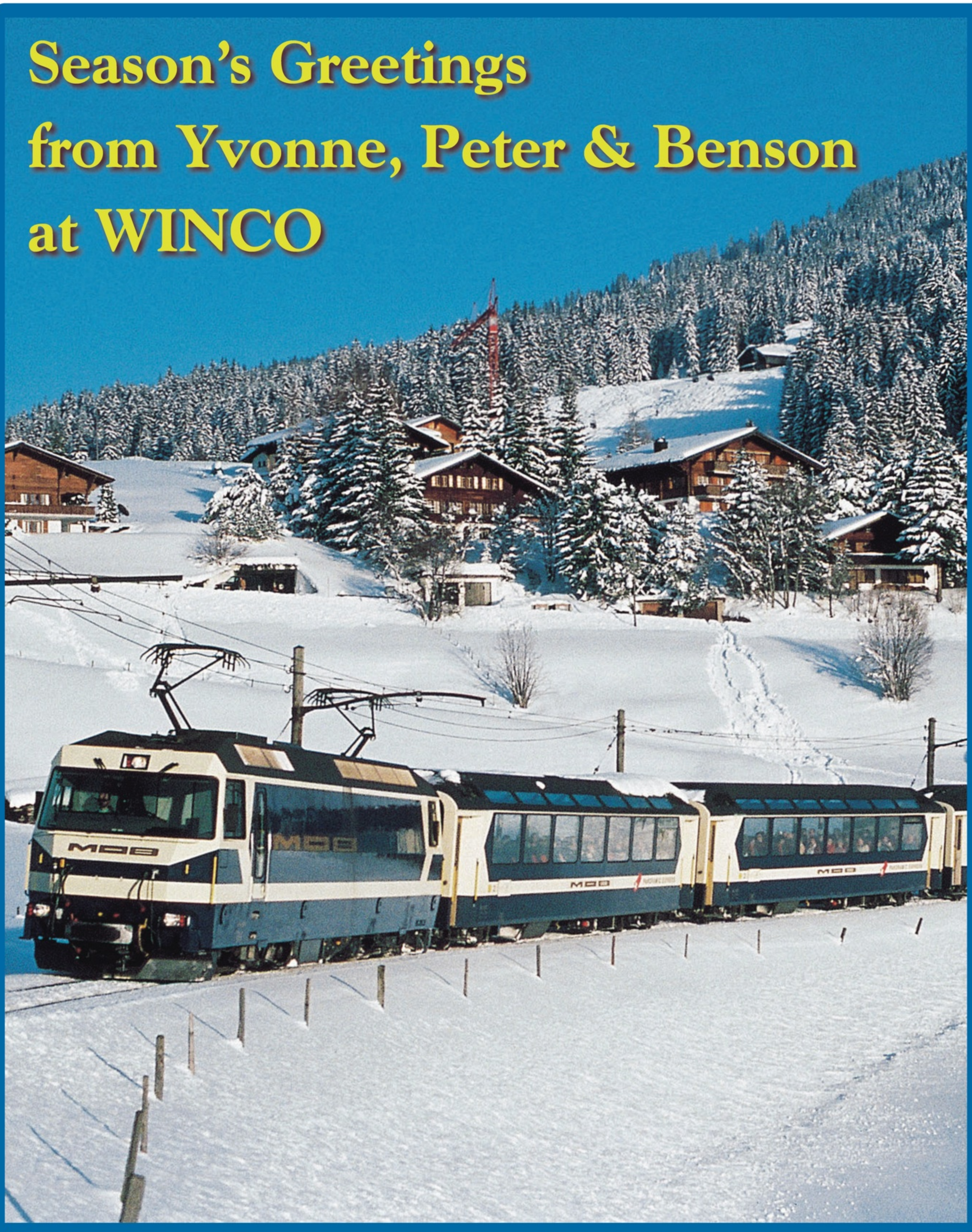
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2206 Class D753.003 Diesel "*Sistemi Territoriali*" **£115.75**
2259 Class D753.703 Diesel "*LINEA*" Livery **£115.75**

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5006 OBB 2068.006 Diesel Shunter EpV **£106.25**
5007 OBB 2068.012 Diesel Shunter EpV **£106.25**
5009 OBE 2068.025 Diesel Shunter EpV **£106.25**
5010 OBE 2068.014 Diesel Shunter EpV **£106.25**
5011 OBB 2068.048 Diesel Shunter EpV **£106.25**
5207 OBB *CAT* Double-deck Coach **£31.50**
5208 OBB *CAT* Driving Trailer **£41.75**
3098 Swiss Open Wagon L7 EpIII **£7.00**
3145 OBB Clinker Removal Wagon EpIII **£7.00**
3176 CSD 2-axle Open Goods Wagon EpIV **£13.00**
3531 OBB Track Cleaner **£15.75**

HERIS

6008 5 x Belgian Double-deck M6 Coaches – 1 x 1st, 3 x 2nd & 1 x 2nd/Baggage **£251.60**
6021 2 x Belgian Double-deck M6 Coaches - 1 x 2nd, 1 x 1st/2nd/Baggage **£107.90**
6025 2 x Belgian 2nd Class Double-deck M6 Coaches **£107.90**
6031 Belgian Double-deck M6 2nd Class Coach **£53.95**
6032 Belgian Double-deck M6 2nd Class Coach **£53.95**
6033 Belgian Double-deck M6 2nd Class Coach **£53.95**
6034 Belgian Double-deck M6 2nd/Baggage Coach ... **£53.95**
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**
11170 DR Maintenance Vehice Set (3 units) - red - Epoche IV **£131.00**
11280 CityNightLine Couchette Bpm - blue **£43.50**
11281 CityNightLine T2s Sleeper - blue with logo **£40.15**
11282 CityNightLine T2s Sleeper - blue (unmarked) **£39.50**
11284 CityNightLine Double-deck Coach WLABm - blue **£43.50**
11312 2×DB EuroExpress Coaches – 1×1st/ 1×2nd Class – red/grey **£71.05**
11314 2×DB EuroExpress 2nd Coaches – red/grey **£71.05**
11315 2×DB EuroExpress 2nd Coaches – red/grey **£71.05**
11531 DB Bogie Cement Silo Wagon "*VTG HOLCIM*" . **£29.65**
11559 DR Type Gbs Closed Wagon - brown **£18.50**
11916 DB "*IGRALUB.DE*" Silo Wagon **£30.90**
12032 Belgian Restaurant Coach 90 006 blue/cream ... **£43.80**
12033 Belgian Restaurant Coach - blue/cream - EpIV . **£43.65**
12034 Belgian Restaurant Coach - blue/cream - EpIV . **£43.65**
12035 Belgian "*MEMLING*" Restaurant Coach - silver . **£43.65**
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**
12166 2×Belgian 2nd Class "*MEMLING*" Coaches **£84.35**
12167 2×Belgian "*MEMLING*" Coaches - 1×2nd / 1×BISTRO Coach **£84.35**
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**
12210 2×Dutch Type N 2nd Couchettes – blue – EpIII **£85.85**
12523 2×Belgian Car Transporters – blue Epoche V ... **£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**
13025 SBB 2nd Class EW IV Coach - light / dark grey . **£33.60**
13026 SBB 2nd Class ICN Livery Coach - Epoche V ... **£33.60**
13087 OBB 2nd Class Sleeper 201-8 - blue/grey **£42.10**
13128 OBB Double-deck 2×Coach Set "*Karten Linie*" **£90.00**
13130 SBB Type T2s Sleeper "*Moon & Stars*" **£40.15**
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**
15032 SNCF "*EVS*" Silo Wagon **£30.90**
15034 SNCF "*EVS FRANCE*" Silo Wagon **£30.90**
16037 FS Type T2s *TRENO NOTTE* Sleeper – EpV **£40.15**
16038 FS Type T2s *TRENO NOTTE* Sleeper – EpV **£40.15**
16039 FS 2nd Class Couchette Coach – grey – EpIV ... **£43.75**
18007 FS CIWL P Type Sleeping Car – silver **£47.85**
18018 SNCB CIWL P Type Sleeping Car – silver **£47.85**
30003-3/4 2×2-axle DB *CARGO* Closed Wagons – red. **£18.10**

TiHO

1742 SVB BoBo Electric Locomotive E62 ..... **£157.00**
1743 SVB BoBo Electric Locomotive E63 ..... **£157.00**
1751 SVB BoBo Electric Locomotive E61 ..... **£157.00**
61641 OBB Class 5070-08 Diesel Locomotive **£99.95**
61642 OBB Class VT70.07 1945-52 Diesel Loco **£99.95**
61643 DRG Class VT70.07 1938-1945 Diesel Loco .. **£99.95**
61601 OBB Workman's "Draisine" KLX 614.009 ..... **£80.00**
61602 OBB Workman's "Draisine" KLX 614.014 ..... **£80.00**
61611 Flat Wagon – newer design for "Draisine" **£9.35**
61612 Flat Wagon – older type for "Draisine" **£9.35**
61622 Low-sided Wagon – older type for "Draisine" **£9.35**
TN153 OBB×11 "*PUCH*" Draisine **£9.30**
TN159 OBB Class 710 *DAIMLER* Static Draisine **£9.80**
TN160 D 11V *STEYR* Draisine – yellow **£13.00**
1623 Flat Wagons×2 – grey *(to supplement Draisines)* **£13.40**
1624 Flat wagon – brown/grey *(to supplement Draisines)* **£8.15**
1801 OBB×713 Draisine (non motorised) – yellow ... **£13.00**
1802 OBB×713 Draisine with roof (non motorised) – yellow **£13.00**
1811 OBB×713 Draisine (non motorised) – grey **£13.00**
1812 OBB×713 Draisine with roof (non motorised) – grey **£13.00**
1813 OBB×713 Draisine with roof (non motorised) – grey **£19.20**
1901 OBB×713 Draisine with roof (non motorised) – green **£13.00**
1902 OBB×712 Draisine with roof (non motorised) – yellow **£13.00**

WAGONS – *"RAILTRANS" Bulk/Recycling Wagons*

3108 SNCF No: 607 2 045-4 ..... **£22.60**
3110 SNCB No: 555 9 023-4 ..... **£22.60**
3111 SNCB No: 555 9 007-7 ..... **£22.60**
3207 SNCB *"RAILTRANS"* Twin Wagon 685 5 050-6 . **£37.95**
3210 SNCF *"RAILTRANS"* Twin Bulk Carrier 685 6 073-8 ..... **£37.95**
3211 SNCF/VTG *"RAILTRANS"* Twin Bulk Carrier 685 5 012-0 ..... **£49.75**
3212 VTG *"RAILTRANS"* Twin Bulk Carrier 685 5 013-8 ..... **£49.75**
3500 SNCF *"RAILTRANS"* Twin Bulk Carrier T3 685 5 002-8 ..... **£41.35**
3504 SNCF *"RAILTRANS"* Bulk Carrier 627 0 006-6 .. **£23.65**
3515 *VTG-RAILTRANS* Bulk Carrier 555 9 068-0 (green) **£23.65**
3516 *VTG-RAILTRANS* Bulk Carrier 555 9 019-3 (green) **£23.65**
3517 SNCF *"RAILTRANS"* Type T4 Open Wagon 607 3 041-2 ..... **£23.65**
3518 SNCF *"SCHWAIGER-VTG"* Bulk Carrier 607 3 052-9 ..... **£23.65**

SETG Bogie Container Flat Wagon with 2 × 30' Containers

3401 No. 455 7 809-3 *"KAINDL"* – blue **£31.60**
3403 No. 455 7 816-8 *"KAINDL"* – blue **£31.60**
3404 No. 455 7 825-9 *"KAINDL"* – blue **£31.60**
3405 No. 455 7 826-7 *"KAINDL"* – blue **£31.60**
3406 No. 455 7 808-5 *"KAINDL Flooring"* – blue **£31.60**
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3408 No. 455 7 822-6 *"KAINDL Flooring"* – blue **£31.60**

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N Gauge

Germany - Liliput - Coaches



L364541 Exprees Train Coach 2nd Class Bye 654 DB Era 4 £31
L364539 Express Train Coach 1st Class Aye 602 DB Era 4 . . . . . £31
L364540 Express Train Coach 2nd Class Bye 654 DB Era 4 . . . . . £31

Electric locos



L163981 Electric Railcar 4 Car FLIRT "Eurobahn" 4 Car Era 5 . . £159

EMUs



L163980 Electirc Unit FLIRT CANTUS Era 5
(list £242.60) . . . . . BARGAIN £176



L163992 Electric Unit RABe 526 SBB Seehas Flirt Era 5
(list £242.60) . . . . . BARGAIN £176

Japan - Kato - Train packs



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

USA - Bachmann USA - Coaches



19396 Jackson Sharp open-side excursion car - painted,
unlettered, green & red £20

Diesel locos



81855 GE 44 Ton Diesel Switcher Locomotive "New Haven" £66



82055 GE 70 Ton Diesel - Southern Pacific #5101. . . . . £64

Steam locos



51751 ALCO 2-6-0 Steam PRR #3234 (DCC On Board). £91

Wagons

NEW



17151 3-Dome Tank Car Philadelphia Quartz Co. NEW £13
17155 3-Dome Tank Car Carbide And Carbon Chemicals NEW. £13
17152 3-Dome Tank Car Chemcell NEW. £13
17153 3-Dome Tank Car Northern California Wineries NEW £13
17154 3-Dome Tank Car Transcontinental Oil Co. NEW. £13

NEW



19454 50' Sliding Door Box Car Santa Fe NEW. £15
19455 50' Sliding Door Box Car Union Pacific NEW £15

NEW



17952 ACF 50' Steel Reefer Burlington Northern NEW. £14
17951 ACF 50' Steel Reefer Burlington Northern NEW. £14
17953 ACF 50' Steel Reefer Canadian National NEW. £14
17954 ACF 50' Steel Reefer Fruit Growers Express NEW. £14
17955 ACF 50' Steel Reefer Tropicana (White & Green) NEW £14

HO Gauge

China - Bachmann China - Diesel locos



CD00707 DF7G Diesel Locomotive Kunming #5045
(list £113.70) . . . . . BARGAIN . £76



CD01001 ND5-1 Diesel Locomotive Shanghai #0001 . . . . . £110

Steam locos



CS00108 QJ Steam Loco (Blue) £254

Wagons



CF00801 D38 380-Ton Schnabel Wagon (Red) £104

France - Jouef - Wagons



HJ6046 Hopper wagon - ERMEWA £31
HJ6042 Hopper wagon Transcereales CTC Granofer SNCF £30
HJ6068 SNCF Transcereales CTC Grain Wagon V £35.90

Germany - Liliput - Coaches



L382901 Class WG4üke-28/50 Party coach of the German DB
Era 3 (list £45.20) . . . . . BARGAIN . £14



L328501 Fast train 2nd class coach of the German DB - Era 4
(list £26.50) . . . . . BARGAIN . £13
L385101 Saloon coach of the German DB in green Era 3 (list £30.50) BARGAIN . . £15

Diesel locos



L112421 Class MAK Diesel loco of the German DE Era 5
(list £104.50) . . . . . BARGAIN . £69

EMUs



L133980 4tlg. elektr. Triebwagen 'FLIRT' HLB Ep.V
(list £302.90) . . . . . BARGAIN £152

Wiking - Farming & Construction



6520146 Volvo L350F Wheel Loader. £23

Liliput - Steam locos



L103040 Fireless Steam Loco 3-Achs., Typ C, OMV, Era 5
(list £150.70) . . . . . BARGAIN . £64



L131725 Steam Loco BR 45 019 m.Neubaukessel DB 2-Licht
WS Era 3. AC power (list £327.10). . . . . BARGAIN £256



L131350 Tank Locomotive Xb 366 Baden Era 1
(list £208.30) . . . . . BARGAIN £108

Wagons

L231101 Ferry wagon stakes of the German DB - Era 3 (list £26.60) BARGAIN. . . £10



L235061 Self Unloading Wagon DB Brown Era 3
(list £30.40) . . . . . BARGAIN . £10



L230904 Snow Plough Yellow DB. Era 4 . . . . . £25
L230903 Snow Plough Green DB. Era 4 . . . . . £25

NEW



L265994 Tank Car DB Esso. Era 4 NEW. £27



L240069 Wagon Set 4, Submarine Transport, DR. Era 4 . . . £64

Japan - Bachmann China - Diesel locos



JKS0011 Kawasaki DB3 Class 4-4-4 tank engine in navy and
white (list £160) . . . . . BARGAIN . £68



JKS0010 Kawasaki DB3 Class 4-4-4 tank engine in purple and
yellow (list £160). . . . . BARGAIN . £68
JKS0012 Kawasaki DB3 Class 4-4-4 tank engine in traditional camouflage
(list £160) . . . . . BARGAIN. . . £68

USA - Bachmann USA - Coaches



13341 89' - Mckinley Explorer "Chena" #1052 (A Car) (Lighted
Interior) £30
13343 89' - Mckinley Explorer "Eklutna" #1054 (A Car) (Lighted Interior) £30
13344 89' - Mckinley Explorer "Talkeetna" #1057 (B Car) (Lighted Interior) . . £30



19348 Jackson Sharp open-side excursion car - painted,
unlettered, yellow & silver £21

Diesel locos

NEW



63310 ALCO S2 Diesel Switcher Chicago Burlington & Quincy
#9302 NEW £55

NEW



63309 ALCO S2 Diesel Switcher CP Rail #7020 NEW £55
63308 ALCO S2 Diesel Switcher Nickel Plate #38 NEW. £55
63306 ALCO S2 Diesel Switcher Southern #2230 NEW £55
63307 ALCO S2 Diesel Switcher Western Pacific #562 NEW. £55



61903 American Baldwin RF-16 Shark B unit diesel loco in
"New York Central" lightning stripe (DCC on board)
(list £71.50) . . . . . BARGAIN . £27
61902 American Baldwin RF-16 Shark B unit diesel loco in "Pennsylvania RR"
Brunswick green five stripe (DCC on board) (list £71.50) . . . . . BARGAIN. . . £27



62801 EMD GP9 Diesel - Union Pacific #173.. . . . . £54
62805 EMD GP9 Diesel - B & O #6431 . . . . . £54



62212 GE 44 Ton Switcher PRR loco #9338 - DCC On Board £50
62211 GE 44 Ton Switcher Santa Fe loco #465 - DCC On Board. £50



60611 GE 70 Ton Diesel DCC On Board Painted, Unlettered -
Cream & Orange. £45



11117 GE B23/B30-7 Csx (Dark Future) #5575. . . . . £36



61711 GP38-2 New England Central #3848 . . . . . £37



85105 Maryland & Pennsylvania #6 steel cab. DCC Sound
(list £307.95) . . . . . BARGAIN £144

Electric locos



81945 Acela Locomotives (Powered & Non-Powered Units) £139

Steam locos



85102 4-4-0 Richmond American. Painted steel cab
(list £304.50) . . . . . BARGAIN £128

£2 P&P for single diecast items

UK P&P £4

£7 P&P Next Day (Orders before 2pm)

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NEW



65507 Amtrak E60CP Locomotive Amtrak Phase III #978. DCC On Board NEW £75



51308 Baldwin 2-8-0 Consolidation Locomotive Union Pacific #616 - DCC On Board (list £114.50). ..... BARGAIN . £74



82905 Climax 70 Ton 3 Truck - Clear Lake Lumber #12.. . . £199
82927 Climax 70 Ton 3 Truck - Unlettered black stripes - DCC Sound. (list £356.95) ..... BARGAIN. . £232
82901 Climax 70 Ton 3 Truck - Black Unlettered. (list £259.95) BARGAIN . £160

Peco - Track - Code 83 North American



SL-8302 Box of 25 1 yard felxible concrete tie sleeper rail (nickel silver). £65
SL-8302 Single. £3.30
SL-8300 1 yard flexible wooden sleeper rail (nickel silver) £3
SL-8300 Box of 25 ..... £65

Bachmann USA

Track maintenance vehicles



46202 American Gandy Dancer electrically powered hand car, workmen pump up and down £24



16947 Ballast Regulator (motorised and DCC Ready) £49

Trams



61042 Brill Trolley - New York City Third Avenue railway system £28



62932 PCC Trolley - Brooklyn & Queens Transit. £27

Wagons



18933 Flat Car With Load Western Pacific With Pipe Load . £18



18929 Western Maryland Steel Load £18

HOe/HOn30 Scale

Germany - Liliput - Coaches



L344522 Driver cab coach - Vs5 Zillertalbahn. Era 5. . . . . £29

OO Gauge

Republic of Ireland

Creative Master Northcord Ltd - Buses



IE0003 Mercedes Citaro Euro 5 rigid 'Quick Park'. (07-KE-2610) (list £34.99) ..... BARGAIN . £15



IE0002 Open Topper "Dublin Bus" (list £30.99) BARGAIN . £18

Murphy Models - Coaches



MM1149 Irish Cravens 1st class coach in original livery (list £44.95) ..... BARGAIN . £32
MM1504 Irish Cravens 2nd class coach in original livery. £39
MM1515 Irish Cravens 2nd class coach in original livery £39
MM1508 Irish Cravens buffet coach/snack car in orange & black livery (list £44.95) ..... BARGAIN. . . £36
MM1523 Irish Cravens open coach in orange & black (list £44.95) BARGAIN . £34
MM1529 Irish Cravens open coach in orange & black (list £44.95) BARGAIN . £34
MM1533 Irish Cravens open coach in orange & black (list £44.95) BARGAIN . £34
MM1544 Irish Cravens open coach in orange & black (list £44.95) BARGAIN . £34

Diesel locos

NEW



MM0082 Irish Class 071/111 diesel loco "Engineer's Institute" in IE Freight NEW £125
MM0071 Irish Class 071/111 diesel loco in IE black & silver NEW £125



MM0220 Irish Class 201 diesel "River Blackwater" original , single orange band on front of loco £129
MM0210 Irish Class 201 diesel 210 in CIE orange full yellow ends. £126

1:72 Scale

Germany

Corgi Collectables - Aircraft - military

NEW



AA33713 Heinkel He111 H-5 1000kg 'Herman' Bomb A1+AH 1./ KG53 Legion Condor 1942/43 whitewash winter camouflage. NEW £61

1:50 Scale

Corgi Collectables - Cars



TY99135M James Bond- 8 Piece Film Can Set- Mailer £33

1:48 Scale

Germany

Hobby Master - Military ground vehicles



HG1203 German Kuberwagen Type 82 Hans Joachim Marseiles Kubelwagen £26

USA - Hobby Master - Military ground vehicles

HG1604 US Willys MB Jeep, USAF, Iowa "Follow Me" £26

O Gauge

China - Creative Master Northcord - Buses



CN2002 Shanghai Sunwin Bus SWB6110 Shanghai Ba-Shi. £56

On30 Scale

USA - Bachmann USA - Steam locos



28706 2-6-6-2 Articulated loco tender "Colorado Mining Co." #48 W/Wood Cab & Capped Stack DCC sound (list £372.95) ..... BARGAIN £240
28704 2-6-6-2 On30 articulated loco tender - Pochahontas lumber co. #40 steel cab & diamond stack - DCC sound on board (list £372.95) ..... BARGAIN . . £248



28697 Baldwin On30 4-6-0 steam loco - painted, unlettered wood cab (black) DCC on board (list £258.95). . BARGAIN £160

Trams



25128 Closed Street Car United Traction. £43

Wagons



27399 American flat wagon in painted unlettered £22

1:20.3 "Large" Scale

USA - Bachmann USA - Steam locos

83199 C-19 steam loco long tender, painted and unlettered, in black red & white trim (list £1016.10) ..... BARGAIN. . £626



83198 C-19 steam loco short tender, painted and unlettered, in black (list £1016.10) ..... BARGAIN £626

Wagons



88799 Long Caboose W/Lighted & Detailed Interior Painted, Unlettered - Oxide Red (list £210.95) ..... BARGAIN £112

G Scale

LGB - Train sets - analogue



78400 Starter Set Big Train (list £299.93) ..... BARGAIN £216

Germany - Liliput - Trams

NEW



L193501 Motorised Tram Dresden Eras 1/2 NEW £106
L193500 Motorised Tram Nurnberg-Furth Eras 1/2 NEW £106

NEW



L193507 Tram Trailer Berlin-Strassenbahn Eras 1/2 NEW £71
L193506 Tram Trailer Dresden-Strassenbahn Eras 1/2 NEW. £71
L193505 Tram Trailer Nuernber-Fuerther-Strassenbahn Era 1/2 NEW. £71

Wagons

NEW



L95987 Beer Van Murauer With Spoke Wheels . Era 5 NEW £56

USA - Bachmann USA - Steam locos



91196 Baldwin 2-4-2 Steam - Southern Railway #762. . . . . £199
80997 Baldwin 2-4-4 Forney Locomotive Sandy River & Rangeley Lake - Inside Frame (list £811.95) ..... BARGAIN. . £560



80999 Baldwin 2-4-4 Forney steam loco. Painted. Unlettered - Inside Frame (Black) (list £811.95) ..... BARGAIN £480



85098 Climax Two-Truck - Black Unlettered Red Windows. (list £876.95) ..... BARGAIN £576
85093 Climax Two-Truck - Clear Lake Lumber #6. (list £876.95) BARGAIN £624

Wagons



88697 Box Car Murphy Roof - Florence & Cripple Creek. (list £149.50) ..... BARGAIN £104
88698 Box Car Murphy Roof - Painted, Data Only - Oxide Red. (list £149.50) ..... BARGAIN. . £104



88499 Frameless Tank Car Brown (list £172.25) BARGAIN. £48



88798 Long Caboose W/Lighted & Detailed Interior Painted, Unlettered - Oxide Brown (list £210.95) ..... BARGAIN £112



93445 Tank Car Gramps. £46

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L100593 Streamlined 4-6-4 No. 05 001, DR Red DCC..... £235.99
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L103040 0-6-0 Fireless Steam Tank Bauart Meiningen Type C, OMV..... £69.99
L104030 Express 4-6-2 No. IVh 64..... £197.99
L104202 Goods 2-10-0 No. 42 1797, DR Black..... £178.67
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L131174 2-6-2 Tank Loco BR No. 71 002, DB..... £184.99
L131202 2-10-2 Steam Tank No. 84 001 DRG Fotoanstrich Grey..... £169.99
L131203 2-10-2 Steam Tank No. 84 009 DR..... £169.99
L131350 0-8-0 Steam Tank 366 BADEN..... £139.99
L131352 0-8-0 Class 92 Steam Tank No. 92 202 DRG..... £139.99
L131356 0-8-0 Class 92 Steam No. 92 214 DR..... £139.99
L131372 0-8-0 Class 92 Tank Loco No. 92 202 DRG - DCC Fitted..... £206.99
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L131402 2-8-2 Class 93 Tank Loco No. 93 1305 Giessl OBB..... £147.99
L131405 2-8-2 Class 93 Tank Steam Loco No. 93 1421, OBB..... £154.95
L131540 4-6-4 Streamlined Loco Class 05 No. 05 003 DR..... £245.99
L131542 Class 05 Cab Forward Loco No. 05 003 DR - DCC Sound..... £327.99
L131972 4-6-0 Steam Loco A3/5 700 No. 705 SBB..... £245.99

Liliput HO Diesel / Electric Locomotives

L112703 2 Car Railcar No's 375 & 376 DRG..... £141.99
L112801 Diesel Railcar No. 90501 DB..... £127.99
L112803 Diesel Railcar No. 137 240 DRG..... £163.99
L112813 Diesel Railcar No. 137 463 DR..... £139.99
L112873 Diesel Railcar No. 137 463 DR - DCC Fitted..... £159.99
L132003 Class BR225 Diesel No. BR 225 032-2, Railion DB..... NEW £129.99
L132006 Class 217 Diesel Loco No. 217 014-0, DB..... NEW £129.99
L132472 X260 Diesel Loco No. X260 012-0 RAILJET OBB..... £70.99
L132473 Class 2060 Diesel Loco No. 2060.14 OBB Orange..... £70.99
L132474 Class 2060 Diesel Loco No. 2060.14 OBB Green..... £70.99
L132520 Class E10 Electric Locomotive No. E 10 001 DB..... £139.99
L132521 Class E10 Electric Locomotive No. E 10 001 DB..... £139.99
L132540 Class E44 Electric Loco No. 44 103 DRG..... £113.99
L132543 E144 Electric Loco No. E 144 505-5 DB..... £144.99
L132544 Class E44 Electric Loco No. E 44 505 DB..... £109.99
L133540 2 Car Electric Unit ELT1901 DRG..... £150.99
L133940 3 Car Domino EMU Nahverkehrs-Pendelzug SBB-CFF..... £226.99
L133941 3 Car Elecrtic Railcar DOMINO Abt+B+RBD Glarner..... £226.99
L133961 Center Coach Set Typ DOMINO GlarnerSprinter..... £101.99
L133980 4 Car Electric RABe 523 FLIRT HLB..... £194.99



L136113 Tamping Machine - Plasser & Theurer DR..... £73.99
L136114 Tamping Machine - Plasser & Theurer DBG..... £73.99
L136502 Armoured Train Set 3 - Motorised..... £72.99
L136503 Armoured Train Set 4 - Non Motorised..... £53.99
L136512 Armoured Scout Vehicles - DCC Fitted..... £102.99
L230103 Diesel Loco with three wagons "Fa. WIEBE"..... £103.99
L332502 Trailer Car No. VS 145 137 DR..... £50.99

Liliput HO Wagons

L221214 Flat Car with 3-Axle Bogie No. 480 1538-6, DB..... £22.99
L221217 Flat Car with 3-Axle Bogie Type SSamm No. 482 4105-7, DR..... £22.99
L221502 Flat wagon DR with car load..... £22.99
L221521 Flat wagon DB with Beer Container load..... £19.99
L221562 Flat wagon Xflm DB..... £18.00
L221620 Open Goods wagon Ommr 32 DB..... £15.00
L221621 Service Protection Vehicle 816 blau m.Br.bh. DB Blue..... £13.00
L221712 Open Goods Wagon DR..... £13.00
L221720 Open Goods Wagon Ommr 33 DB..... £16.00
L221731 Open Goods Wagon DB..... £14.99
L221752 Open Box Car with aggregate load SBB..... £18.99
L221798 Open Goods Wagon, DR Camouflage..... £19.00
L222601 Flat Wagon with Spalter Bier Container DB..... £13.00
L223022 Cool Wagon No. 553 017 Bell Refrigerant SBB-CFF..... £22.99
L223030 Fish Transport Wagon No. 530 255 DRG August Kraatz..... £23.99
L223041 Refrigerated Wagon SBB..... £19.99
L223051 Refrigerated Wagon Societe Chimique..... £18.00
L223052 Closed Wagon Societe Chimique No. 553 217, Pd-SBB-CFF..... £22.99
L223053 Refrigerated Wagon INTERFRIGO, No. 553 219, Pd-SBB-CFF..... £22.99
L224402 Open Goods Wagon DR..... £13.00
L224613 Aggregate Hopper MAKIES AG SBB..... £19.00
L224762 Covered Boxcar BLS with brake house..... £17.00
L224804 Beer Transport Wagon K2 'Feldschlosschen' SBB..... £17.00
L224806 Beer Wagon "Porter"..... NEW £18.99
L224807 Beer Wagon "Sion" DR..... NEW £18.99
L225399 Goods Van Oceanblue DB..... £13.00
L225831 Tank Wagon "DEA" DB..... £22.99
L230797 Tank Wagon Set of 3 OMV DB..... £37.99
L230903 Snow Plough Bremen 979 4 192-9, DB..... £23.99
L230991 Tender No. 973 5 093-5, DB..... £9.99
L231101 Ferry Flat Wagon DB..... £23.99
L235003 Goods Baggage Van DB..... £19.99
L235012 Open Wagon Om21 DB..... £19.00
L235061 Self-discharge Wagon & platform DB..... £26.99
L235070 Self-discharge Middle Wagon DB..... £23.99
L235075 Middle Tipping Wagon with brake platform DB..... £23.99
L235093 Goods Van No. 04-78-53 DR with Brakemans Cabin..... £15.99
L235095 Covered Goods Van with Brake Platform No. 150681 DB..... £15.99
L235104 Crate Goods Van No. 80211 brakeman DRG..... £22.99
L235106 Cattle Wagon with Brakeman's Cab DB..... £14.99
L235483 3 Axle Tank Wagon with brake cabin DR..... £25.99
L235491 Tank Wagon No. 51-01-89 "MINOL" DR..... £20.43
L235492 3 Axle Tank Wagon DR..... £19.99
L235493 3 Axle Tank Wagon MONOPOLIN DR..... £19.99
L235498 3 Axel Tank Wagon 'Kallen' DR..... £25.99
L235578 Self-discharging FANS Wagon BLS..... £26.50
L235581 Self-discharging Car Fans in SBB HOLCIM..... NEW £34.99
L235582 Self-discharging Car Fans in SBB Grey..... NEW £34.99
L235650 Cool Van No. 4001 DR..... £25.99
L235651 Refrigerated Van DB..... £25.99
L235652 4 Axle Refrigerated Wagon - Fachingen..... £30.99
L235654 4 Axle Private Wagon 'Selters' DB..... £17.99
L235750 Flat Wagon DRG with Rumpler LKW load..... £46.99
L235752 Flat Wagon with Brakemans Cab DR..... £21.99
L235753 SSIm Flat Wagon No. 382 0 886-2 DB with crate load..... £29.99
L235754 Flat Wagon DR with Brakeman's Cab & Green Truck..... NEW £46.99
L235761 6 Axles Transport Wagon Sahmms 711 for Coils, DB..... £23.99
L235765 Steel Coil Transport Wagon DB..... £22.99
L235767 Sahmms Heavy Transport Wagon No. 486 9 087-5 DB..... £35.99
L235771 6 Axle Transport Wagon Sahimms 901 with cover DB..... £27.99
L235773 Transport Wagon Sliding Curtain Hood No. 31 80 487 7 143-6 DB..... £32.99
L235962 4 Axle Tank Wagon No. 581 334 in BP. DB..... £26.99
L235981 Tank Wagon No. 582 439 Shell. DB..... £19.40
L235991 Tank Wagon OMV. OBB..... £24.99
L235994 4 Axel Tank Wagon 630 hl Esso DB..... £28.99
L235995 Tank Wagon 630 hl Shell DB..... £24.99
L235996 4 Axle Tank Wagon No. 774 3128-0 ARAL Alles Super DB..... £28.99
L236000 Weed Clearing Train Pack (4 wagon set) DB..... £113.99
L236001 Weedkilling Train Pack DB..... £92.99
L236490 Track Clearing Wagon (ex tender) DB..... £41.99
L240026 Hopper Wagon Set Vetro Recycling SBB..... £40.99
L240039 Flat Wagon with Container in Swiss Post livery..... £63.99
L240040 Flat Wagon Type Ignss with 4 x Swiss Post 20ft Containers..... £42.99
L240042 Flat Wagon Type Ignss with 4 x 20ft Post Containers..... £63.99
L240063 Wounded Transportation Car DR..... £24.99
L240069 U-Boat-Transport Wagon Pack DBG..... £63.99
L240086 Ballast Wagon - Set of 2 BLS..... £37.74
L240125 Boxcar - Set "125 years Gotthardbahn" GB..... £84.71
L240151 Refrigerated Wagon Set SP, Com, Schärlig, Weier, Emmental..... £34.99

Liliput HO Coaches

L133960 Intermediate Coach for L133940 & L133950..... £72.99
L328405 Passenger Coach with Buffet OBB..... £27.99
L328501 Passenger Coach for Stopping Services 2nd Class DB..... £23.99
L328511 Mess Coach DB..... £23.99
L328701 Passenger Coach for Stopping Services 1st & 2nd Class DB..... £13.99
L328731 Instruction Coach DB..... £13.99
L328792 Passenger Coach for Stopping Services 1st & 2nd Class DR..... £30.99
L329351 Post Wagon with clear level DB..... £29.99
L329355 Post Wagon with clear level DB with LED..... £34.99
L329356 Post Wagon with clear level DB with LED..... £34.99
L334001 Passenger Coach 2nd & 3rd Class, DRG..... £23.99
L334010 Passenger Coach 1st Class DB..... £9.99
L334011 Passenger Coach 1st & 2nd Class, DB..... £23.99
L334015 Passenger Coach 2nd Class Bip 330-528 (Bad 12) DR EP..... £17.99
L334016 Passenger Coach 2nd Class Bip 330-486 (Bad 11) DR..... £17.99
L334017 Passenger Coach 2nd Class Biprp 330-433 m.Tragl.abt (Bad 11) DR..... £17.99
L334018 Passenger Coach 2nd Class Bipr 330-475 m.Tragl.abt (Bad 01) DR..... £17.99
L334030 Passenger Coach 2nd Class B-21 21 005 Mz DB..... £19.99
L334033 Passenger Coach 3rd Class C-21 43 314 Mz DB..... £19.99
L334038 Passenger Coach 3rd Class Cd-27 45 644 Mz DB..... £19.99
L334042 Passenger Coach 2nd Class Btr 540-325 DR..... £23.99
L334403 Baggage Car Pw3 Pr11 DB..... £31.99
L334404 3 Axle Baggage Van Pw3 720-285 DR..... £31.99
L334500 Passenger Coach Altenberg 2nd/3rd Class DRG EP..... £24.99
L334501 Passenger Coach Altenberg + Load Comp. 3rd Class DRG..... £24.99
L334502 Passenger Coach Altenberg + Personnel Comp. 3rd Class DRG..... £24.99
L334504 Passenger Coach 3rd Class OBB..... £26.99
L334505 Passenger Coach 2nd & 3rd Class Bauart Altenberger, DR..... £36.99
L334507 Passenger Coach 3rd Class Bauart Altenberger DR..... £36.99
L334508 Passenger Coach 2nd & 3rd Class BBO..... £30.99
L334511 Passenger Coach 3rd Class DB..... £36.99
L334515 Passenger Coach 2nd & 3rd Class DR..... £36.99
L334517 Passenger Coach Altenberg C4itr 3rd Class DR EP..... £29.99
L334519 Museum Passenger Coach 3rd Class..... £37.99
L334522 Triebwagen-Beiwagen 3rd Class..... £26.99
L334530 Passenger Coach 2nd Class, DRG..... £26.99
L334533 Express Passenger Coach 2nd Class DRG..... £39.99
L334535 Express Passenger Coach 3rd Class No. 16 365 DRG..... £32.99
L334536 Passenger Coach 1st Class No. A4ye-29b 25 001 DB..... £37.99
L334537 Passenger Coach 2nd Class No. B4ye-29b 72 044 Mü in DB..... £29.99
L334538 Passenger Coach 2nd Class No. B4ye-29b 72 046 Mü in DB..... £29.99
L334539 Express Train Coach 1st Class No. Aye 602 18-43 099-3 DB..... £37.99
L334541 Express Train Coach 2nd Class No. Bye 654 29-13 021-0 DB..... £37.99
L334543 Express Passenger Coach 2nd Class No. 241-213 DR..... £37.99
L334547 Passenger Coach 2nd Class No. B4ye 72 045 DRG..... £44.99
L334548 Express Train Coach 2nd Class No. 29-13 022-0 DB with tail light..... £44.99
L334556 Baggage Van Pw4ye-29 105 274 DB EP..... £33.99
L334557 Baggage Car No. 927 92-43 072-8 DB..... £38.99
L334558 Baggage Van Pw4A 641-013 DR EP..... £33.99
L334565 Coach B4i Bad 03 DRG..... NEW £38.99
L334566 Coach BC4i Bad 02 DRG..... NEW £38.99
L334567 Coach C4i Bad 02 DRG..... NEW £38.99
L334570 Fast Train Coach 2nd Class B4i Bad 03 DB..... NEW £38.99
L334571 Fast Train Coach 2nd/3rd Class BC4i Bad 02 DB..... NEW £38.99
L334572 Fast Train Coach 3rd Class C4i Bad 02 DB..... NEW £38.99
L334945 Passenger Coach 1st Class in BLS livery..... £26.99
L350032 Passenger 3 Coach Pack for Stopping Services DR..... £69.99
L350115 Express Passenger Coach, Set 2, 4-part 'Gotthardbahn' SBB..... £107.99
L364530 2nd Class Express Coach No. 15 017 Type B4u, DRG..... £35.99
L364531 3rd Class Express Coach No. 16363 Type C4u, DRG..... £35.99
L364532 3rd Class Express Coach No. 16366 Type C4u, DRG..... £35.99
L364539 1st Class Aye 602 Express Coach No. 50 80 18-43 099-3 DB..... £33.99
L364540 2nd Class Bye 654 Express Coach No. 50 80 29-13 020-2 DB..... £33.99
L364541 2nd Class Bye 654 Express Coach No. 50 80 29-13 021-2 DB..... £33.99
L381200 Post and Baggage Coach No. 4993 KPuG..... £26.99
L381202 Post Coach DR..... £33.99
L381203 Post Coach DRG..... £33.99
L381291 Langenschwalbach Baggage Van Lpw Post 4i DB EP..... £26.99
L381500 Passenger Coach 2nd & 3rd Class No. 1423 KPuGH..... £26.99
L381502 Passenger Coach 2nd Class DR..... £33.99
L381503 Passenger Coach 2nd & 3rd Class DRG..... £33.99
L381602 Passenger Coach 2nd Class DR..... £33.99
L381791 Passenger Coach 2nd Class DB..... £33.99
L381802 Passenger Coach 2nd Class DR..... £33.99
L381991 Passenger Coach 2nd Class DB..... £33.99
L382103 Baggage Coach "Rheingold" DRG..... £40.99
L382303 Rheingold Saloon Coach 1st Class DRG..... £39.99
L382503 Rheingold Saloon Coach 2nd Class DRG..... £39.99
L382712 Restaurant Coach "Mitropa" Museum..... £40.99
L382802 Sleeping Coach "Mitropa" DR..... £40.99
L382901 Political Campaign Coach DB..... £40.99
L383003 Saloon Pressewagen DRG..... £30.99
L383355 Passenger Coach 2nd Class for fast trains, LED rear lights DB..... £37.99
L383451 Passenger Coach 1st & 2nd Class for fast trains DB..... £19.99
L383605 Saloon Coach OBB..... £11.99
L383701 Sleeping Coach DSG DB..... £31.99
L383811 Testing & Recording Coach DB..... £10.20
L384011 Observation Coach No. 51 80 89-43 500-3 DB..... £33.99
L384102 Passenger Coach D Zugwagen 1st Class DR..... £30.99
L384103 Express Passenger Coach 1st Class DRG..... £26.50
L384292 Passenger Coach for Stopping Services 1st Class DR..... £19.99
L384299 Escort Coach in DB Cargo..... £9.99
L384302 Passenger Coach D Zugwagen 2nd Class DR..... £30.99
L384303 Express Passenger Coach 3rd Class DRG..... £10.20
L384392 Express Passenger Train Coach 2nd Class DR..... £30.99
L384551 Passenger Coach Semi Dining Car for fast trains DB..... £19.99
L384601 Express Train Coach Bad.Type 1st Class DB EP..... £26.99
L384700 Express Passenger Coach 3rd Class Baden..... £27.99
L384710 Express Passenger Coach 3rd Class Baden..... £24.99
L384711 Express Train Coach Bad Type 2nd Class 19 538, Kar DB..... £39.99
L384713 Express Passenger Coach 3rd Class DRG..... £39.99
L384800 Express Passenger Coach with 1st, 2nd & 3rd Class Baden..... £24.99
L384801 Express Train Coach Bad Type 1st/2nd Class DB EP..... £26.99
L384803 Express Train Coach Bad Type 1st/2nd/3rd Class DRG..... £33.99
L385111 Saloon Coach DB Bonn Museum..... £9.99
L385401 Restaurant Coach DB..... £11.99
L385531 Dining Car DSG DR..... £46.99
L387714 Light Steel Passenger Coach 2nd Class SBB..... £24.99
L387814 Light Steel Passenger Coach 1st Class SBB..... £9.99
L387914 Light Steel Baggage Coach SBB..... £24.99
L388556 Swiss Express Coach EW III 1st Class 18-34 005-6 SBB..... £33.99
L388596 EW III 1st Class Coach 18-34 014-4 NINA BLS..... £34.99
L388886 Swiss Express Coach 29-34 994-8 SBB - Cab Control..... £58.99
L388896 EW III Driving Coach 29-34 993-6 NINA BLS..... £59.99
L388986 Swiss Express EW III Coach 81-34 001-7 SBB..... £34.99
L388996 Passenger Coach EW III Endwagen 81-34 002-1 NINA BLS..... £36.99

Liliput HOe Locomotives

L170704 Diesel Loco Reihe 1041 Waldviertelbahn..... £108.99

Liliput HOe Carriages & Wagons

L291919 Piggyback Wagon No. 1627 Rhein-Seig Railway..... £22.99
L294009 Om Open Goods Wagon No. 817 RSE with brake platform..... £12.00
L294039 Open Goods Wagon No. 786 RSE with brake platform..... £14.00
L294061 Open Wagon Brakemans Cabin DR..... £14.00
L294220 Goods Van OBB..... £16.00
L294229 Coverted Goods Wagon No. 537 RSE with brake platform..... £13.00
L294231 Box Goods Wagon m.Br.hs GW 5012 DR..... £17.00
L344390 Passenger Coach 3rd Class BWB..... £20.99
L370001 Passenger Coach Pack (Pack of 3)..... £40.80
L370300 Passenger Coach 1st & 2nd Class Zillertalbahn "Ramsau/Hippach"..... £19.99
L370306 Passenger Buffet Coach Steytalbahn..... £20.99
L370307 Passenger Coach OBB..... £20.99
L370351 Passenger Coach 2nd Class No. 3863-3 "Kuenringertaverne"..... £16.34
L370401 Passenger Coach "JAUSENSTÜBERL" OBB..... £19.99
L370413 Passenger Coach 2nd & 3rd Class No. 259 Li O DR..... £19.99
L370452 Passenger Coach No. Bi/s 3641-3 "Pinzgauerbahn" OBB..... £20.99
L370550 Bar Coach 1st Class No. 5902-7 "Pinzga Schenke" Pinzgauerbahn"..... £19.00
L375555 Passenger Coach Swarovski Zillertalbahn..... £25.99

Electrotren HO Locos/Coaches/Wagon

E0914 2 Axle Hopper Wagon, RENFE..... £23.44
E0919 2 Axle Hopper Wagon Coal Load EF SGMF SNCF..... £18.99
E0920 2 Axle Hopper Wagon No. 6225007-2 Coal Load, weathered, RENFE..... £24.99
E1258 Gondola Type Elos in Renfe..... £12.99
E1260 Open Wagon with Cola Load, weathered, RENFE..... £22.99
E15001 3rd Class Coach MZA No. CWFFV 278 working internal lights..... £56.12
E15002 1st & 3rd Class Passenger Coach No. AAC-331 RENFE..... £56.12
E15003 3rd Class Passenger Coach No. CC-470 RENFE interior lights..... £56.12
E15004 3rd Class Passenger Coach No. CWFFV 283 MZA..... £56.12
E15005 3rd Class Passenger Coach No. CC-481 RENFE interior lights..... £56.12
E15007 Passenger Coach 3rd No. CC-333 RENFE..... £41.99
E15009 1st & 3rd Class Passenger Coach No. ACC-319 RENFE interior lights..... £54.99
E15010 3rd Class Passenger Coach No. CC-359 RENFE interior lights..... £54.99
E1531 Beer Transport Wagon "Skol" Beer Type Hins..... £15.50
E1545 Low Side Wagon - Type K39 with Colas Rail Containers..... £24.99
E1546 Low Side Wagon RENFE - Type Ks with 2 Containers..... £24.99
E1552 Flat Car Type Lgs with Container RENFE..... £23.44
E1570 Flat Car with stakes Type Ks, RENFE..... £13.50
E1578 Low Side Wagon Type Ks RENFE..... £20.99
E1611 Hbis Type Wagon No. 210 7054-8 Transfesa, RENFE..... £24.99
E1643 Curtain Sided Wagon British Leyland..... £22.99
E1644 Curtain Sided Wagon Leyland Cars..... £22.99
E1653 Hbis Sliding Door Wagon No.1563 000-9, MWB..... £16.99
E1654 Low Sided Wagon Type Ks loaded with Wheels, RENFE..... £24.99
E1655 Hins Box Car Wagon Faustino V, RENFE..... £17.50
E1656 Low Side Wagon Type Ks with load of tubes, SNCF..... £22.99
E1657 Box Wagon Type Hbis FS Green..... £20.99
E1763 Covered Wagon Type Hbis, RENFE..... £16.99
E1765 Hbis Wagon, Green RENFE..... £16.99
E18008 1st Class Passenger Coach No. AA-8024..... £40.50
E18009 Passenger 2nd Coach No.BB-8640, RENFE..... £40.50
E18010 2nd Class Passenger Coach No. BB-8705..... £40.50
E18013 Couchette Passenger Coach 8000 No.BBL-8222..... £40.50
E18014 Passenger 1st/2nd 8000 No. AAB-8004, RENFE..... £40.50
E18015 Couchette Passenger Coach 8000 No.BBL-8224..... £40.50
E18016 Couchette Passenger Coach 8000 No.BBL-8228..... £40.50
E18020 Coach 1st No. AA-8120, Green RENFE..... £37.99
E18021 2nd Class Coach No. BB-8015, RENFE..... £37.99
E18022 2nd Coach 8000 No.BB-8792, Green RENFE..... £37.99
E18023 2nd Class Couchette Coach No. BBL-8221 with night interior..... £50.99
E18103 T2 Sleeping Coach No. 75-40 134, RENFE..... £42.99
E18105 T2 Sleeping Coach No.75-40 128 Grandes Lineas..... £42.99
E18106 T2 Sleeping Coach No.75-40 118, RENFE..... £33.99
E18107 T2 Sleeping Coach No. 75-40 122, RENFE..... £42.99
E1817 Box Car Closed Wagon No. 01 87 123 3 203-2 SNCF New Decoration..... £24.99
E1818 Closed Box Car Wagon No. SNCF New Decoration..... £24.99
E1820 Box Wagons x 2 No's 100 4 005-3 & 100 3 119-2 CP..... £50.99
E1822 Box Car Wagon in Colas Rail livery..... £24.99
E1824 Box Car Wagon ORE-1 Original State, RENFE..... £24.99
E1831 Box Car Wagon G40 TSO..... £24.99
E19002 Open Wagons with Coal Load, weathered Artaza & Cia Carbones..... £41.99
E19003 Wagon Box Car Granja San Antonio for live stock RENFE..... £22.99
E19006 Wagon Box Car Anis Del Mono RENFE..... £22.99
E2110D Self propelled ABJ-4, SNCF..... £145.00
E2120 Self Propelled ABJ-1 NORD..... £153.14
E2128 Self propelled ABJ-9, OSE..... £135.00
E2204D Automotor 2400 - X 2478 SNCF DCC Fitted..... £203.18
E2400 Class 316 Diesel Loco No. 316-008, RENFE..... £160.00
E2411D Class 316 Diesel Loco No. 316-002 RENFE DCC Fitted..... £233.82
E2411S Class 316 Diesel Loco No. 316-002 RENFE DCC Sound..... £322.67
E2452 Class 318 Diesel Loco No. 1807, RENFE..... £160.00
E2520 Class 252 Electric Loco No. 252.073, RENFE..... £135.00
E2588D Class 251 Electric Loco No.251-026, DCC Fitted..... £195.00
E2634 Class 269 Electric Loco No. 269 902 RENFE Grande Lineas..... £176.99
E2684 Class 289 Electric Loco No. 289 015 RENFE..... £178.67
E2686 Class 289 Electric Loco Colores Amarillo Y Gris..... £135.00
E2692 Class 269 Electric Loco No. 269 604 5 RENFE..... £198.08
E2722 Class 276 Electric Loco No.276-030, RENFE..... £165.00
E2741 Class 276 Electric Loco No. 276 088-2 RENFE..... £214.99
E2751D Class 281 Electric Loco No. 1004, DCC Fitted..... £175.00
E2753D Class 281 Electric Loco No. 1002 RENFE DCC Fitted..... £215.44
E2812 Diesel Loco No. CC65510, SNCF Drouard Freres..... £160.00
E2812D Diesel Loco as above, DCC Sound Fitted..... £185.00
E2814 Diesel Loco No. CC64026, SNCF..... £160.00
E2814D Diesel Loco as above, DCC Sound Fitted..... £185.00
E2818 Diesel Loco No. 65526 SNCF..... £199.99
E3016 Class 7200 Electric Loco No. 7212 RENFE..... NEW £268.99
E3109 Class 321 Diesel Loco No. 321 042-4 Comsa..... £199.99
E3113 Class 321 Diesel Loco No. 321-063 RENFE Green/Yellow..... £199.99
E3265 TALGO Altaria Cafe Coach, RENFE..... £19.50
E3324 TALGO III RENFE Pack of 6 Coaches..... £159.99
E3329 Tren TALGO III RD List Barcelona 8 Coaches..... £160.00
E3510 2 Car Regional Diesel TRD RENFE..... £230.99
E3512 2 Car Regional Diesel TRD RENFE..... £245.99
E3602 3 Car Electric Unit Class 440 Cercanias RENFE..... £284.89
E3698 Electric Loco No. 253.004 Operadora DC RENFE..... £199.98
E3706D BB Electric Loco No. 1628, SNCF, DCC Fitted..... £170.00
E3712 Electric Loco No. BB 1613 SNCF..... £176.99
E3802D Diesel Loco No. 303.131, RENFE, DCC Fitted..... £160.00
E4146 Mikado Steam Loco No.141 2101, presentation box..... £210.00
E4152 Class 141 Mikado Steam Loco Original State DC..... £305.99
E5079 1st Class & Cafeteria Coach No. Aar 5099 RENFE..... £39.99
E5167 Rmms Platform Wagon No. 83 71 395 9 007-4..... £18.50
E5180 Low Sided Wagon Type Rs with 3 Containers RENFE..... £34.67
E5181 Low Side Wagon Type Rs - 3 containers, RENFE..... £26.99
E5182 Container Flat Wagon with 3 x 20ft Containers..... £34.67
E5186 Flat Wagon Type Rs, weathered sleepers, COMSA..... £25.99
E5187 Low Side Wagon RENFE Type Rmms Ballast Load..... £31.99
E5188 Flat Wagon Type Rs RENFE weathered Concrete Sleepers..... £33.99
E5369 Gondola Wagon Type Ealos, RENFE Operadora..... £17.50
E5370 Gondola Wagon Type Fas Red Oxide, RENFE..... £17.50
E5383 Gondola Wagon No. 592 8 007-7 Type Ealos Rail Sider RENFE..... £25.99
E5384 Gondola Wagon 592 8 446-9 Type Ealos Algeposa Intermodal RENFE..... £25.99
E5477 Hopper Wagon for Cement Type Uackks Cementos Intermonte RENFE..... £19.40
E5478 Hopper Wagon for Cement in Cementos Tudela Veguin RENFE..... £23.44
E5483 Cement Hopper Wagon, Ciments Calcia SNCF..... £17.50
E5484 Uacs Tank Wagon Ciments Calcia FS..... £21.99
E5485 Tank Wagon Type Uacs No. 930 5 207-0 Transfesa RENFE..... £28.99
E5486 Tank Wagon Type Uacs No. 930 5 504-8 Cementos Protland RENFE..... £28.99
E5489 Limited Edition On Rail Phosphoros Tank Wagon..... £28.99
E5570 Sliding Wall Box Wagon Type Habiss No. 285 0 571-3 C.Agricola RENFE..... £28.99
E5717 CRFF private owned Hopper Wagon with simulated coal load SNCF..... £16.34
E5718 Hopper Wagon Type Fanoos RENFE..... £24.46
E5723 Hopper Wagon Capcol EDF Type EF 60 with Cola Load SNCF..... £16.34
E5755 Hopper Wagon Transfesa - simulated sand load, weathered RENFE..... £24.46
E5756 Hopper Wagon Transfesa, weathered RENFE..... £25.99
E5758 Hopper Wagon Cargas, weathered with coal load RENFE..... £28.99
E5873 Tank Wagon Type Uacns RENFE..... £26.50
E5879 Tank Wagon No. 785 0 047-1 with Savesa branding RENFE..... £26.50
E5886 Tank Wagon No. 785 5 129-3 CEPSA RENFE..... £28.99
E5887 Tank Wagon Type Uahs No. 729 6 023-2 RENFE..... £30.99
E6020 Double Decker Auto Carrier Articulated Wagon Type Laes SNCF..... £46.93
E6030 Articulated Car Carrying Wagon SEMAT, RENFE..... £21.99
E6032 Car Wagon SITFA, with 8 Mini Motor Cars..... £36.50
E6033 Car Transport Wagon Transfesa Hispanauto, RENFE..... £22.99
E6034 Double Decker Car Carrier RENFE..... £33.99
E6310 Low Side Wagon Transfesa for Industrial Vehicles RENFE..... £27.99
E6509 Pack 3 Wagons Type Ealos, weathered RENFE..... £47.50
E6517 Open Wagons Type Ealos, STEMI, RENFE..... £52.99
E8000 Hopper Wagon Type Uas No. 566 0 387 7..... £24.50
E8007 Hopper Wagon Mercaguadiana RENFE..... £31.99
E8012 Grain Hopper Wagon Tolva Sucran RENFE..... £31.99
E8015 Tank Wagon Type Tagpps No. 566 0 500 5 Cerveza Aguila RENFE..... £31.99

Roco HO/HOe Gauge

34551 4 Axle Open Wagon No. 97-40-99, DR..... £19.99
34552 4 Axle Box Van No. 97-42-17, DR with brakeman platform..... £19.99
34553 4 Axle Box Van No. 97-42-12, DR..... £19.99
45156 Sleeping Coach No. 61 85 71-70 914-5, SBB..... £34.67
62265 Class 50 2-10-0 Steam Loco No. 50 0018-7, DR..... £204.25
62293 Class 74 2-6-0 Steam Tank Loco No. 74 1202, DRG..... £137.87
62436 Class 155 Electric Loco No. 155 001-1, DB Cargo..... £154.99
62495 Class Rh 1044 Electric Loco No. 1044 115, OBB..... £145.00
62547 Class 110.3 Electric Loco No. 115 509-2, DB AG..... £179.99
62700 Class 152 Electric Loco No. 152 086-4, DB Railion..... £168.51
62842 Class BR221 Diesel Loco No. 221 143-1, DB..... £137.87
62965 Class V60 Diesel Loco No. V60 126, DB..... £159.99
63018 Rail Bus Class 5081, OBB..... £246.50
63045 3 Car Class 420 Electric Unit, DB..... £164.99
63130 3 Car Class VT12.5 Diesel Railcar, DB Red..... £269.99
63786 BB 9003, SNCF..... £243.50
63999 Class V65 Diesel Shunter No. V65 003, DB..... £114.99
64270 S-Bach Coach 2nd Class Jägermeister branding, DB..... £39.99
64271 S-Bach Coach 2nd Class Jägermeister branding, DB..... £39.99
64272 S-Bach Coach 1st & 2nd Class Jägermeister branding, DB..... £39.99
64273 Cab Trailer Coach 2nd Class S-Bach Jägermeister branding, DB..... £59.99
64391 Passenger Coach 2nd Class Bih No. 37 165, OBB..... £26.99
64392 Passenger Coach 2nd Class Bih No. 37 007, OBB..... £26.99
64393 Baggage Coach Duh No. 64809, OBB..... £26.99
64838 Passenger Coach 1st Class No. 51 50 19-80 061-1, DR..... £38.99
64839 Passenger Coach 1st & 2nd Class No. 51 50 39-80 101-1, DR..... £38.99
64842 Brake Passenger Coach 2nd Class No. 51 50 82-40 005-9, DR..... £38.99
66327 Sliding Wall Wagon No. 34-80-2693050-6, VTG Ferrywagon..... £29.99
66352 Flat Wagon with lorry load, DB..... £28.09
66498 4 Axle Gondola Wagon No. 537 7 164-9 PKP Cargo..... £19.99
66624 Container Flat Wagon with 2 x 20ft Containers, Rail Cargo Austria..... £42.89
67745 Sliding Wall Box Van No. 5718 048-9, DB..... £13.99
67761 Flat Wagon No. 486 1 825-6, DB AG with 2 tanks load..... £36.71
67762 Flat Wagon No. 399 4 132-7, DB AG with tank load..... £36.71
67764 Flat Wagon No. 334 5 926-6, DB AG with twin lorry load..... £36.71
67765 Flat Wagon No. 334 5 912-6, DB AG with twin lorry load..... £36.71
72448 Class ES64 Electric Loco No. ES 64 U2 029 TX Logistics..... £184.99
72515 Class 185 Electric Loco No. 185 691-3 Railpool..... £155.00

Bachmann American HO

16110 250 Ton Steam Crane Car & Boom Tender in Reading livery..... £29.99
19601 ACF 50ft 6in. Outside Braced Sliding Door Box, Rail Box Yellow..... NEW £18.99
19606 ACF 50ft 6in. as above, Burlington & Northern Green..... NEW £18.99
50205 GS4 4-8-4 Steam Loco - DCC Southern Pacific American Freedom..... £139.99
50901 Berkshire 2-8-4 Pere Marquette 1225 DCC On Board..... £125.99
50902 Berkshire 2-8-4 Steam Loco Pere Marquette 1218 DCC..... £125.99
50903 Berkshire 2-8-4 Steam Loco No. 2760 Chesepeake & Ohio DCC..... £125.99
50905 Berkshire 2-8-4 Steam Loco No. 759 Nickel Plate Road DCC..... £111.99
50906 Berkshire 2-8-4 Steam Loco No. 765 Nickel Plate Road DCC..... £104.12
51703 Alco 2-6-0 Steam Loco No. 6011 Canadian National..... £72.99
51704 Alco 2-6-0 Steam Loco No. 9446 Sante Fe..... £72.99
51705 Alco 2-6-0 Steam Loco No. 41 Union Pacific..... £72.99
51706 Alco 2-6-0 Steam Loco No. 1363 Boston & Maine..... £72.99
51801 Alco 2-6-0 Steam Loco No. 3236 Pennsylvania Sound..... £113.99
51802 Alco 2-6-0 Steam Loco No. 1908 NY Central Sound..... £113.99
51803 Alco 2-6-0 Steam Loco No. 6018 Canadian Sound..... £113.99
51806 Alco 2-6-0 Steam Loco No. 1358 Boston & Maine Sound..... £113.99
63101 Alco S4 Diesel Loco Western Maryland No. 145 DCC Ready..... £57.99
63102 Alco S4 Diesel Loco Southern Pacific No. 1466 DCC Ready..... £57.99
63104 Alco S4 Diesel Loco ATSF No. 1526 Zebra DCC Ready..... £57.99
63106 Alco S4 Diesel Loco Erie No. 528 DCC Ready..... £57.99
64601 Alco FA2 Diesel Loco Canadien National DCC Ready..... £63.99
64603 Alco FA2 Diesel Loco Erie & Lackawanna DCC Ready..... £63.99
64604 Alco FA2 Diesel Loco Louisville & Nashville DCC Ready..... £63.99
64605 Alco FA2 Diesel Loco Baltimore & Ohio DCC Ready..... £63.99
64606 Alco FA2 Diesel Loco PRR Single Stripe Keystone DCC Ready..... £63.99
64701 Alco FA2 Diesel Loco Canadien National DCC Sound..... £107.99
64702 Alco FA2 Diesel Loco NY Central DCC Sound..

HJ6028 Junior Closed Wagon with sliding sides, SNCF.....£19.40
HJ6029 Goud Grain Hopper Wagon with curved sides, SNCF.....£32.99
HJ6040 Set of 2 Hopper Wagons Cooperl.....£58.99
HJ6042 Grain Hopper Wagon Transcereales, CTC.....£32.99
HJ6046 Hopper Wagon No. 933 4770-3 Transcereales ERMEWA, SNCF.....£32.95
HJ6050 Junior Line Closed Wagon for cows, Yellow SNCF.....£10.99
HJ6051 Junior Line SNCF Fret with Sliding Wall Wagon.....£17.00
HJ6057 Flat Wagon with Bogies No. 398 6178-9, SNCF.....£28.99
HJ6069 Grain Hopper Wagon Soufflet Flat sides, SNCF.....£32.99
HJ6070 SNCF TMF CITA Hopper Wagon Set of 2.....£59.99
HJ6076 Flat Wagon Remms with Sleepers Load, SNCF.....£31.99
HJ6077 High Walls Wagon SGW Type Eaos, SNCF.....NEW £23.99
HJ6078 High Walls Wagon INFRA Type Eaos, SNCF.....NEW £23.99
HJ6083 Junior Line Flat Car No. 351 4 6716 Brakeman's Cab Empty, SNCF..£14.00
HJ6084 Junior Line Flat Car Brakeman's Cab with pipe load, SNCF.....£14.00
HJ6085 Junior Line Two Barrel Wagon, SNCF.....£14.00
HJ6086 Junior Line Tank Wagon Bogies shell, SNCF.....£15.00

Lima HO (Hornby International)

HL4021 Carriage Set with 2 intermediate coaches for Cisalpino.....£29.99
HL6004 TADGS Hopper Wagon -movable hatch, DB Cargo.....£20.43
HL6022 Austrailian Railroad Open Freight Car with removable tarpaulin.....£22.42
HL6031 Closed Wagon, DR.....£14.30
HL6039 Refrigerated Wagon, SNCF.....£13.49
HL6041 Platform Wagon with Brakeman's Cab, SNCF.....£16.85
HL6042 Closed Wagon, SNCF.....£13.49
HL6047 4 Axle Interfrigo Fridge Wagon, Blue.....£17.99
HL6049 Set of 3 Parcel Wagon, DB.....£34.67
HL8003 Car loading station.....£16.00

Rivarossi HO (Hornby International)

HR2000 Class E444R Electric Loco, FS.....£125.57
HR2010 Class E402R Electric Loco, FS.....£187.86
HR2015 Class VT08.5 Express Diesel 3 Car, DB.....£249.14
HR2037 Diesel Railcar No. Aln 556.1202 & Aln 556.1216, FS.....£239.99
HR2113 Class 627 Railcar No. BR 627 001, DB.....£191.99
HR2115 Class 627 Railcar No. BR 627 003 7, DB.....£191.99
HR2159 Steam Loco Gr.741.273 Snow Plough, FS with Sound.....£353.99



HR2170 Class D236 Diesel Loco, Green.....£86.76
HR2172 Diesel Railcar Aln 668 Type 3000.....£173.61
HR2178 Class E428 Electric Loco No. E428 225, FS - DCC Sound.....£259.99
HR2179 Class E424 Electric Loco No. E424 108, MDVE.....£157.23
HR2187 Class E444 Electric Loco No. E444 105, FS.....£156.20
HR2188 Class ALn.668 Diesel Railcar, FS.....£170.50
HR2191 Class E432 Electric Loco, Trifase Isabella FS.....£222.99
HR2198 Diesel Loco No. 753.058, DFG.....£181.74
HR2199 Diesel Loco No. 753.058, DFG with DCC Sound.....£272.63
HR2203 Diesel Loco DE.520.14, RM Cargo with DCC Sound.....£267.52
HR2207 Class D753 Diesel Loco No. D753.003, Sistemi DCC Sound.....£299.99
HR2208 NS EMU Type MAT 46, Olive Green NS 108.....£200.16
HR2221 Class 33 Electric Loco No. E33 09, DB.....NEW £204.99
HR2234 Class E428 Electric Loco No. E428 140, FS DCC Sound.....£325.99
HR2240 2-8-0 Steam Loco No. Gr.740.144 large snowplough, FS.....£238.99
HR2241 2-8-0 Steam Loco No. Gr.740.144, FS DCC Sound.....£349.99
HR2243 Class E431 Electric Loco Trifase No. E431 127, FS - DCC Sound.NEW £299.99
HR2250 Electric Loco Class 152 TFG Albatros Express, DB.....£199.99
HR2264 Class 627 Diesel Railcar No. BR 627 003-7, DB Beige & Blue.....£191.99
HR2269 Class E444 Electric Loco No. E444R 107, FS.....£176.99
HR2273 Class E447 Electric Loco No. E447 074, Original FS.....£176.99
HR2278 Diesel Railcar ALn 663 1107/ALn 663 1136 Original FS.....£202.99
HR2279 Diesel Railcar ALn 663 1107/1136 DCC Sound.....£318.99
HR2285 Class E444 Electric Loco No. E444 009, FS XMPR.....£176.99
HR2299 Class 1300 Electric Loco No. 1313, Uitgeest.....£214.99
HR2315 Shunting Accumulator Loco No. 404 001-0 ICE, DB AG.....£101.99
HR2337 Diesel Railcar NET T4 Class 5047 of ÖBB, livery of NEG.....NEW £164.99
HR2347 Class E633 Electric Loco No. E633.018, Original FS.....£191.99
HR2349 Class E428 Electric Loco No. E428.184 H/P Bogies, FS Sound.....£325.99
HR2350 Diesel Railcar Aln 668 SNFT, Motorized FS.....£153.99
HR2351 Diesel Railcar Aln 668 FNM, Motorized FS.....£153.99
HR2352 Class E646 Electric Loco No. E.646.136 FS.....£191.99
HR2356 Allegheny 2-6-6-6 Steam Loco No. 1637 C&O DCC Sound.....£484.99
HR2381 Shunting Accumulator Loco ASF 28 Orange, DR.....NEW £96.99
HR4001 UIC X High Speed Train Coaches (x 3), FS.....£100.03
HR4013 2nd Class Passenger Coach, DB.....£31.61
HR4015 Restaurant Coach, DB.....£35.69
HR4087 NS DDM Double Decker 1st & 2nd Class Coach.....£50.99
HR4096 1st Class Coach UIC X High Speed.....£51.99
HR4098 Type 59 Passenger Coach 2nd Class, Treno Azzurro.....£51.01
HR4104 4 Coach Pack Silberlinge Red Karlsruhe Head DB Regio.....£168.99
HR4106 1st Class Coach A4ü 26, DR.....£37.99
HR4108 Luggage Van Coach Pw4ü 28 No. 641-013, DR.....£37.99
HR4109 Luggage Coach Type 1959 in Grigio Ardesia, FS.....£50.99
HR4110 Passenger Coach FS Type 1959 1st Class Grigio Rosso Fegato.....£53.99
HR4111 Passenger Coach FS Type 1959 Mixed 1st /2nd Grigio Rosso Fegato.£53.99
HR4112 Passenger Coach FS Type 1959 2nd Class Grigio Rosso Fegato.....£53.99
HR4114 2nd Class Passenger Coach Type Z, FS Grey.....£52.99
HR4115 1st Class Passenger Coach Type UIC X 1968, Grigio Ardesia FS.....£59.99
HR4119 1st Class Passenger Coach Type UIC X 1982, Grigio Rosso Fegato..£49.99
HR4124 Four Coach Set Silberlinge DB with "Karlsruhe Head".....£168.99
HR4126 Double Decker Coach Type DB13 4 Coach Unit, DR.....£199.99
HR4133 2nd Class Passenger Coach Type Z, FS Grigio Avorio.....£52.99
HR4137 CIWL No. 4013 Pullman Express Cruising Service.....£55.99
HR4139 Luggage Van Pw4u group 28 DB.....£37.99
HR4140 1st Class Passenger Coach Bauart A4u group 26 DB.....£37.99
HR4144 2 Coach CIWL Sleeping Coach Set No's 3543 & 3553.....£110.99
HR4145 2 x CIWL Restaurant Venice Simplon Orient Express.....£110.99
HR4146 2nd Class Corbellini Coach No. 5083 2908 176-6,FS.....£36.99
HR4154 CIWL Sleeping Coach with logo, FS.....£50.99
HR4155 CIWL Dining Coach with logo, FS.....£50.99
HR6001 TADGS Hopper Wagon, FS.....£20.37
HR6057 "Insulators Scrap" Wagon 2 Unit Set Eals, DR.....£36.71
HR6074 Silo Wagon Ucs WLE No. 87.....£23.48
HR6076 Hopper Wagon Pack of 3 loaded with wood chips, SJ.....£65.31
HR6081 2 x Wagons Covered Sliding Doors Type Hbis 299 weathered, DB.....£45.99
HR6082 2 x Wagons Covered Sliding Doors Type Hbis 299 Ford, DB.....£45.99
HR6083 Double Deck Car Carrier x 2 Type Laes 541, DB.....£42.99
HR6087 2 x Open Wagons Eaos weathered, DB.....£42.88
HR6088 Grain Hopper Wagon, MAV Red.....£27.52
HR6089 Silo Wagon Type Uas Millet 2000, SBB.....£30.63
HR6092 Flat Wagon Type Rmms, FS.....£28.99
HR6093 Flat Wagon Type Rgs loaded with 3 x 20ft Containers, FS.....£33.99
HR6094 High Walls Wagon Type EAOS loaded with coal, weathered, FS.....£28.54
HR6095 Curtain Sided Wagon Type Ros No. 354 0 018-6, weathered, FS.....£28.54
HR6097 Set of 2 Closed Wagons Type FI -gangway connections, FS.....£51.99
HR6104 Silo Wagon Type Ucs No. 88, WLE.....£23.48
HR6105 Silo Wagon Type Ucs with lettering Dyckerhoff, DB.....£23.48
HR6110 2 Axle Hopper Wagon SKW Piesteritz, DB Yellow.....£24.99
HR6113 K5 Railway Gun in Camouflage, DRB.....£43.99
HR6114 Tarpaulin Covered Wagon 4 Axle Type Rilnss EuroLuxCargo, NS.....£28.59
HR6115 Closed Wagon Wooden Type NS.....£23.48
HR6116 2 Axle Hopper Wagon Type Tds with movable roof, NS.....£24.99
HR6118 Set x 3 Hopper Wagon 2 Axle Type Tds 936, DB.....£68.99
HR6124 Container Wagon Type Sgmmns 738, with 2 x 20ft containers.....£30.63
HR6126 Hopper Wagon Type Uas Nescafe, FFS.....£32.99
HR6134 Set x 2 Flat Wagon Type Sgmmns - each with 2 x containers, DB.....£59.99
HR6136 Box Cars x 6 Type Gs213, DB.....£154.99
HR6137 Tank Wagon 4-Axle DR.....£29.99
HR6138 Set x 3 Open Wagons without Load Type Eals, DR.....£66.99
HR6154 Covered Tarpaulin Wagon 2-Axle, Nordwaggon Type Lis.....£24.99
HR6156 Kbs Stake Wagon No. 330-1-567-0 , DR.....£24.99
HR6158 Sliding Walls Wagon Type Habbins - Lettering 25ft DB.....£29.99
HR6161 Tank Wagon 4-Axle A.S.A.....£29.99
HR6164 4 Axle Stake Wagon loaded with 3 x 20ft Containers.....£33.99
HR6167 Flat Wagon Type Rgs with load weathered sleepers, FS.....£34.99
HR6168 Private Tank Wagon, FS.....£24.99
HR6169 Set x 2 Flat Wagon Type Kbs Ld Pipes, FS.....£50.99

Fleischmann N

725002 Diesel Loco 221 Bentheimer.....£89.50
725003 Diesel Loco 221 EGP.....£84.50
7320 Class 145 Electric Loco No. 145 001-4 in DB Cargo.....£99.99
7329 Class 141 Electric Loco No. 141 441-8 in DB Bahn.....£88.50
7331 Class 139 Electric Loco of the DB AG (DB Cargo).....£89.50
735501 Class 101 Electric Loco No. 101 075-0 in DB with advertising panel..£94.50
7383 Class 151 Electric Loco of the DB AG (DB Cargo) in traffic red.....£97.50
738501 Class 185 Electric Loco of the Crossrail AG.....£127.50
739403 Class E94 Electric Loco No. E94 069 in DRG.....£114.50
7449 ICE-Coach 2nd Class, type Bvmz 802.6, Smoker of the DB AG.....£20.25
7763 ICE-T Centre Coach 2nd Class, type 4011.8, ÖBB.....£35.00
7765 ICE-T Centre Coach 2nd Class, type 4011.6, ÖBB.....£35.00
8041 DB 1st Class Compartment Passenger Coach.....£23.75
8042 DB 1st/2nd Class Compartment Passenger Coach.....£23.75
8045 DB Type 4 Post Coach.....£24.50
8046 DB 2nd Class Passenger Coach.....£21.75
8074 3-Axled Passenger Coach 2nd Class with load bay, type B3itr of the DB.£20.00
825201 3-part Set Container carrying Wagons of the Crossrail AG.....£65.00
825314 Twin Container Wagon with 2 x Die Post Containers.....£30.60
828302 Bogie Open Wagon type Eaos in DB - weathered.....£13.99
82878701 Stake Wagon with concrete barrier load, DB.....£17.90
82878704 Stake Wagon with gravel load, DB.....£16.50
82888701 Low Steel Sided Wagon with concrete block load, OBB.....£17.90
82888704 Stake Wagon with ballast load, DR.....£12.45
82928701 Bogie Open Wagon with wood load, DB Cargo.....£11.99
848003 Tank Wagon, Saltra.....£14.80
852200 High Capacity Self-Unloading Hopper Wagon, PKP - Pack of 12.....£171.00
867385 Class 185 Electric Loco, Rail4Chem - Special Edition 2006.....£98.15
8772 3-Axled 2nd Class Coach with load bay, DR.....£17.75
8773 3-Axled 2nd Class Coach with load bay, DR.....£19.25
878530 Goods Wagon Set with 2 self-unloading hopper wagons, DB Cargo.....£20.95
878604 Regional Express Coach 1st/2nd Class, DB AG Red.....£17.25
967385 Class 185 Electric Loco, RSB Logistic - Special Edition 2006.....£96.20

Arnold N

HC9001 Railway Signal Box.....£17.00
HN1004 Industrial Service Train Set.....£116.99
HN2020 Electric Loco Series 152, DB.....£133.74
HN2071 Class 354 Diesel Loco No. 354 001 RENFE III Beige & Blue.....£141.99
HN2073 Class 353 Diesel Loco 3005T RENFE Original.....£141.99
HN2077 ICE3 8 Unit High Speed EMU Class 406, DB.....£249.99
HN2078 Shunting Diesel Loco Type DHG 700C Bayer 9.....£99.99
HN2079 Shunting Diesel Loco Type DHG 700 C No. D17, DB.....£99.99
HN2091 Diesel Railcar Class 702, DB.....£119.99
HN2094 Class 641 Diesel Regional Railcar No. 641-001-3, DB.....NEW £113.99
HN2095 Class 641 Diesel Regional Railcar No. 641-026-0, DB AG.....NEW £113.99
HN2096 Class 641 Diesel Regional Railcar No. 641-016-1, DB AG.....NEW £113.99
HN2097 Class X 73900 Diesel Regional Railcar, SNCF DB AG.....NEW £113.99
HN2099 Class X 73500 Diesel Regional Railcar No.X73582 SNCF.....NEW £113.99
HN2100 Class X 73500 Diesel Regional Railcar No.X73712 SNCF.....NEW £113.99
HN2102 Diesel Hydraulic Loco Class V200 No.V200 002 DB.....NEW £89.99
HN2103 Class 146 Electric Loco No.146 229 DB.....NEW £119.99
HN2105 Class 185.2 Electric Loco No.185 238-3 DB Railion.....NEW £119.99
HN2108 Class E186 Electric Loco No.E186 909 LINEA.....NEW £119.99
HN2113 VT 133 Diesel Railcar No. 133 507, DR.....£99.99

Kernow Model Rail Centre

HN2119 Class E186 Electric Loco No.91 76 0119 008 CargoNet.....NEW £119.99
HN2124 Class 146 Electric Loco No.146 519-4 Connex.....NEW £119.99
HN2127 Class 252 Electric Loco No. 252 036, Altaria.....£134.99
HN2137 Class 185 Electric Loco No.185 675-6 Peterson Rail.....NEW £119.99
HN2142 8 Car High-Speed Train AVE S-103, RENFE.....£302.99
HN4059 Regio 1st/2nd Class Coach Type ABom 222, DB.....£32.99
HN4061 Regional Coach B4ymgf 51 2nd Class Cab Control Car, DB.....£34.99
HN4063 SBB Regional Coach Pack of 4.....£124.99
HN4065 Würtembergian Coach 1st/2nd/3rd Class, DB.....£32.99
HN4067 Pw4üpr Luggage Van with sliding doors/detailed interior, DB.....£32.99
HN4075 2nd Class Coach Type Bom Halberstädter, Städteexpress.....£32.99
HN4082 Luxury Coach Car AAX No. 1103 RENFE.....£32.99
HN4090 6 x Coaches Talgo Hotel Train Elipsos, RENFE.....£129.99
HN4093 6 x Coach Units Talgo Pendular, RENFE.....£129.99
HN4094 2 x Coach Units 1st & 2nd Class, RENFE.....£43.99
HN4095 2 x Coaches (Cafeteria/Restaurant) Talgo, RENFE.....£43.99
HN4106 CIWL Venice Simplon Orient Express 3 Coach Pk, Set 1.....£104.99
HN4111 CIWL Pullman Express Service Coach.....£34.99
HN6003 Box Car Type Gs with opening doors, SBB.....£16.34
HN6006 Box Wagon for transporting fish, DB.....£14.30
HN6016 High Capacity Grain Transport Wagon Set (x 3), DB.....£75.52
HN6017 Tank Wagon, DB.....£18.38
HN6051 RENFE Hopper Wagon Type Uas Transcereales Transfesa Lettering.£27.56
HN6052 Hopper Wagon Type Uas with SUCRAN Lettering.....£27.56
HN6084 Set x 3 Open Wagons Type Fals 175.....£59.99
HN6091 2 x Closed Wagons G02 1 with Brakeman's Cab, DR.....£36.99
HN6096 Closed Wagons J2 Type Gs, RENFE.....£19.99
HN6097 Silo Wagon, Cementos Alfa RENFE.....£20.99
HN6099 Refrigerated Wagon, Transfesa/Interfrigo RENFE.....£19.99
HN6106 Esso Tank Wagon.....£23.48
HN6107 RENFE 4 Axle Hopper Wagon Type Uapps, Brown.....£27.56
HN6108 Refrigerated Wagon Transfesa RENFE.....£19.99
HN6113 RENFE Old Tank Wagon, CAMPSA.....£19.39
HN6118 Container Wagon Sgjs 716 with Containers, DB.....£29.99
HN6120 Set Sliding Wall Wagons Type Habiis DB2 Unit,TRANSWAGGON.....£49.99
HN6123 EBW 2 Wagon Set Hopper Wagons, Fcs.....£37.78
HN6124 Open Wagon Type Linz No.42-02-94 DR.....NEW £15.00
HN6125 Open Wagon Type Vilach No.43-73-72 DR.....NEW £15.00
HN6131 Flat Wagon Type Rgs/Sgs AAE with 2 x 30ft Bulk containers.....£29.99
HN6136 Hopper Wagon Flat Sides Groupe Soufflet, SNCF.....£29.99
HN6137 Sliding Wall Wagon Kronenbourg, SNCF.....£29.99
HN6138 Closed Wagon J2 Type Gs, RENFE.....£19.99
HN6139 Hopper Wagon Red Oxide Weathered.....£20.99
HN6141 Set x 2 Fuel Tank Wagons, GATX Bio Fuel DB/OBB.....£45.99
HN6142 Tank Wagon Type Z Lettering Bruggermann Alcohol reg. DB.....£19.99
HN6144 Open Freight Wagons 20ft Yellow Container Tarros, DR.....£19.99
HN6146 Refrigerated Wagon Hackerbrau Munchen, DRG.....£19.99
HN6148 Closed Wagon Type Gs216 No. 124 4 441-2, DB.....NEW £17.00
HN6152 Silo Wagon Type Ucs 908, OBB.....£20.99
HN6157 Refridgerated Wagon Type Tnfhs Kulmbacher Mönchshofbräu DB.NEW £17.00
HN6159 Open Wagon Linz No. 805 909, DB.....NEW £15.00
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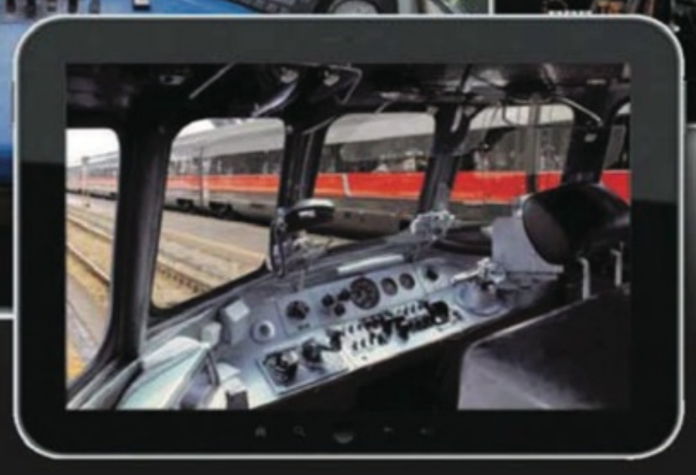


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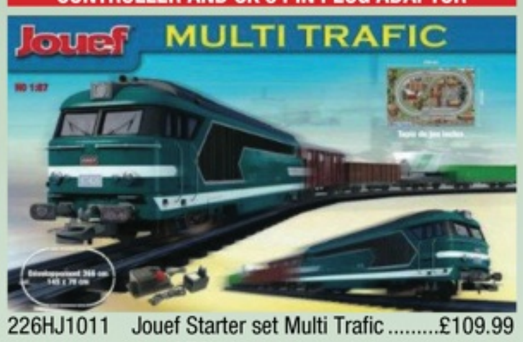
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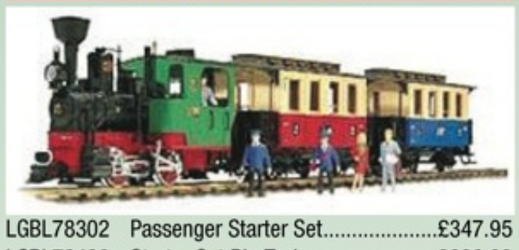
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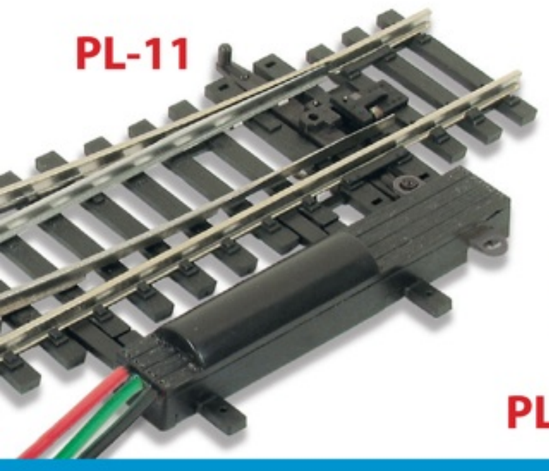
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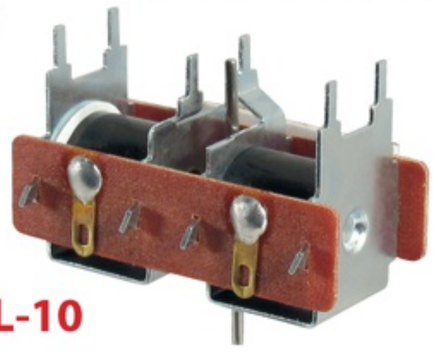


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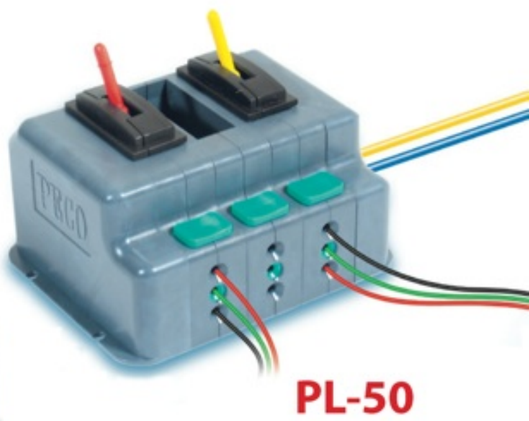
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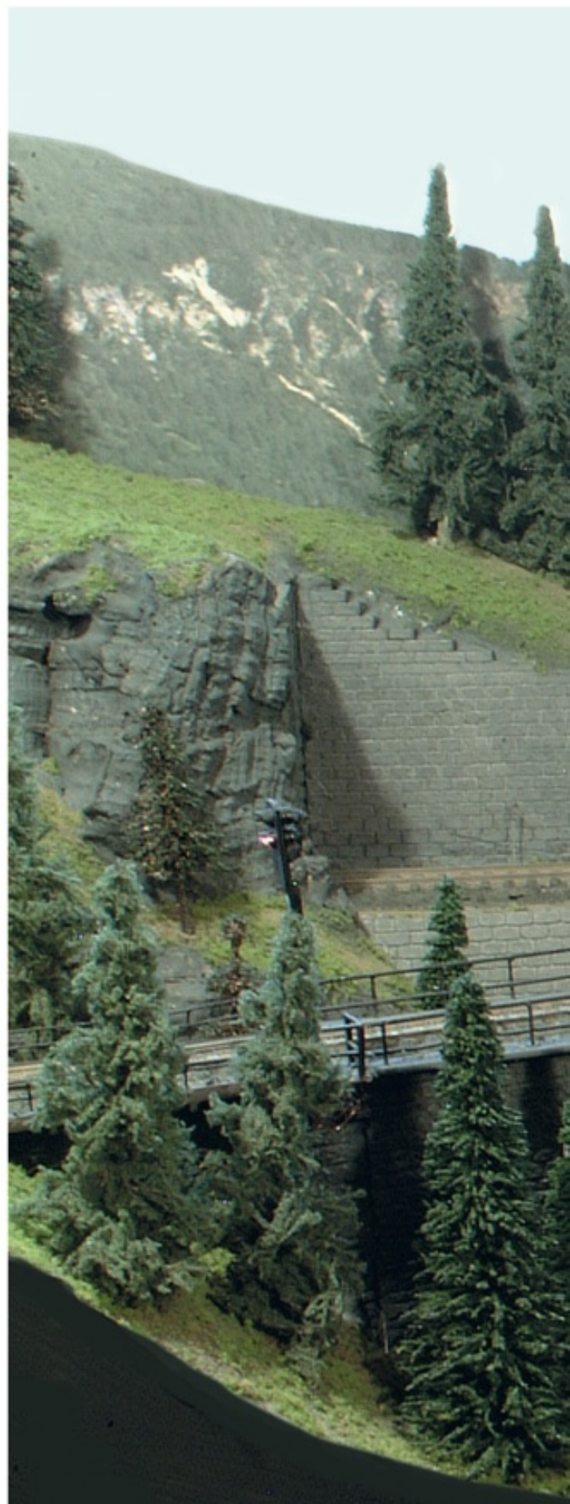
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Peter Phillips describes a small branch terminus where lines from Austria and Hungary come together which can host GySEV, MÁV, and ÖBB stock in various periods.

Admont

Near the Austrian–Hungarian border





Admont – or at any rate, my fictional small town of that name – is situated in Austria's easternmost province of Burgenland, south-east of Vienna and a few miles west of the border with Hungary. A short detour through real life geography and politics is necessary to explain how its rail connections came to be what they are.

Until the end of the First World War, Burgenland was in the Hungarian part of the dual monarchy (Austria-Hungary). The land slopes down eastwards from the foothills of the Alps towards the plain, so it was natural that the first railway to Admont should have been built by the GySEV westward from Szombathely up a valley and then north through rolling hills until it dropped down again to join their main line at Sopron.

The initials GySEV (pronounced 'Djeshev' in Hungarian) stand for Györ-Sopron-Ebenfurti Vasút (Vasút = railway). In the German version of its name, ROeEE indicates the Raab-Oedenburg-Ebenfurter Eisenbahn, shortened of late to Raaberbahn, Raab being the German name both for Györ and for the river that the GySEV main line follows to reach it.

Traffic on the route through Admont was primarily agricultural, but when iron ore was discovered half way between there and Sopron, a small steelworks was built which generated further traffic.

After the First World War, the lands of Austria-Hungary were broken up. It was decided in 1921 by the Treaty of Trianon that Burgenland should be transferred to Austria, but after further armed conflict the Sopron district was given a choice about where it should be allocated and it voted to remain in Hungary. For this, the people of Sopron were and still are regarded as heroes by the rest of their country – but probably not by the railway authorities because five lines met in that town and the new frontier interrupted three of them. The GySEV survived as an independent operator because it was politically convenient for both countries to continue with it, as indeed they still do today.

Left

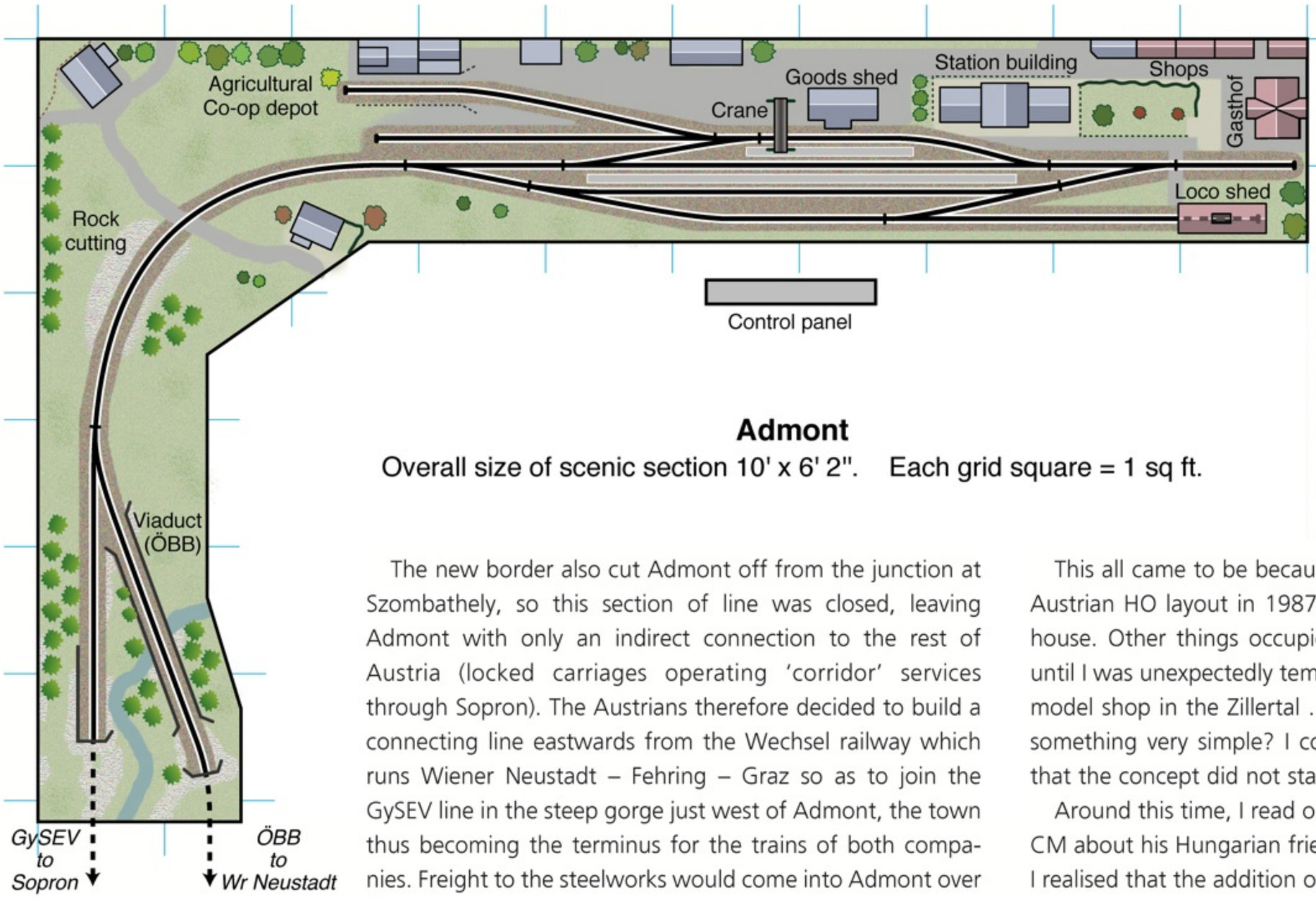
2003: GySEV M40.401 (bought secondhand from MÁV) heads towards Admont with a train of two Halberstadt type coaches (secondhand from DBAG, ex-DR). GySEV adopted the green livery around 1990.

Above

1976: the block train to the steelworks is hauled up the ÖBB line towards Admont by an Austrian class 52 2-10-0 ...

Below

... and 20 minutes later leaves for the works behind GySEV M62.901 in original maroon livery.



Admont

Overall size of scenic section 10' x 6' 2". Each grid square = 1 sq ft.

Right
On a chilly spring morning in 1982, M62.904 has been pressed into passenger service due to the usual railcar being unavailable. The loco has no train heating capacity so a generator van hastily obtained on hire from MÁV (the model is by Dom) has been included to keep the passengers comfortable.

The new border also cut Admont off from the junction at Szombathely, so this section of line was closed, leaving Admont with only an indirect connection to the rest of Austria (locked carriages operating 'corridor' services through Sopron). The Austrians therefore decided to build a connecting line eastwards from the Wechsel railway which runs Wiener Neustadt – Fehring – Graz so as to join the GySEV line in the steep gorge just west of Admont, the town thus becoming the terminus for the trains of both companies. Freight to the steelworks would come into Admont over ÖBB metals and then reverse, being hauled by GySEV traction to the works and vice versa.

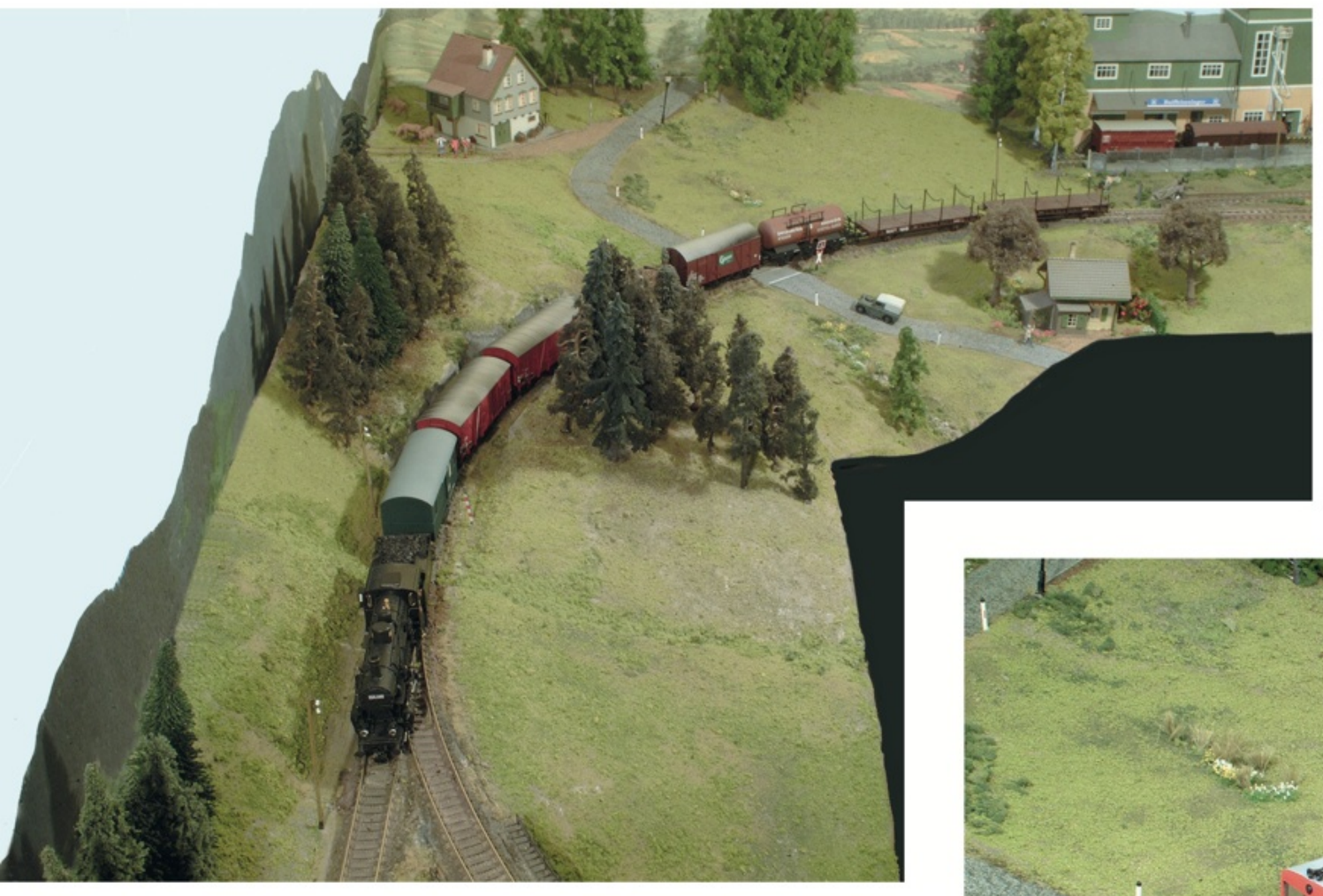
While Hungary was part of the Soviet bloc from 1945, the GySEV line fed almost all traffic from this route into the ÖBB. After the removal of the Iron Curtain in 1989, new traffic flows have developed that include open access freight as well as cross-border Euregio local passenger services.

This all came to be because I had dismantled my previous Austrian HO layout in 1987 when we were about to move house. Other things occupied my time for some ten years until I was unexpectedly tempted by the window display of a model shop in the Zillertal ... perhaps I could find space for something very simple? I could, although it has to be said that the concept did not stay simple for long.

Around this time, I read one of Nigel Lillywhite's articles in CM about his Hungarian friends exhibiting at Eurotrack, and I realised that the addition of a GySEV line to an ÖBB branch would fit the location as well as allowing for some unusual stock and more operating possibilities. I had encountered this company while exploring the Neusiedlersee c.1970, and still remember how strange it felt to travel in a vehicle where I could not understand a single word of all the notices, which were printed only in Hungarian. A junction was soon added to my plan, and a back story about how it came to be. The result is what you see: it took about five years before trains could start to run, while I am always surprised how many features have crept in subsequently.

The line

An imaginary traveller on an ÖBB train heading into Admont would note, as his train emerged from tunnel, that it was on a viaduct crossing the mouth of a gorge, in a landscape of pine woods and meadow, while to his left was the GySEV line on an embankment. The two lines meet, then the train traverses a rock cutting to emerge into a more pastoral landscape with open hillside; it passes the agricultural co-operative's rail-served depot on the left and enters the station with



Above
A late 1960s bird's eye view of 324.540 heading a mixed freight out of Admont. The loco has just emerged from the cutting and reached the point where the GySEV and ÖBB lines diverge



Right
1985: Bzmot railcar 502 and trailer (GySEV had two of these units for services on secondary lines) have just left Admont and take the curve over the level crossing as an old Land Rover waits.

its typical fan of four loop tracks. The train pulls up to the sizeable main building, which is shaded by trees. As the traveller alights he can see the single-road loco shed to the right, and the town straight ahead. His eye will no doubt be caught by the Gasthof whose beer garden is right next to the headshunt – there being no better place to observe train movements while recovering from the journey.

Constructing the layout

There is little to say about the baseboards, which are on conventional 2" x 1" timber frames. The scenic part of the layout is divided into four sections, leading to the hidden sidings. These can be fitted in either of two positions so that if the layout were exhibited, it would be an L-shape and the public would have the same view as I do at home when it is a U-shape.

The control system (analogue) is deliberately simple because I am a train buff rather than a computer buff, and I have seen too many layouts where trains ground to a halt at something as simple as a forgotten section gap. All track is therefore live unless switched out. Any part of the line can be operated from the controller at either end, while there are two-way switches that allow trains to be driven from the hidden sidings up to the signals protecting the junction, and parked there to be taken over by station control when ready.

Track is Fleischmann Profi, all points on the visible section being operated by motors concealed in the boards.

The semaphore signals in the station are Viessmann 'old Austrian' type with German arms added during the Second World War: the Signals Dept. has updated as far as installing colour light signals to protect the junction – this was always too far from the station for semaphore wires, so the new signals enabled them to get rid of a block post.

Much effort went into making the countryside sections look as if the landscape was there first and the railway driven through it. The river is hammered glass. The rock faces are cork bark – except in the cutting, where they are genuine rock – and the contours are chicken-wire and papier maché over expanded polystyrene formers. And, as everyone else who models the mountains has noted, it is always surprising how many trees you need.

The buildings are from Kibri, Faller, Piko, Vollmer, and Auhagen. Some have been cut down to half-relief; most have been repainted to remove the plastic appearance.

The road vehicles vary according to period, and I must resist the temptation to add any more of them, or more people either, since my abiding memory of visiting small country towns like this is that they are quite empty for most of the day.

Train services

Loco-hauled passenger trains are typically formed of two or three bogie coaches (four will just fit if they are short prototypes) or five four-wheelers. The longest freight is the steelworks train, because the change of loco to head off down the other route means there is no need for the incoming engine to run round until the train has gone: full use can thus be made of *Hauptgleis I*, the main station track. However, keeping trains short helps to maintain the sense of space on the layout.

Above
1967: early ÖBB diesel 2045.10 arrives on a passenger service from Wiener Neustadt consisting of 1960s 'Spanten' stock (rebuilt with new steel bodies on old chassis) while 2-6-2 324.540 and four-wheeled stock wait to provide the GySEV connection.

The ÖBB passenger services normally run to or from Wiener Neustadt, but the sequence timetable provides for one through connection to Vienna: as per the prototype, in the 1960s timetable this is a class 5045 *Blauer Blitz* railcar set running as an *Eilzug* out to Admont in the morning and back in the afternoon; in later years this is replaced by a loco-hauled early morning train to Vienna which returns as the last train of the day.

The GySEV passenger service is restricted to three train pairs daily. Until 1989 these are limited to shuttling as far as the border. Following the lifting of the Iron Curtain, some work through to Sopron and beyond.

This company was one of the pioneers of using internal-combustion railcars on its lighter services, and three generations of these are represented: the BCmot built by Ganz in 1928 (still in use in the 1960s, by then reclassified as ABmot); the Bzmot introduced in 1977; and the

Below
1985: Romanian-built M47.1502 waits to collect a gang of track workers. The coach is an ex-Austrian N28 standard type which has had its end platforms enclosed to protect passengers in the severe winters. Behind, a grain hopper and a molasses tank wagon (both MÁV) wait to be loaded.

Right
1967: the tail end of the mid-day GySEV passenger service as it slips out of the station, the single Bzx coach being hauled by railcar ABmot 11. A van is being moved into the agricultural co-operative depot siding by ÖBB 93.1441, one of a class of 2-8-2Ts that were built in the 1920s, many lasting to the end of steam in 1976.

Below
1978: only GySEV traffic is to be seen, as Bzmot railcar 502 pulls out of Hauptgleis II while M44.307 collects a van by the goods shed. Timber has always been a staple of the freight traffic. Sawn planks are stacked up, waiting to be loaded onto rail wagons. The three-way point which gives access to the agricultural depot as well as providing the crossover to Hauptgleis I is a useful space-saver.

5047 introduced in the 1990s which is almost identical to the ÖBB units of that class. Locomotive-hauled trains are used in busier periods.

The steelworks traffic consists of coal and scrap in, then steel coil and other products out. General freight revolves around timber, building materials, grain, and other agricultural produce; in the autumn the lines are particularly busy collecting sugar beet for which extra locos and wagons have to be hired in, often from MÁV (Hungarian state railways). This last, of course, is a good excuse for additional stock that would otherwise be hard to justify.

Locos and rolling stock

There is sufficient stock to run representative ÖBB and GySEV services for almost any period from the mid-1960s onward. The items of Austrian outline are from the usual sources (Klein Modellbahn, Roco, Liliput, and others) and will be familiar to those who model the Austrian scene.

The prototype GySEV fleet has always consisted mainly of standard MÁV types, both locos and stock, and so it is here. There is a cottage industry in Hungary producing suitable models in small batches. I have dealt directly with some manufacturers, while I am grateful to Ferenc Naumann in Cologne for providing many rare items over the last ten years, and also to Winco, Marno, and Gaugemaster in the UK (usual disclaimers, but thanks to them all). Some items are also offered from time to time by mainstream western manufacturers such as Roco, Gützold, and Tillig.

Pride of the line is the type 324 light 2-6-2 for mixed traffic. This was the most numerous MÁV steam class: nearly one thousand were built, of which half were lost to Romania when Transylvania was ceded to that country after the First World War. GySEV owned eleven of them from the early 1950s, and hired more when needed. The Limitbahn brass model is beautifully detailed, down to the real wooden armrests on each side of the cab.

Above
1978: the M41 class was normally limited to the GySEV main line in Hungary. Here, M41.002 enjoys a rare excursion into Austria as it rolls into the station with a short train of type Bh local stock.

Below
Admont station in the early 1970s. The last few passengers walk onto the platform in front of the impressive station building (an Auhagen kit) as the despatcher (*Fahrdienstleiter*) prepares to wave off elderly railcar ABmot 11 on its next trip. These units were notable for the large radiators on the roof.

Right
2006: operations have been streamlined. The goods shed has been demolished, and a fork-lift now unloads the sporadic wagonload traffic. The mid-day GySEV local is formed of single railcar 5047.501 which will leave as soon as the arriving ÖBB bus has disgorged any connecting passengers.



With the exception of the M41 (M for 'motor' indicates a diesel in the Hungarian classification system as used until Epoch VI), which is a passenger loco, all of the diesels can legitimately be used on either passenger or freight – although the Soviet-built type M62 Co-Co has no train heating and must be paired with a generator van if used on passenger workings in cold weather.

GySEV has had no shortage of different liveries over time: Epoch III – dark green and later maroon; Epoch IV – orange locos and blue coaches (all latterly with yellow stripe); Epoch V – locos and coaches green with a yellow stripe, except the 5047 railcars where the colours are reversed.

The GySEV passenger stock is mainly by Dom, Tillig, and Fuggerth, with some further items converted in-house.

The freight stock (including some strays from MÁV) comes from Klein, Dom, and Roco.

What next?

I could not resist the MÁV 760mm gauge class Mk48 diesel and coaches recently introduced by CSEH (reviewed in CM November 2011) and Bemo are to produce the more powerful class Mk45, built in Romania as type L45H and exported to much of eastern Europe. I could not really justify operating such stock in Austria, even though one loco of each type is now running on preserved lines there, and the GySEV stuck to standard gauge, so I think the next layout will have to be east of the border. When I retire …

Below
Late morning in the town. The first guests are arriving for lunch at the Gasthof but there will be nothing to see at the station until the mid-day passenger trains arrive in an hour or so.

Photographs by the editor.

Current GySEV fleet list

324.540	2-6-2	black	Limitbahn
M40.401		green	Dom Models
M41.002		orange	Fuggerth
M44.307		orange	Dom Models
M44.313		green	Dom Models
M47.1502		orange	Limitbahn
M62.901		maroon	Gützold
M62.904		orange	Gützold
ABmot.11	4-wh railcar	dark green	Deák
Bzmot.502	4-wh railcar	orange	Deák
5047.501	bogie railcar	green	Rivarossi
5047 502	bogie railcar	green	Kleinbahn



Emmanuel Nouaillier
presents a new selection
of highly detailed structures
in realistic settings which reveal
his enduring fascination with
the cityscapes of the past.
Photographs by the author.



Urban impressions

In this article I am going to take a different approach and just show some finished examples of recent work focussing on favourite personal themes, urban and industrial structures away from the strictly railway setting. After this look at what I hope are some very realistic three-dimensional scenes, further articles will look in more detail at some aspects of the construction, detailing, and finishing.

Walls from a bygone age

I wanted to devote myself to reproducing simple environments, the streets and blind alleys of a bygone age with their antiquated façades. That is to say, to try and express a feeling through creations which evoke the past, in order to take photographs from a realistic perspective, looking for a good angle to capture the scene as if a miniature observer was looking at these buildings. In this process, the light is very important in the attempt to fool the viewer. Here there is no artificial light, no overhead view, no wide shots giving an artificial impression, all of which spoil the desired effect. For that is the goal, the search for hyper-realism, that is to say the perfect relationship between a scale model and the real thing as we might see it in natural light, or perhaps as we imagine it would have looked. Here there will be no question of granting great importance only to accurate details, to weathered elements that look larger than life, or settings that are too contrived. It will be more a case of going further, showing realistic creations to a public well aware of the passing of time and of the profound changes in the urban landscape, where the train is never far away, as witnessed by a distant locomotive whistle or old rails in the pavement. The aim is to recreate in miniature the atmosphere of classic old images by many photographers, both well-known and anonymous, who immortalised the post-war scene in monochrome pictures. New challenges and new perspectives are offered by taking a path devoted to a purely photographic presentation of work made for publication.





Left and right
Two 'period' views of *La rue de la glacière,* a scenic diorama featuring several of my structures, which has been seen at a number of exhibitions. I hope it has very evocative elements, immediately suggesting a story or awakening memories.

Left

My friend Frank Destouesse, a graphic designer, shares my passion for the 'urban past' and especially the former industrial atmosphere of the Parisian suburbs. Among many places we found very fascinating were the wine warehouses of Bercy, an almost mythical area with a mixture of antiquated buildings, wooden warehouses, and rails in the streets serving this vast ensemble.

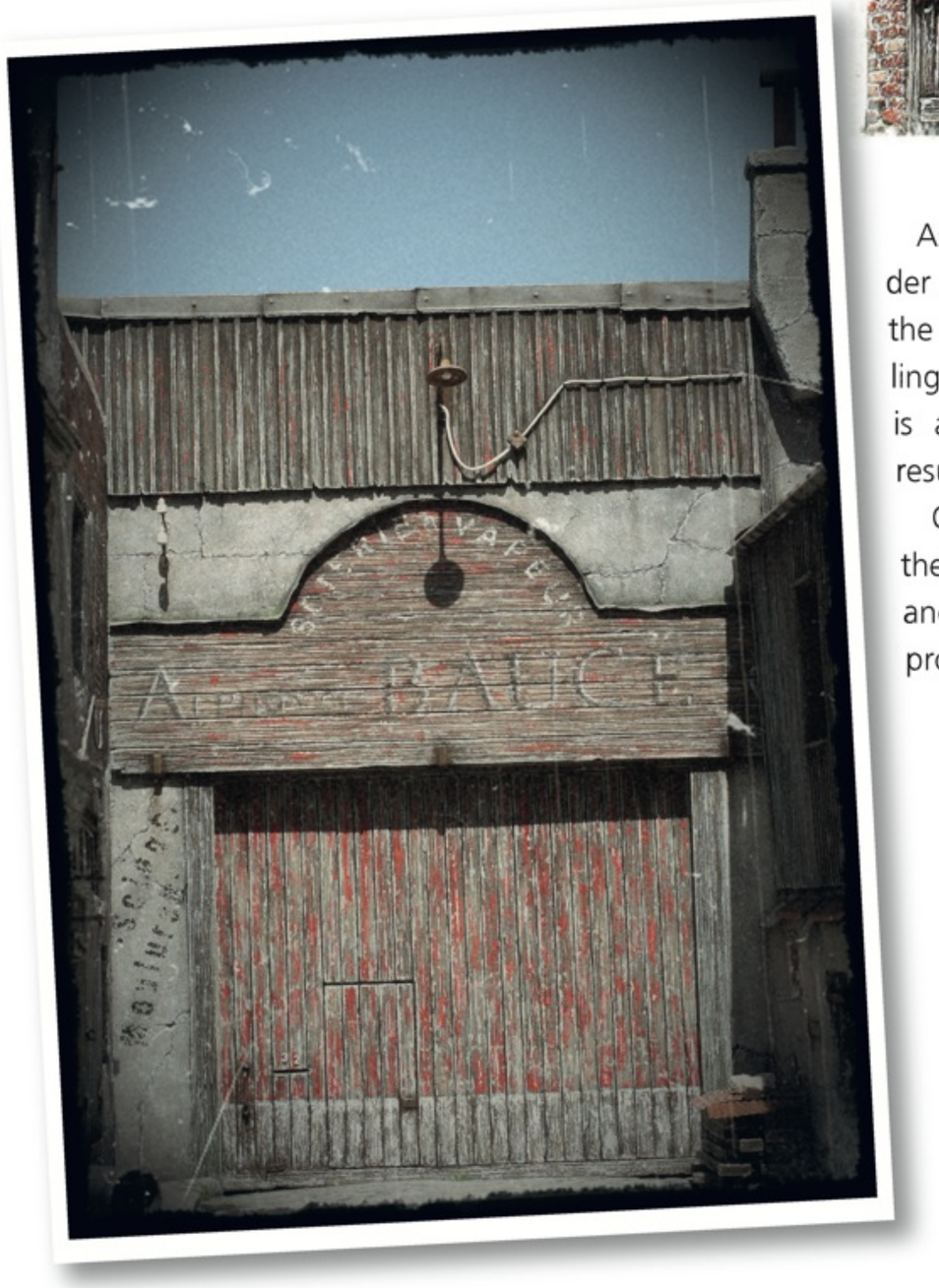
Right

Here is a recently completed project, a dead-end alley, which evokes a small street in the industrial suburbs of Paris in the 1950s. The side wall of the café has signs typical of a bygone era. Note the working hinges on the little wooden gate (etched metal parts by Aber) as well as the representation of bent nails.

Below

This 'old colour transparency' shows the ancient frontage of a sawmill which closes off the end of the alley.







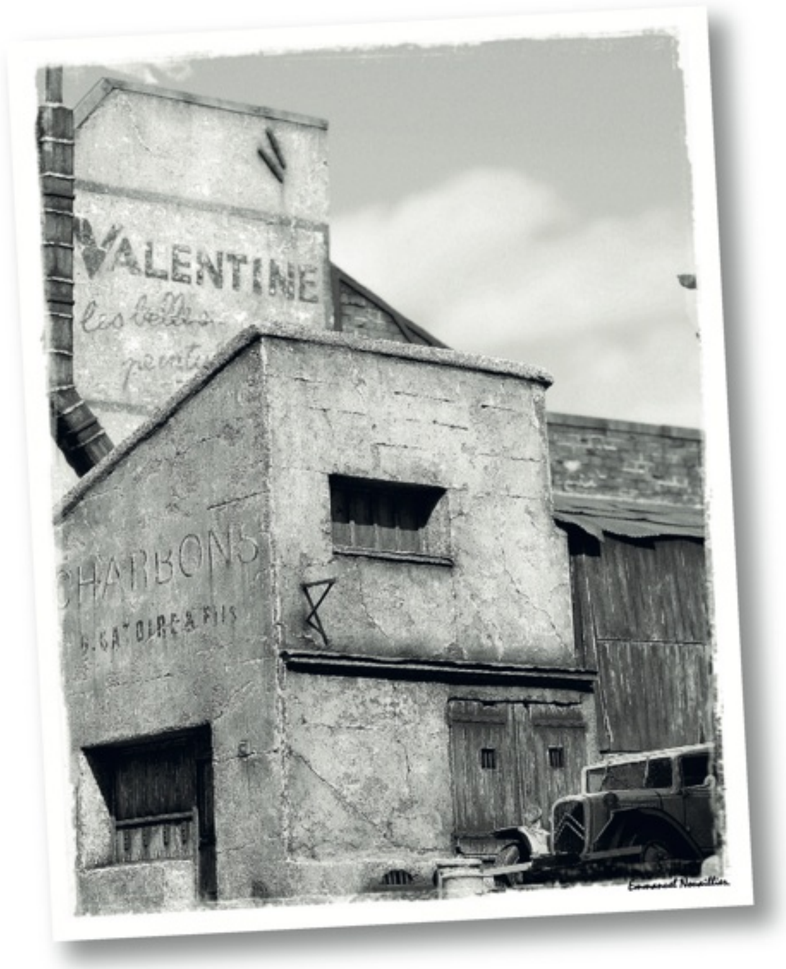
As you can see, my philosophy is at the border of modelling as it is commonly understood: the walls tell stories. The result of the modelling, combining construction and weathering, is a means of obtaining not just physical results, perhaps printed on textured paper.

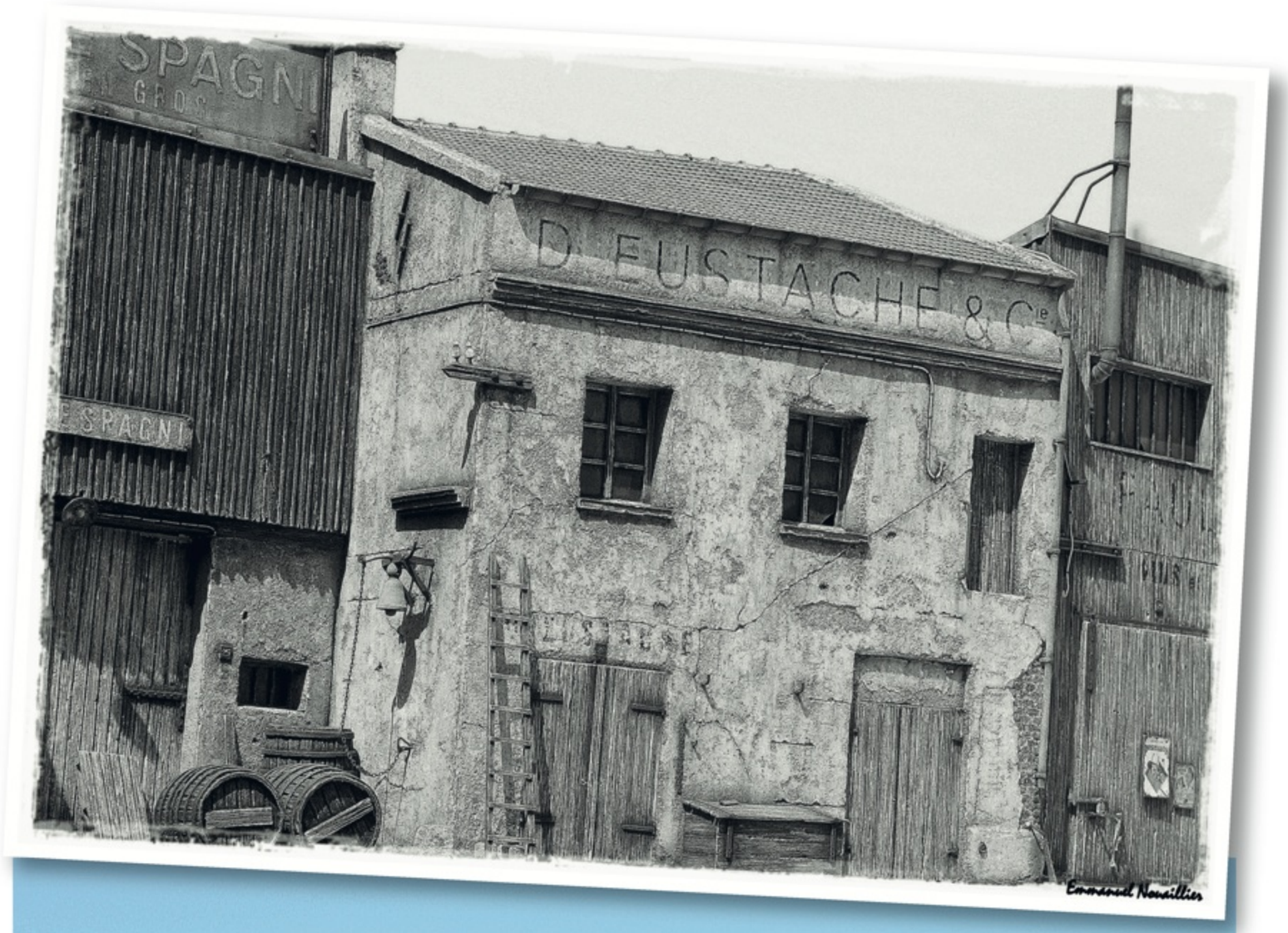
Of course, all this does not take away from the pure modelling work – on the contrary – and I still get much pleasure participating in projects that are dear to my heart – such as *La rue de la glacière* – where I can express a more artistic approach. I am more interested in the image than words ...

So here is a look at some recently completed structures, showing some of the small details which have been described in recent issues.

As well as conventional photos for the modeller, some have been processed to simulate 'period' views in both black & white and early colour. I hope you will enjoy them.







Right
The Spagni building reflects the typical appearance of painted wooden buildings such as could be seen in the area. I have recently completely redone the paintwork of the door to get a flaked effect using the technique of peeling with mineral spirits.
The warehouse sign was one of the first things I made for this scene back in 2004. Even if the result is far from perfect compared to my current results, I preferred to leave it as is, since it is fits quite well with the rest.

Below
Key to the realism are characteristic elements such as the water pump, which could be found scattered around the streets and passages of this neighbourhood. This was made from a commercial item, but the mechanism was completely rebuilt using flattened copper wire, bolts from Grandt Line, etc. ... note the seal made with aluminium foil.





Above

In order to capture this location as best I could, I started developing a 'still life' entitled *Bercy disappeared* which included the elements that seemed most representative of the place: wooden warehouses, of course, and a decrepit shack, but also typical details such as large electrical boxes, barrels, signs from real traders, embedded track, etc. ... all scratchbuilt from basic materials.

Below

An 'old' view of the front of the Eustache building, originally located on Cours Baudoin, which was strongly inspired by a classic photograph in the *Paris disappeared* collection.

Below and right

A few of the details added to the structures. The wooden ladder was made with scribed Evergreen strips; the very fine telephone insulators on the bracket are whitemetal.







Above
Along the *quai de Jemmapes*, recalling façades bordering the Canal St.Martin – a mixture of shops, workshops, and small factories, not far from the Hotel du Nord.

Below
The entrance of a print works recalls the workaday look of such places, today profoundly reshaped. Note details such as the over-long wire wrapped around the lighting bracket.



Right
The grocery store with enamel signs from a bygone age.



Above

The brick building at risk of collapse could have been taken from almost any street and is quite common but I wanted to use this wonderfully evocative theme once more. Here it is next to a disused garage, a reminder of another time as these small backstreet garages have mostly gone now.

Left

In this simulated period view, the grocery store is dwarfed by the factory behind it.

Below

'Garage Garage' could almost be the title of this view of the frontage as I wanted to show the effect of multiple levels of painting on the sign over the door revealed by weathering.





ON LOCATION

In search of steam in

Sweden

David Eatwell reports on a visit to the Östra Södermanlands Järnväg on Sunday 1st June 2003.

Right
No.5 *Hamra* meets the steamship *Mariefred* at the end of the harbour branch.

After farewells were exchanged and grateful thanks expressed to André Sinn for organising such a successful trip in Finland, as shown in previous articles, the participants went their separate ways, some returning on the overnight ferry to Stockholm. This allowed a visit to the delightful 600mm gauge Östra Södermanlands Järnväg at Mariefred, with the Orenstein & Koppel 0-4-4-0T Mallet No.5 *Hamra* of 1901 being the working loco that Sunday.

Situated some forty miles out of Stockholm, the ÖSJ is nearly seven miles long and now occupies what was once a standard gauge Swedish State Railways (SJ) branch.

At this time of year, the train occasionally made use of the harbour branch in order to meet the ship *Mariefred* to pick up passengers who had cruised on it from Stockholm.

After travelling behind steam to Läggesta Nedre at the end of the 600mm gauge line, they transferred to a standard gauge vintage railcar which took them to a point some distance back along Lake Mälaren where the *Mariefred* met them for the return to Stockholm.

Below and below right
No.5 *Hamra* and train ready to leave Mariefred station. Note the double slip.




HAMRA
5
MARIEFRED


JERNVÄG
CAFÉ
K.L.J.
G.29
HAMRA
5



Above
No.5 waits for passengers who have just disembarked from the *Mariefred* to board its train for the seven mile journey to Läggesta Nedre.

Left
En route to Läggesta Nedre, here running alongside the standard gauge line.

Above right
The train is about to leave Läggesta Nedre for the return to Mariefred.

Right
At the end of the day, back at Mariefred station.


SYSTEM M
5
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STAFSJO JERNVÄG
3 KLASS
3 KLASS
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5
5

Derek Gillkerson describes his compact layout, depicting a modern Bavarian branch line, which brings back happy memories of holidays in the area.

Zwiesboden

Operations on the Waldbahn simply modelled in HO

This layout was my first journey into continental modelling of any size or gauge. I was fortunate to be asked to show it at the Eurotrack exhibition at Eastleigh in February 2007, and it subsequently made several other appearances.

Holidays for inspiration

A few years ago my wife and I thought we would like a tour of the Bavarian forests and browsed through holiday brochures, as you do. So we took a coach tour and stayed in the town of Bodenmais in eastern Bavaria, where there is certainly much to inspire the railway modeller. My layout was initially inspired by the brochures as well as this and several further coach tour visits using the same company.

At Bodenmais there is a standard gauge single track railway line operated by the Waldbahn company. This line goes from Bodenmais to Zwiesel, and at Zwiesel there is more inspiration. However, there is no freight on this line.

From Zwiesel there are the following lines and services:

– another single track branch line to Grafenau;

– a line up to the Bavarian-Czech border with a station Bayerisch Eisenstein;

– a further line, also operated by the Waldbahn, to Plattling via Deggendorf. This alternates between single track with passing loops (mainly at stations) and double track. At Plattling the Waldbahn meets the DBAG system where ICE and other main line trains can be seen passing through to Passau and beyond.

Below
Two Regio-Shuttle units approach Zwiesel station, the one on left from Grafenau, the other from Bodenmais.

Photographs by the editor.





Above
Zwiesel station, with a unit ready to leave for Grafenau by the building and another stabled on the near track.

Inset
VT22 in the old livery at the short bay platform.

Since the Czech Republic joined the European Union in 2006, Waldbahn units go on across the border and through to Spicak.

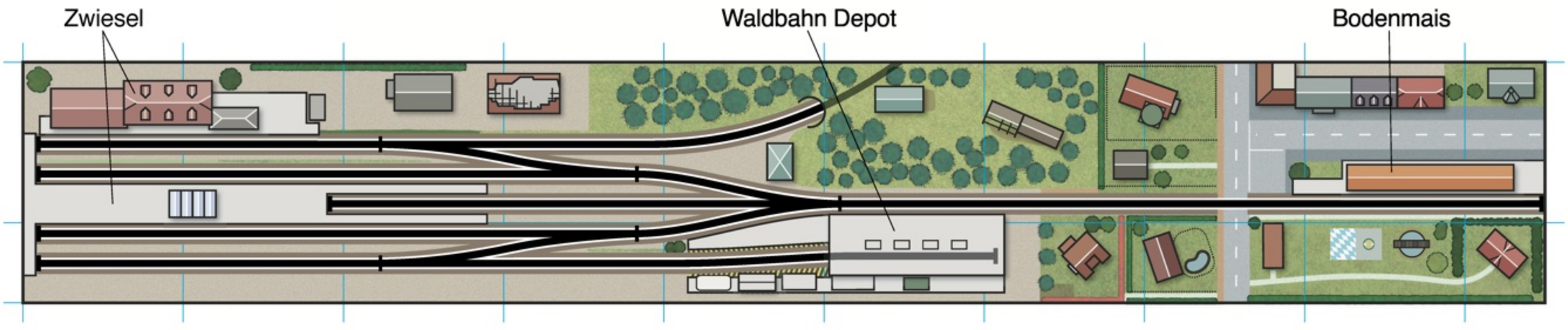
The Waldbahn services are worked with Regio-Shuttle RS-1 single unit diesel railcars. These are air-conditioned and kept very clean both inside and outside. They have been in two liveries over the years, and these are both represented on the layout. At first they were light grey and green with red doors then, most recently, bright green with yellow doors.

The Waldbahn depot, adjacent to Zwiesel station, provides stock maintenance, fuelling, and cleaning.

Bodenmais station particularly attracted my attention and, together with Zwiesel, became the focus for my layout. Here several canopy units stand in very pretty parkland; the station is un-staffed, and the main canopy building has the now mandatory ticket machines as well as arrival and departure notice boards. Outside are the Rathaus (Town Hall), car park, bus terminus, and the starting and arrival point for the local tourist train tour! I had also noted that, in the park area, there are no fences to protect the track – you can walk alongside the line, looking at the lake and the wooden bridge over the stream that feeds it. So attractive and so casual, and with no graffiti anywhere!

From what information I have managed to gather, this line was intended to go on beyond Bodenmais and through a tunnel (under our hotel) but money ran out and the track terminates here. Truncated remains of the original run-round loop were still there in May 2007; this was used by the loco-hauled trains before the transition to modern diesel railcars.

I had excellent help from the Bodenmais Tourist Information Office. They provided a Bayernwald brochure with all the train and bus times for the area. This was in German but it was quite easy to read and enabled me to purchase the Bayernwald Ticket at €6.00 for a day, extending over a considerable area. The train service between Bodenmais and Zwiesel is hourly.



ZWIESBODEN
Overall size: 9' 6" x 1' 6". Each grid square = 1 sq ft.

The layout

The name of my layout, *Zwiesboden*, is a straightforward conjunction of the names Bodenmais and Zwiesel. The period represented is 2000 to 2006.

The layout measures 2.95m x 0.51m (9'6" x 1'6"). It is made up of three baseboards, two 1.0m (3'3") long and one 0.95m (3'2") long. These boards had been made some time previously and then stored, awaiting inspiration and an application. Fortunately, they were almost ideal for my venture into modelling this Bavarian railway. Because of the relative positions of the facilities outside Bodenmais station, some compromise would be necessary, because of the limited space on existing, relatively narrow, baseboards. As viewed by an exhibition visitor, Zwiesel is on the left-hand board,

Above
The Waldbahn maintenance depot and fuelling point. Note the two workman on top of the office.
The two Regio-Shuttle units are departing for Grafenau and Bodenmais.



Above
The fuelling point and the office area – note the man cleaning the office window, and the wording on the side of the depot (which I am told is correct!).

Bodenmais on the right, with the Waldbahn depot on the central board.

Track is Peco code 75 with SEEP point motors, supplied through a Capacitor Discharge Unit (CDU).

The diesel railcars are by Bemo and Roco.

Building Bodenmais station

In addition to my first attempts at continental modelling, this was also my first venture into scratchbuilding! My first thought about building the station was to see if there was a plastic kit that was identical or at least similar to this structure. Sadly, and after much searching, the answer seemed to be no! However, I had taken some digital photographs of the station area, and a friend drew up a 1:87 scale drawing of the station building from my photographs.

The next question was which building materials to use. The roof was from Wills plastic sheets, the round support columns were cut from a plastic tube, and the roof trusses from balsa wood. Similarly, the platform and all other areas under the canopy and surrounding area were made from balsa wood, but Brawa plastic sheets were used to cover the balsa. The building was then sprayed to make it as near to the original colours as possible.

Photographs are certainly a most valuable resource, as I had already discovered, and I found this again when modelling the level crossing. I was able to modify a Hornby item by replacing the lifting barriers for European roads.

Adding some details

Other structures on the Bodenmais board were conveniently available as plastic kits from Faller and Kibri, plus some secondhand items from unknown manufacturers. The scenics and roads are from the NOCH and Faller ranges, and the people from Preiser. Road vehicles are from various German manufacturers.

Many of the items on the layout have been distressed using the dry weathering technique.

Between the Sparkasse (bank) and the Rathaus (town hall) there was a gap, so I asked a colleague in the South Coast Rails MRC if he could make a couple of trees to bridge that gap. The result you can see for yourself – excellent models.

The cameo with the Bavarian town band and dancers fills a large amount of the grassed area. The maypole is, in real life, a very high pine-tree stripped of branches and the shields denote the professions within the town – e.g. butcher, baker, etc. I was fortunate in finding a maypole. On a tour of a local monastery, with its own brewery, in the shop I



Above
The burning restaurant uses an Express Models flickering light unit – most realistic! An exhibition visitor once commented that you never, ever, see a Porsche on the back of a breakdown truck! You do here!

Below
Bodenmais station area.



spotted for sale a lorry, of apparently 1:87 scale, and on its trailer was a maypole. On unpacking the lorry I found the maypole was separate. I added the Bodenmais sign, generated on my lap-top, to provide a very appropriate addition near the station.

Further, with the lorry's load 'stolen', I replenished it with some beer barrels and pallets, from my odds and ends box, to take up duties at Zwiesel.

The central baseboard has also succumbed to some modeller's licence, especially the length which has been shortened a bit! The hills are carved from expanded foam which was then covered with plaster-impregnated cloth. Large amounts of scatter material were used to create the ground effects and to give the impression of a forest scene. The buildings were obtained second-hand, the figures are from Preiser, and the trees were a job lot.



The maintenance and train care depot is from the Pikestuff range. The refuelling point was a Knightwing kit.

Also on this board is a house with a vegetable garden. An elderly gentleman, tending his cabbage patch, looks up to see two members of a petticoat government advancing towards him – just a small cameo which fills a vacant spot. The vegetables were supplied by AAR Models.

The line from Zwiesel to Grafenau passes into a tunnel on this baseboard. Unfortunately, there was not sufficient space to represent Grafenau on this layout.

Zwiesel station

Yet again, modeller's licence rules. The original Bavarian-type station building was a new Vollmer kit which included the main platform.

The island platform was built as for Bodenmais and this was relatively straightforward to make. The modern bus-stop type shelter, and all platform furniture, came from a Kibri kit; there is an old bus waiting for some young lady passengers. At each end of Zwiesel station building is a tree, again built for me from my photographs.

The burning restaurant kit is from Faller; it was included to fill an otherwise vacant car park space. Flickering lights and a Seuthe smoke unit add some realism.

Station nameboards were derived from my photographs, reduced to size to fit the various signs. The beer lorry advertises the monastery brewery.

Beyond this baseboard, the line goes on to Bayerisch Eisenstein and the Czech Republic.

Above
The track renewal gang at work in Zwiesel station.

Above right
Part of Bodenmais town, with a Regio-Shuttle unit approaching. The crossing lights do operate on the approach of a train.

Left
A neat line of vegetables – weeds will not be allowed to grow in this patch. Is the Bavarian version of the Womens Institute having a meeting?

Right
A Waldbahn unit nearing the level crossing just outside Bodenmais town. Note the garden party round the pool, and the wedding group.



Above
The park at Bodenmais, with the dancers in action. Note the cyclists riding past.
Below
The station and the park with the maypole, where the local band is playing to an attentive audience.

Coming exhibition

The layout is due to be at the Southampton MRS show on Saturday 26th and Sunday 27th January at Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5ZA.

More details in *Exhibition Diary*.

Back and end scenes

All the backscenes are made from 3mm panels of MDF, cut to size by my local timber merchant. The MDF was given two coats of wallpaper size and then the Faller backscene sheets were fixed in position using strong wallpaper glue. Several sheets of a location called Oberstdorf, which quite closely corresponded to the prototype area, were carefully matched. A Bayernwald Ticket area map was fixed to the outside of each end panel. All the panels are fixed to the baseboard using gutter bolts and wing nuts, which make them easy to remove for transport.

In summary

Zwiesboden took about two years to complete to this level. I am now retired, so I have had plenty of time to progress the work. I want to thank all those who have helped me in so many ways, especially my very good friend George Gibbins – he has really been a tower of strength with the layout, sorting out the 'gremlins' when they appeared and generally helping me at many exhibitions.

Most importantly I must acknowledge the considerable support from my late wife, Cynthia, for all the needlework on the front drape, the Bavarian flag, and the many Velcro hooks and loops, not to mention the regular supply of tea to keep me going! More important, it was at her insistence that I had something constructive to do for rehabilitation after a spell in hospital – without her this layout would not have happened.



Right
"Woodman, woodman, spare that tree!"

An overall view of the layout from the Bodenmais end, with a Regio-Shuttle unit departing for Zwiesel.



Jacques Poré describes alternative possibilities using kits from Jouef and MKD, with added details and a little imagination. Modelling by **Anne-Sophie Poré** and **Guy Lasjaunias**.
Photographs and diagrams by the author.

Above
Shops on the left of the square: Chez Chantale, a fashion shop selling clothes for ladies, and the hôtel-restaurant, which also sells newspapers, magazines, and tobacco products.

Station square

La place de la gare – 1

The theme of our layout is around the station of Tournon, not far north of Valence, in the Rhône valley. The SNCF main line there is double track and now electrified; it is mostly used for freight traffic, though it occasionally sees a few passenger trains. Until the scheme ran into financial difficulties, Tournon was the headquarters of the preserved section of the Chemins de Fer du Vivarais (CFV), with the metre gauge line running to a terminus at Lamastre.

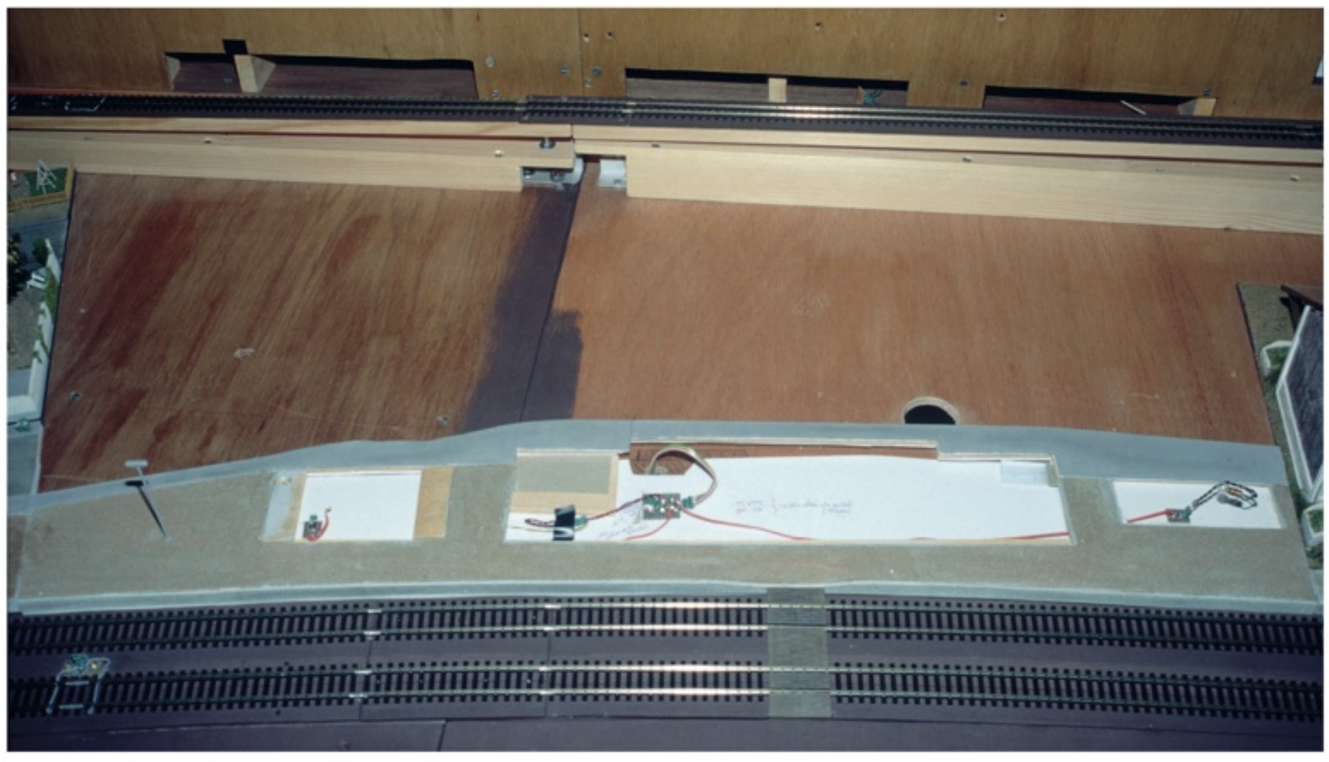
When speaking of a railway station, most people also immediately think about the station square. The arrangement on our layout is not exactly Tournon as it is, but we wished to create an environment that is realistic and typical of this part of southern France.

To give a characteristic appearance we have used some nice models from Jouef and MKD. We have also scratchbuilt several buildings for the back of the scene: these have no real back, and are in fact in low relief.

We have also built in a Faller Car-System that was, of course, considered and designed from the start, to bring more animation to this part of the layout, with the intention of operating several buses.

The station and the square are situated right in the middle of our layout. The station building (*Bâtiment-Voyageurs*, or BV) is positioned so that its platform side is visible to visitors. Our station building is from Architecture de France.

Below
The square will fit behind the station buildings, which will be installed in the sockets on the platform.



The whole of the track side was designed to reproduce the real thing, the track plan in Tournon station, both the SNCF and the Vivarais sides. Of course, as is (nearly) always the case on a model, the track lengths had to be reduced, but the layout, with all the points and their relative positions, for instance, conforms to the real thing.

The square is right in the middle of the layout, very well situated, just the other side of the station building, between it and the back of the layout. On our layout, there is a scenic divider – on the city side, the visitor sees the station, the city, and the surroundings. On the other side is the country, with scenes from various parts of the Vivarais line around the stations of Colombier-le-Vieux and Saint-Barthélemy-le-Plain.

Building the sub-module

The dimensions of the station square, with the buildings surrounding it, are about 900mm wide and roughly 400mm deep. This is a reasonable area, but also something that is easily manageable – it can be worked on off the layout. This also made it easy to install all the cabling for the lights inside the buildings and for the street lights, which are connected to separate circuits, as always.

Good quality 5mm thick plywood was used, cut precisely to fit among the adjacent sub-modules. A vertical background, also of 5mm ply, was fixed to the base. To join this base to the background, we used an L-shaped aluminium profile with sides of equal size (3mm), fixed with small screws. Apart from mechanically linking the boards, using this profile has other advantages – it makes the sub-module quite rigid, but it is also quite light.

Using Jouef and MKD products

Our modellers, my daughter Anne-Sophie, 14 years old at the time, and her grandfather Guy had already built a variety of buildings from Jouef and MKD kits. The quality of the pieces in the kits from both firms prompted us to use several of their products here, detailed and improved.

There are two Jouef buildings used more or less as supplied, the *Boulangerie-Pâtisserie* (bakery), a city corner building with a shop, and pavements, and the *Pharmacie*, an interesting structure with a mixed roof, one part being tiled, the other with zinc plates.

There are also two buildings from MKD: the *Hôtel du Départ* and a fashion boutique, 'Chez Chantale', which just

Above
The right side of the square. In the centre of the square (here on the left) is the side of the bakery, from Jouef; to its right is the Salon de Thé, built on the basis of a Jouef modular town house, re-worked into a low relief building; on the far right is another low relief house – the main entrance of that building is supposed to be on the other side, hidden from view.

Below left
The low relief buildings at the rear of the module. Note too the house numbers.

Below
The street lights are from Brawa, including the ornate old cast iron lamps.







needed some details to improve its interior, especially when, as here on our layout, it will be located quite close to the front and very visible to visitors.

As usual, all the parts were repainted to avoid the plastic appearance.

All of the shops have modified interiors, as their windows are so clear and transparent. Both Jouef and MKD provide printed paper sheets which have to be cut out with sharp scissors; some are maybe not so easy to use, and we decided to design our own interiors for some of the shops.

Background and low relief houses

As our station square is situated between the station building and the railway tracks in the front and the scenic divider at the rear, we wished to give an impression of greater depth.

For that purpose, a whole group of houses was built as low reliefs, bringing a sort of camouflage between the street and the real limit of the layout. Also, the low relief houses do not quite touch the background itself – there is a gap of about 2-3cm to give an impression of more depth, and the result is quite realistic.

Five buildings were made for the purpose, using as a basis parts from the Jouef 'Parisian' five floor city buildings, plus various parts left from MKD models. Details were then added by Anne-Sophie, who also designed, prepared, and installed all the interiors.

Car-System for local buses

When you are considering the railway station, the square, and the streets nearby, you also have to consider local road transport; and not only cars but also buses or coaches. For our station, we imagined a bit of the local situation, with a few local bus lines that link the town with nearby villages.

Wishing to add another animated feature to the layout, we designed a Faller Car-System installation. Such an installation is not such an easy task if it is to be done on an existing layout, even if the layout was made with a sectional baseboards. On the other hand, incorporating the Car-System when it is planned at the beginning, at the same time as designing the layout boards, is quite easy and enjoyable.

The first step consists of looking for possible areas where the guide wire could be installed. For this purpose, the streets or roads should be two lane if you wish to be able to run buses, coaches, and lorries – any road vehicles wider than cars. (There are only a few cars in the Faller Car-System due to the space needed to house the battery, motor, magnets, and the other pieces of circuitry on board.)

Above
This corner building in the centre includes a well-known shop in the region, selling famous chocolates: the Otarie Gourmande. The four-storey house was made with parts of a Jouef modular town house kit. The railings on the balconies and in front of the windows, as well as the doors and window frames, are etched metal parts by L'Obsidienne which have been primed and painted with products from the Interfer range.

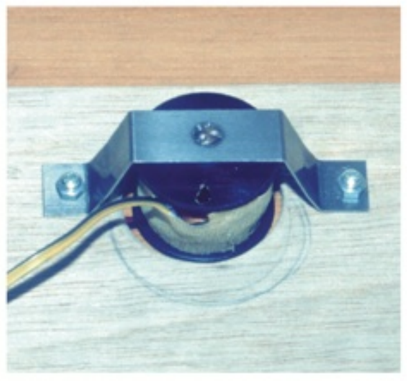




Far left
The left side of the area in the late evening. The two lamps hanging on each side of the restaurant entrance are from MKD.

Left
The internal lighting reveals the detailed interior of the 'Chez Chantale' fashion shop.





In short, the streets or roads have to be at least 75mm wide, with the pavements or verges in addition. This width is suggested by Faller, and allows the rear view mirrors of vehicles running in opposite directions not to touch each other. Take care also to allow extra width on curves.

We analysed the smallest radius curve for correct smooth running of buses or coaches, and found a value of 210mm. Do not choose a smaller curve or the vehicle guidance will not be reliable – longer vehicles will have a strong tendency to leave the guide wire. This is not a good idea, especially in a tunnel or any hidden area!

Our Car-System circuit has been designed to be small and simple, with a stopping point just in front of the station building. The buses/coaches depart along a straight road (about 800-900mm long) between the background scenery on one side and the goods yard on the other side of the road. Then the route disappears from view under a small hill, on top of which stands the church and a few shops. Hidden inside the hill, the Car-System makes a loop: the buses turn around and come back along the same road, but in the opposite direction, to the station square.

As well as the stop in front of the station building, we have installed three other stops, under the church hill, with a distance of about 250mm between them. This allows interesting and realistic operation – bus A disappears and bus B comes out, making its way back to the station.

Faller offers a wide variety of products for the Car-System, and we chose to use the steel wire which you have to insert or fix onto the baseboard and then to cover with the surfacing material, a sort of plaster; when fully dry, this is painted with suitable paints.

It is important to note that it is better to test the full circuit completely, including the working of the electromagnets for the stops, before making the final road or street surface. Standard adhesive tape can be used to fix the wire sections in position advance, along with the complete wiring for each of the electro-magnets inserted in their pre-cut positions, so adjustments can be made if necessary.



Decoration, details, and finishing

At this stage, all the buildings and features can be installed in their final positions.

With the Car-System circuit also in place, the surface of the other streets was also made, and the pavements as well. Pieces of plasticard were used, cut accurately following cardboard templates made by test fitting – this is the only way to be sure to get the exact dimensions.

The streets and pavements were coloured in our usual way with Humbrol matt paints, pale green and dark grey; this operation was completed with touches of weathering, more or less pronounced, depending on the location. For instance, the edges of the pavement next the road need always to be slightly darker, and the same along the bottom of walls.

Most of the figures are by Preiser, with some from other makes such as MKD and Merten.

We used both ready-painted figures as well as Preiser sets of figures that have to be painted – these allow you to 'design' figures for very specific requirements, as it is easier to alter the positions before they are painted. As well as populating the streets, there are a few figures inside the buildings (the shop interiors).

The centre of the square

In the middle of square we left an area 350mm x 250mm, around which the buses running on the Faller Car-System turned outside the station, though we did not intend to keep such a large space empty. The idea was to install here a mini-scene which would give more life to the area since it is so visible on the layout.

We designed and built two interchangeable models, their bases having exactly the same dimensions and the same fixings: a small pond for children to sail model boats, and a

Above
The centre of the square was initially decorated with a small pond, around which the Car-System buses run. The water was made with Realistic Water from Woodland Scenics.

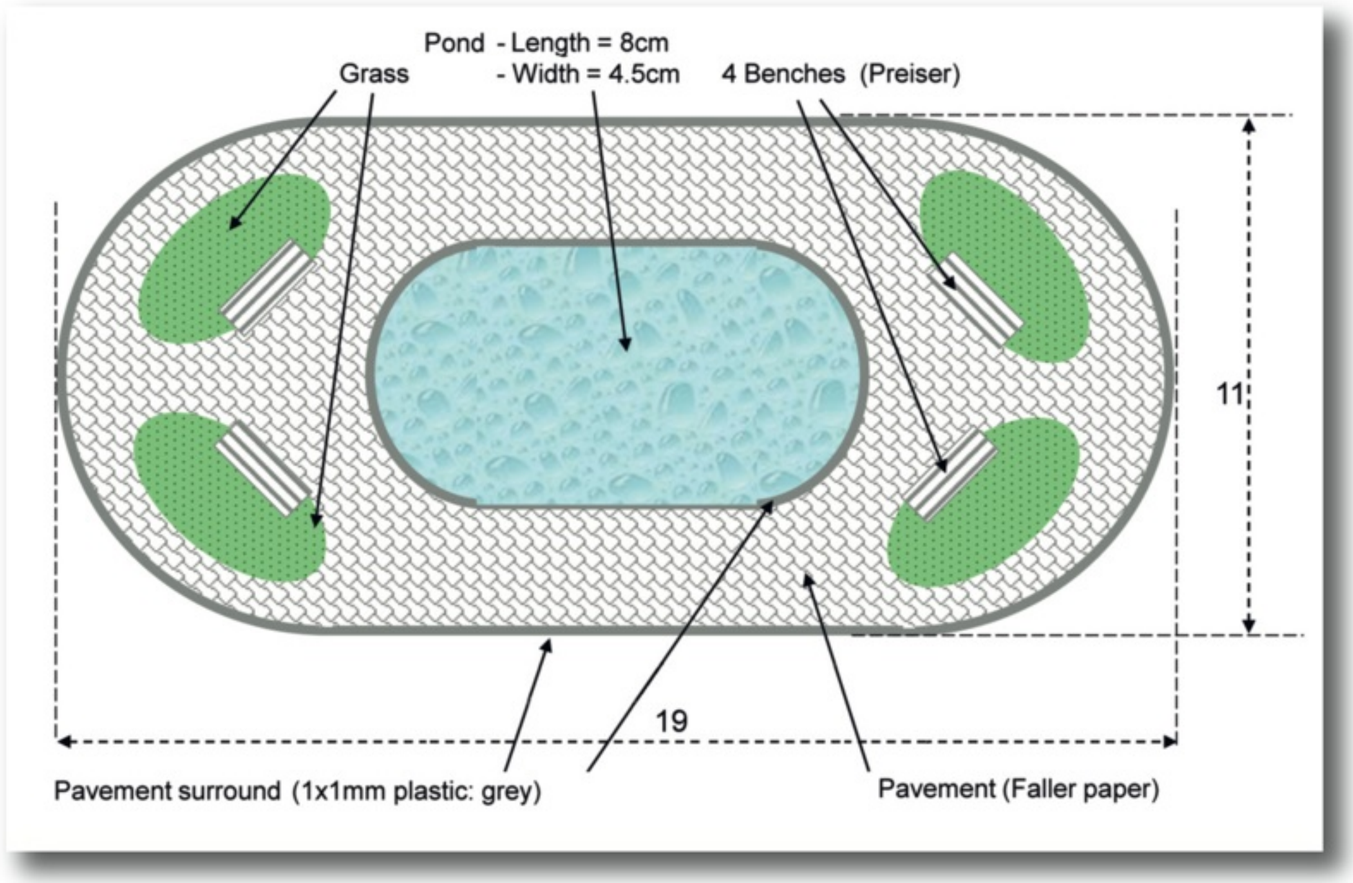
Above left
One of the Faller electro-magnets for stopping the Car-System vehicles fitted into the sub-module board, seen from above and below.





Far left
Both the bakery and the pharmacy are also lit. The green cross on the pharmacy has its own electronic circuit to make it flash in sequence as in reality.

Left
The detailed interior of the Salon de Thé. Everything here was made with a computer by Anne-Sophie.











plinthed locomotive. The longest dimension is to be 19cm and the width 11cm, as shown on the drawing.

First, both the bases were made at the same time, using top quality plywood, acquired from a model shop specialising in aircraft and boat models, as the wood must definitely keep its rigidity and stay perfectly flat.

On each base, once the right shape had been cut and neatly sanded, to match the surface, the border stones were engraved on the edges of the pavement. Then, the surface was covered with a special paper imitating paving stones, a Faller product. Similar products are available from several firms.

The pond

One interesting idea for the middle of the station square is a small pond where children can come with their parents or grandparents to sail model boats.

The pond is a scratchbuilt model designed and made by Anne-Sophie. The surround is from plasticard, and the bottom of the pool is also plastic; these parts were glued together with special plastic cement.

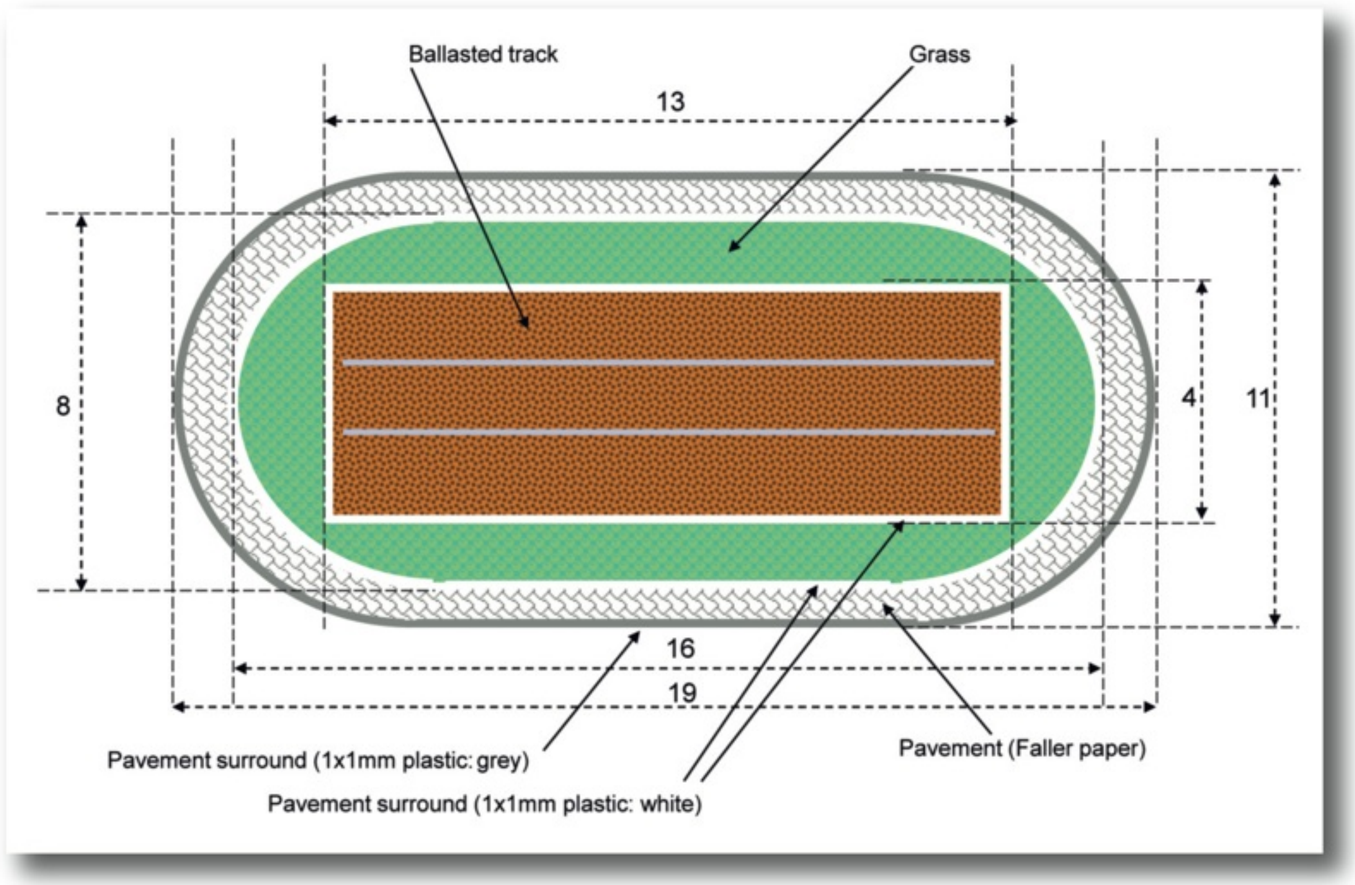
The water is from Woodland Scenics, and although it is only 4-5mm thick it was made in three successive layers to be sure it dried properly, waiting about 24 hours between coats.

Four small flowerbeds and lawn surfaces were installed around the pond, using Heki and GPP products, as well as a bench (from Preiser) by each one.

The figures are also all from Preiser, choosing those in suitable positions. Most of the toys, especially the model boats, come from a kit by L'Obsidienne – the etched metal has to be cut, filed, and painted. This kit includes quite a few other features which could well be used to detail a public garden or park.











The plinthed locomotive

An old steam loco is a good suggestion for a monument in front of the station building. You need one that looks nice and is well detailed, but perhaps a model that does not work so well – or at all any more! You might have acquired a more recent version of the same locomotive, or at least the same type, which works better on the layout. So why not transform the obsolete model into a monument, and where more appropriate to put it than a dedicated area just in front of the station building?

The question is – which locomotive to choose? The choice will first be determined by what type of loco would suit the location, appropriate to the nearby station. Secondly, what do you have to fit that rôle ? You would not normally buy a model just for such display purposes.



We definitely wanted a steam engine, and a metre gauge machine was not only relevant but would also be small enough for the existing site. We happened to have available a former Réseau Breton 230T, numbered E332. It was a first generation model by DJH/Model Loco – well made and detailed but the drive and the current pick-ups had been superseded by the second generation of the model, which had a completely, and very successfully, re-designed mechanism, and is now in operation on the layout. So we had an obvious candidate for our monument.

As far as the base under the loco is concerned, the support itself was made out 2mm thick top quality modelling ply. The surface, of auto-block pavement stones, was cut from a Faller sheet, and the small surrounding walls are 'synthetic stone' (cast plaster). Then a ballasted track bed was put in place, with a short section of track. The sides of the rails were painted in rust colour.

If you wanted to do this with a standard gauge loco, even a small tank loco, it would probably be necessary to increase the length from 18-20cm to around 25-30cm.





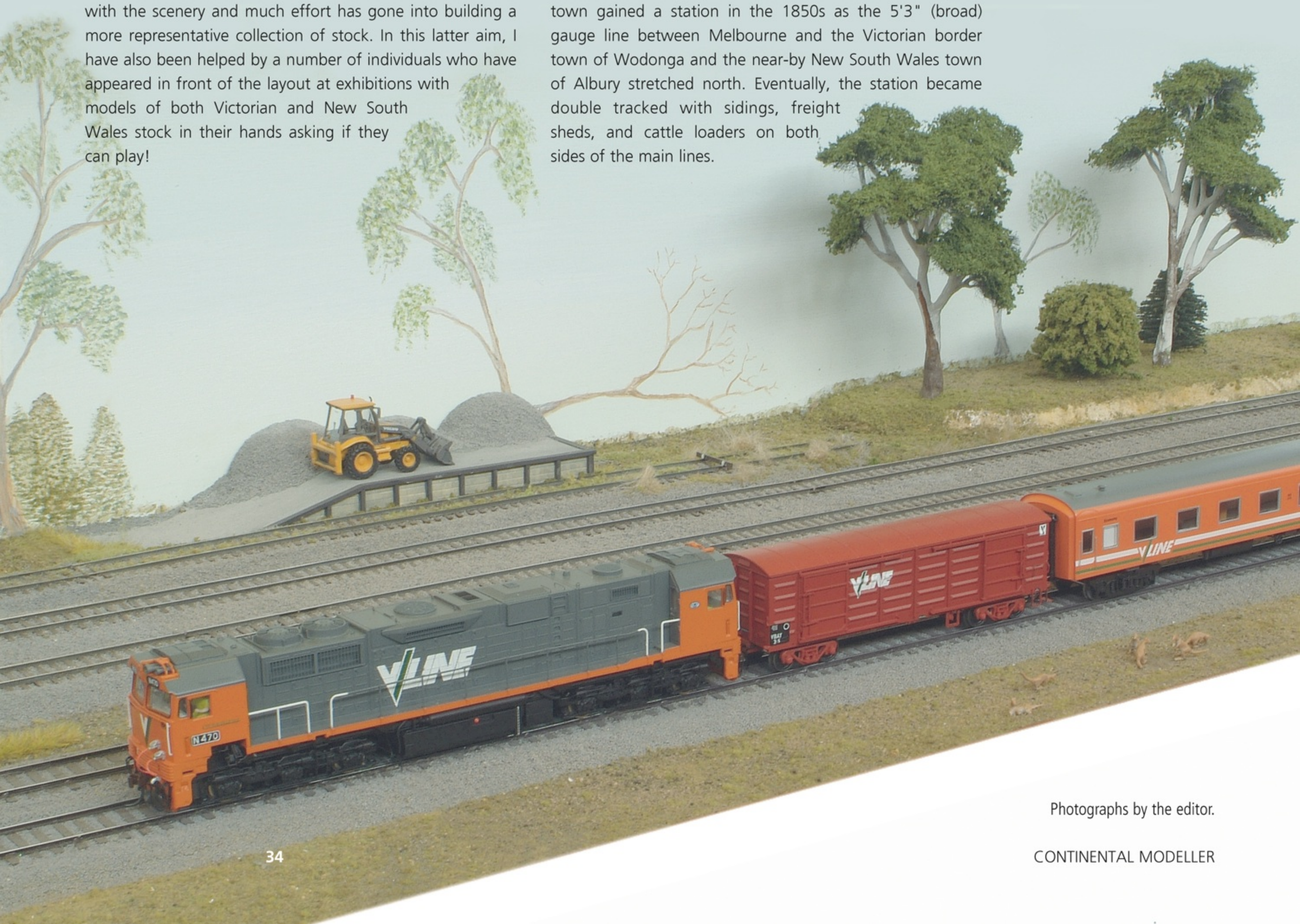
Iain Hunter describes changes to his dual gauge (16.5 and 18.2mm) Australian layout which depicts a location in Victoria where broad and standard gauge lines between Melbourne and Albury (on the border with New South Wales) are in close proximity.

Broadford revisited

V/Line in the 1990s

The story of the layout's design and construction was originally described in full in the January and March 2010 issues of CM, prior to its first outing to the CMRA exhibition at St.Alban's. Although the layout was essentially complete, some areas around the station, although grassed over, remained scenically undeveloped and the stock roster was somewhat restricted. Since then work has continued with the scenery and much effort has gone into building a more representative collection of stock. In this latter aim, I have also been helped by a number of individuals who have appeared in front of the layout at exhibitions with models of both Victorian and New South Wales stock in their hands asking if they can play!

For the benefit of those who do not have access to the original articles, I should perhaps explain that Broadford is a small service and industrial town some fifty miles north of the city of Melbourne in the Australian state of Victoria. Situated where the old main road north from Melbourne, the Hume Highway, crosses the Sunday Creek River (so called because it was 'discovered' by the explorer Hume on a Sunday), the town gained a station in the 1850s as the 5'3" (broad) gauge line between Melbourne and the Victorian border town of Wodonga and the near-by New South Wales town of Albury stretched north. Eventually, the station became double tracked with sidings, freight sheds, and cattle loaders on both sides of the main lines.



Photographs by the editor.

Right
A Diesel Electric Rail Motor (DERM) on one of the hourly off-peak stopping services to Seymour or Wodonga slows as it approaches the down platform, but unless it is a 'school run' it is unlikely that anyone will alight. Built from a Steam Era Models kit, this model is strictly out of period but is run to permit comparison with its replacement, the modern Sprinter. The track furthest away is the standard gauge line.



Until 1964 all inter-state passenger traffic interchanged at Albury/Wodonga onto the 4'8½"(standard) gauge line to Sydney whilst freight traffic was either interchanged like the passengers or was transported in wagons or vans capable of having the bogies exchanged. In 1964 a single track standard gauge line was extended from Albury across Victoria to permit through running all the way to Melbourne. By then Broadford station had begun to contract, so the new line was built on the trackbed of the old up freight facilities, running along the rear of the station platforms with a passing loop and sidings a few hundred yards to the south. By 1994, the period of the layout, the down side freight facilities had also disappeared, and all that remained of the broad gauge was the two platform roads and a little-used loop behind the up platform (which was subsequently removed about 1998). Since 2000, under a Federal Government initiative to encourage state governments to adopt the standard gauge for all inter-state railways, there have been further changes with the standard gauge loops being lifted after a long double track section was completed in 2008 nearer to Melbourne.

On Victorian Railways there are two distinct signalling systems. Broad gauge lines in rural areas are manually controlled by either three-position upper quadrant or two-position somersault semaphore signals which provide drivers with an indication of the state of the line ahead and protection behind.

Below
C507, an Austrains model, leads its train south under the Hamilton Street Bridge. On the left can be seen one of the typical Victorian Railways lattice post somersault semaphore signals.



Above
N470, an Auscision model, wheels a peak period semi-fast loco-hauled set on a Wodonga service north towards the station, although Broadford is unlikely to figure on the schedule. The van plus three coaches is the usual configuration for such sets, which were (and remain) the standard inter-urban passenger trains for long-haul services, although normally only seen at peak periods on the north-eastern main line. In this case the set consists of an Auscision D van and Powerline S coaches, the coaches having originally been built between 1937 and 1956 for the prestige interstate services.



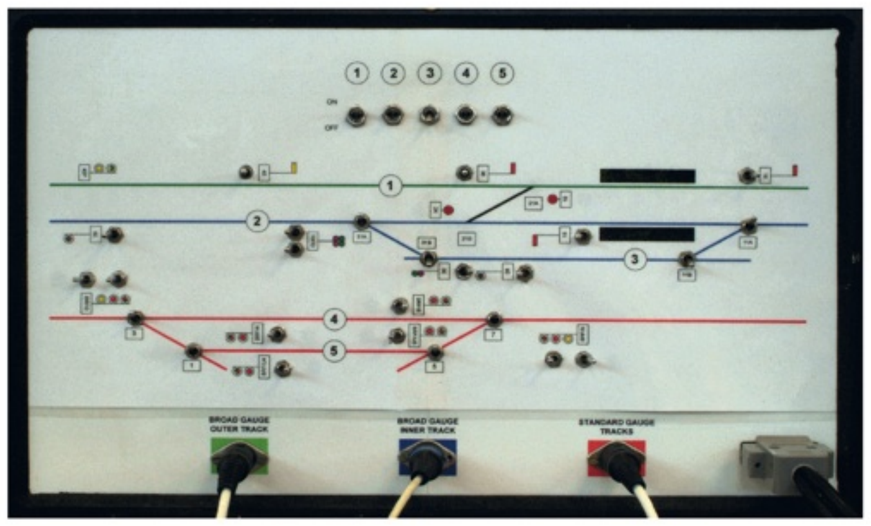


Above
45 minutes into its twelve hour journey, the daytime Melbourne to Sydney XPT heads north through the standard gauge loops. The nearest signal is a twin headed 'dwarf' shunting signal which permits reversing movements on the adjacent broad gauge lines.

Below
A Sprinter diesel railcar heads south towards Melbourne on one of the hourly off-peak stopping services from Wodonga or Seymour. A Dual Gauge Products resin kit, but with a scratchbuilt chassis running on two 'Black Beetle' motor bogies. The signal for the adjacent standard gauge shows a 'clear at line speed' indication.

On broad gauge lines in urban areas and on the standard gauge lines, the signals not only provide that information and protection, they also give drivers an indication of the speed at which the line ahead can be driven. This is done by either single lamp 'searchlight' or three-lamp multiple aspect heads showing two lights, one above the other, on each post. A signal which is 'clear' and can be passed at the line speed will show a green light above a red light and a signal which is 'on' will show two red lights. A train approaching the latter will be slowed by signals indicating the need for an intermediate speed and they show a red light uppermost with the state of the line ahead indicated by the colour of the lower signal. Controlled signals have the signal heads placed vertically above one another on the post, automatic signals have them placed diagonally with the upper head to the left of the post and the lower to the right. At Broadford, the standard gauge line signals are controlled from the signal cabin built into the station building so are of the vertically arranged version. In addition, the loop entry signals have a third head which displays only a yellow aspect when activated. This allows trains to enter the loops at very slow speed when the signal is otherwise showing the two reds stop indication.





When originally built, the layout control panel was wired so that all the colour light signals had their heads individually controlled and any combination of indications could be displayed. Experience gained operating the layout on that first outing showed that my efforts to replicate fully the standard gauge signalling system had made it over-complicated for exhibition conditions, especially as we only ever display the pass or stop indications on the loop entry and exit signals which are the only signals visible on the layout. As a result, the control panel has been modified so that the loop starter signals can display either the 'stop', 'pass at normal speed', or 'slow from normal speed' indications and the loop entry signals can display those three indications and the 'pass at very slow speed, section may be occupied' indication. This has resulted in the removal of almost half of the signal switches which has not only made operating the signals simpler, but also made the control panel less crowded and easier to use.

Another change since our early outings has affected the scenery alongside the standard gauge loop. As is often the way with projects like *Broadford*, satisfaction with the 'finished' item is quickly followed by the discovery that there were gaps in the information obtained as source material. In my case, this realisation came when Garry Jenkinson, one of my Australian correspondents, made a passing reference to a ballast siding. This left me somewhat confused as the copies of the track diagrams that I had acquired through another of my Australian contacts referred only to cripple sidings at either end of the loop – one facing north and one south – and this was how I had modelled the track. Further investigation resulted in the discovery of a photograph in a book which revealed that the south-facing siding was dual purpose and had at some stage had a platform erected alongside it for the purpose of loading ballast wagons using the local equivalent of a JCB. Fortunately, and possibly one of the benefits of basing the scenery on a combination of satellite views and photographic evidence, there was enough room alongside the siding on the layout to install both a representation of the siding and also the vehicle access track. The platform was modelled in plastic sheet, plastic strip, and emery paper from plans provided by my correspondent at the time, although I have since found a website where such information is readily available. The ballast heaps are made from pieces of polystyrene ball intended for making Christmas decorations which were coated in neat PVA and covered in ballast. Once glued in place on the platform, these 'heaps' were covered with more ballast which was pushed into place with a small paint brush to make more suitably

Above left
The control panel after removal of the unnecessary signal and point control switches. The tracks and controllers are colour-coded as a visual help for the operators. The signal and point numbering follows the prototype numbering system as it would appear on the signal box diagram. Section switches are placed at the top of the panel away from the signal diagram.

Above
T366 and T367, both Austrains models, lead a train of broad gauge ballast hoppers north towards Broadford whilst loading of the standard gauge ballast wagons continues in the siding beyond. The wagons are of the same 1907 design as the standard gauge versions, the first having been fitted with 'hungry boards' in the 1960s to increase capacity whilst the second has been fitted with a replacement hopper. The brake van is a Trainorama model, and the ballast wagons were built from Lyndon's Basic Australian Trains resin kits.

Right
The station as it appears for most of the day, with no passengers and no trains! Galvanised steel railings keep the passengers from straying off the paths and platforms, but only warning signs protect them from the trains at this rural location.

realistic looking piles, then dribbled with the usual dilute PVA and drop of washing-up liquid mixture to fix everything in place. The 'JCB' comes from the Cararama HO range, although it is in fact a model of a Volvo excavator with its back hoe removed and the gloss finish toned down with a wash of heavily diluted black paint.

The station building, a combined ticket office and signal cabin, is another case of information coming to light after the event. As I explained in the original article, in the absence of any official drawings or suitable kits I had to produce my own plans. I 'guestimated' the overall dimensions using the known size of a normal door and the presumed widths of the planks from which the building was constructed as base



Right
With no one about, it is obviously lunch time for the workers at the ballast platform. The wagon design goes back to 1907 with batches being built into the 1950s and replacement bogies and hoppers being fitted as required well into the 1970s. These three must have been converted to run on the standard gauge at some time since the 1960s as they would have been 5'3" gauge when new.





Left
The station booking office and integral signal cabin. The wood and corrugated steel structure was to be a temporary (!) replacement for the original building which burnt down in the 1980s. The signal cabin end should really be much wider. The corrugated steel waiting room on the up platform replaced the original wood structure (which matched the old station building) in the 1990s.

dimensions. However, once the plans were completed, it seemed to me that the finished building would be larger than I anticipated – especially the signal cabin area, which seemed to be too large for the size of lever frame which would have been fitted – so I modified some of the horizontal dimensions to make a building more suited to my expectations of what the location justified!

At ExpoEM in 2011 I was introduced to an Australian visitor by the name of Keith Trueman, the builder of another Broadford layout (see CM August and October 1996) which is still being shown on the exhibition circuits in Victoria and New South Wales. On his return to Australia, he was kind enough to let me have a copy of the plans he had produced for his station building. Much to my surprise, they were not materially different to my own original version other than the fact that his had a shallow slope to the roof. The sloping roof was easy to explain as it required very careful re-examination of the photographs to confirm that the roof really did slope, however the width issue was rather different. When I discussed this with Keith, he pointed out that unlike the UK, where signal boxes were more-or-less designed to fit the lever frame required – which is how I had approached the design myself – Victorian Railway practise was to build the cabins from a range of standard sizes and the minimum internal width was 25', irrespective of the size of the frame! After some initial annoyance that despite the rather flimsy premise on which the dimensions had been based, I had been right in the first place, I came to the conclusion that the building – although somewhat narrower than it should be – actually looked in more proportion with the shorter than scale length platforms on which it was mounted than would have been the case had I built it to the correct width, so decided to leave things as they were.

One of the main factors in fixing a layout's location is often the ground cover and trees, especially on a layout like *Broadford* where there are few structures to provide such information. The basic scenery, made from hard foam loft insulation with a plaster bandage hard shell covered in various types of dry grass coloured foam turfs and tufts to match photographs of the actual location, has achieved that aim from the start. Unfortunately, the same could not be said of the trees, as models of eucalyptus gums are pretty difficult to

Below left and below
Eucalyptus (gum) trees line both sides of the track, although perhaps not as densely as expected. Known colloquially as 'ghost trees', their bark peels and falls off naturally as they grow, leaving an almost white surface which darkens as it hardens to form new bark. Surprisingly, to European eyes at least, the gums are interspersed with more familiar deciduous bushes and pines.





come by in the UK. Consequently, I had resorted to using anything that looked vaguely correct, which in the end turned out to be mainly Bachmann Scenescape sycamores and aspens. As gums can grow to quite large sizes, the OO/HO versions of these trees were augmented by a number of their O scale cousins, plus some homemade gum trees courtesy of a fellow club member. Despite these efforts, the substitute gums were never really satisfactory and have slowly been replaced by more realistic ones made from parts provided for me by Keith Warren of Realistic Models. As these range in size from 100 to 250mm, I now have trees that dwarf the passing trains in the same way as the real trees. The disadvantage is that, being made from trunks cast in whitemetal from handmade masters with wire wool twigs beneath the foliage, one unforeseen effect of this programme has been to increase the weight of some of the baseboards!

Another factor in fixing location can be the lineside telegraph poles. I had omitted these from my original plans as I did not think that any were close enough to the tracks to merit their construction. However, when reviewing photos of the vicinity of the station after the original article had been written, I realised that by the Hamilton Street Bridge and at the south end of the standard gauge loops some telegraph poles were actually quite close to the line and would need to be modelled if I was to properly replicate the area. I knew from the photos that the Victorian Railways built telegraph poles from recycled lengths of rail with wooden cross bars bolted on, but apart from the advice from Garry Jenkinson that the bottoms of the poles were reinforced by a second piece of rail to a point 6' above the ground, I was unable to find out any other information. Fortunately, I eventually found a photo which showed a whole pole, so using the knowledge about the height of the reinforcing rail I was able to calculate the overall height of the pole and the distance between the cross bars. The length of the arms was eventually worked out by counting the number of insulators each side of the pole and giving them a similar separation to the insulators on a British telegraph pole. Once happy that everything looked in proportion, I soldered up the poles from rail and brass bar. The poles were then painted rust colour and the cross arms weathered wood before 'planting' them as close as I could get to the positions shown in the photos.

Most people, if asked to describe typical road transport in Australia, will plump for its 'road trains', articulated cab units hauling several trailers along the interstate highways. Less well known is the fact that those are really restricted to the more remote areas, and unlikely to be seen in the relatively more densely-populated south-eastern states. Far more likely to be seen in those areas are the B Doubles, a cab unit towing two articulated trailers the first of which, the A Trailer, has a fifth wheel coupler mounted above its rear wheels and a reduced load carrying capacity. The use of B Doubles is restricted in urban areas, so a frequent sight in and around towns is a cab unit towing an A Trailer on its own. To further fix the location, I decided that I needed an A Trailer rig crossing the Hamilton Street Bridge. Consultation with Rob Mathews from Tasmania, the supplier of the colour light signals and a truck driver by profession, not only gave me some pointers to websites but also some very nice photos of real B Doubles.



I had already acquired a suitable donor articulated rig with a three-axle trailer from the Herpa range, so by comparing the model trailer with the trailers in photographs from both Rob and the internet, and using a few details from one of the websites Rob had told me about, I was able to produce some sketches from which I could undertake the conversion. In the end, this amounted to little more than cutting down the rear of the trailer chassis beams and installing a scratchbuilt fifth wheel above and slightly behind the centre trailer axle. Most B doubles seem to be either box bodies or curtain-siders, but on one of our visits 'down-under' I had seen a container carrying trailer and decided to model such a vehicle. Consequently, rather than shorten the original body, I simply installed a pair of cross members made from Evergreen plastic bar at the appropriate spacing with mounting posts of the same material fitted on the ends. Once the trailer had been repainted, I glued a model of a 20' container, the maximum load possible on an A Trailer, onto the posts.

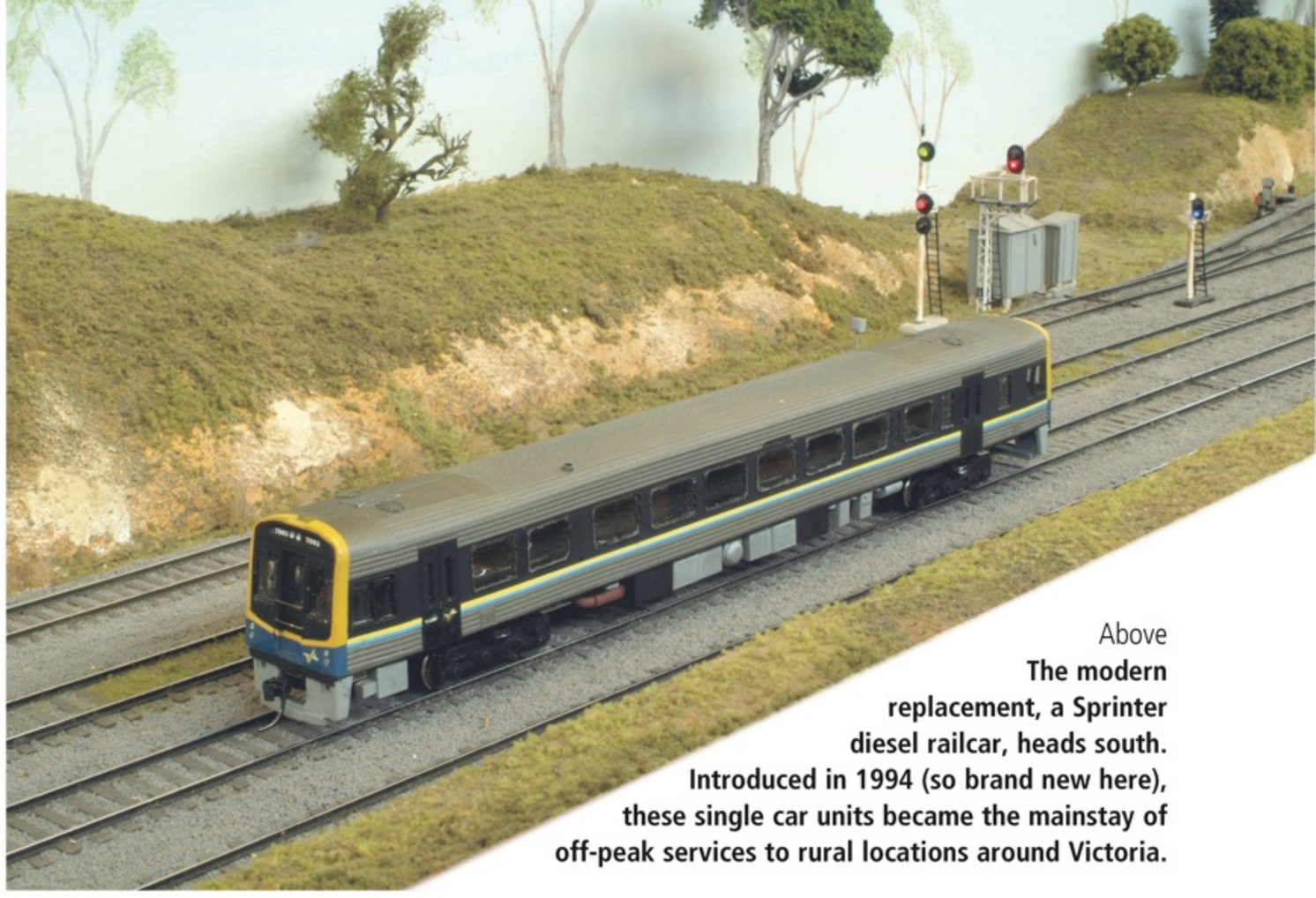
As I intimated in the introduction, for the original photos and our first couple of outings, the stock roster was somewhat limited. There were three main reasons for that state of affairs: a general lack of Australian models, my lack of knowledge about what was available, and the difficulty of acquiring the models that I did know about. Between my

Top
N470, an Auscision model, leads its train north under Hamilton Street Bridge as the 'A' trailer from a 'B Double' set is towed across it. These trailers are easily identifiable at a distance from the shortness of the loads or bodies compared to the length of the chassis. Typical Victorian Railways rail-built telegraph poles follow the line.

Below
S309 and S312, both Trainorama models, lead a train south on the standard gauge under the bridge. The gum tree in the foreground has obviously shed its bark, whilst the one behind the locos still has to start doing so. The telegraph pole is a single length of rail re-inforced to a height of 6' at the bottom.







Above
The modern replacement, a Sprinter diesel railcar, heads south. Introduced in 1994 (so brand new here), these single car units became the mainstay of off-peak services to rural locations around Victoria.

Above
A Diesel Electric Rail Motor (DERM) on one of the hourly off-peak stopping services from Wodonga or Seymour to Melbourne waits at the up platform.

Below
T366 and T367, both Austrains models, lead a train of broad gauge ballast hoppers north towards Broadford. The first four wagons are of 1907 design, with modifications, the next two are recycled aggregate hoppers built in the 1960s. The brake van behind the locos is a Trainorama model, while the ballast wagons were built from resin and plastic kits from Lyndon's Basic Australian Trains, Railmotor Models, and the Victorian Hobby Centre.

original purchases and the building of the layout I had slowly overcome the second problem. The discovery of various model shops during our visits to Melbourne and Sydney had largely disposed of the third, and the fact that I had started to build up my collection at a time when various groups and individuals within Australia had begun to produce good quality ready-to-run models dealt with the first. However, there was one extra difficulty which continues to constrain the stock situation. Australian model suppliers tend to produce relatively short runs of multiple versions of particular items, in a number of liveries. Most are sold direct with only a few going through shops. It is therefore essential that if you require a specific version that you order it (and at the very least pay a deposit) when it is announced (with a delivery date which may turn out to be some years away) otherwise it may be sold out before the shipment arrives in Australia and is distributed. Also, most of the suppliers offer the rolling stock in multi-packs of individually numbered vehicles which, whilst making it easier to build up stock quickly, also makes the process somewhat expensive! Some retailers are sometimes prepared to split packs, but the other solution is to buy as a group.

Despite those difficulties, I had acquired enough locomotives to enable us to run a basic service for our early outings although even that was a fairly close-run thing, with the one dedicated passenger locomotive that I hoped to have available arriving only a day or two prior to the photo session. I also had enough broad gauge stock to replicate most of the trains seen passing through the station even if some were going to be a little shorter than was prototypically correct. My main concern was the fact that my standard gauge passenger train, an XPT built from cast resin kits was not only mechanically unproven but also still at the painting stage, and that my standard gauge freight stock was restricted to a rake of container wagons and a few vans and open wagons. As it happened, I need not have worried. Out of the back of the editor's car came not only the photographic equipment but also several boxes of New South Wales stock. By the end of the photo session, negotiations about the loan of some of the stock had not only resolved the roster issues but also gained the layout an operator!

Since that time, not only have my own stock levels gradually risen as I have filled gaps in the roster, but as the operating team has increased so has the pool of available visiting stock. Consequently, we are now in a position where, despite the layout being set in the mid-1990s, we are able to run representative trains from the 1970s to the early 2000s. Amongst these you may see stopping passenger services provided by a single car 'Sprinter' diesel railcar made from a Broad Gauge Models kit and a Diesel Electric Rail Motor (DERM) built from a Steam Era Models kit. The prototypes of these have been the mainstay of the 'local' service outside the environs of Melbourne since the 1960s, with the Sprinters replacing the DERMs in the early 1990s.



Above
The overnight XPT from Sydney heads south through the standard gauge loops towards Melbourne. Built from Hanovale Models resin kits, the set is powered by 'Black Beetle' motor bogies under the baggage compartments of the outer-most trailer cars.

Semi-fast passenger services are provided by two sets of locomotive-hauled S coaches made up of detailed Powerline Models proprietary items. Cascaded down from more prestigious services, these sets, along with similar sets built from reconditioned and upgraded suburban coaches, provide the inter-urban and long distance country services. One of these rakes is due to be replaced with a set of N coaches from Auscision Models – when they appear! Motive power is provided by either A or N class diesels (both from Auscision).

The maintenance-of-way train has been augmented and now features ballast wagons, sleeper wagons, and brake vans constructed from Railmotor Models and Lyndon's Basic Australian Trains kits, along with proprietary models from Auscision and Trainorama. The Railmotor hoppers have been converted from aggregate wagons into ballast spreaders using kits from the Victorian Hobby Centre.

The Express Passenger Train (XPT) was made from Hanovale Models resin castings. Introduced by the New South Wales Passenger Transport Commission (subsequently the State Rail Authority) from 1980, these have power cars based on the British HST units running with locally-designed coaches, and were designed to replace existing NSWGR inter-city and interstate loco-hauled coach sets. By the 1990s, the twice-daily Melbourne to Sydney sets were made up with two power cars and five trailers; the overnight trains included two sleeping cars, not part of the original concept and built later. With a time of almost twelve hours for the 900km journey, these are not as speedy as the HST association might suggest.

Melbourne to Sydney (or vice-versa) loco-hauled expresses include various NSW, Victorian, and joint stock coaches made from SilverMaz kits, Casula Hobbies kits, converted Lima items, and detailed Powerline proprietary models. Depending on the train make-up, there may also be a pair of car carriers constructed from Lyndon's Basic Australian Trains kits in the set. Prior to the introduction of the XPTs, these trains provided the twice-daily inter-state passenger service.

The odd interloper excepted, we try and run the layout as prototypically as possible within the constraints of exhibition operating. Broadford is almost at the top of two long inclines of 1 in a 100 (the Hamilton Street Bridge north of the station is the actual summit), so freight trains tend to be slow. In any case, speed in both directions is restricted. On the broad gauge, the limits are 70km/h (roughly 45mph) for freight trains and 100km/h (c.60mph) for passenger trains. Speed limits on the standard gauge lines are slightly higher. Consequently, the trains do not travel very fast and there is plenty of time to see them pass – which is the whole point of the exercise anyway!

Below
The tail end of the broad gauge maintenance-of-way (MoW) train heading north. The two 1980s-built sleeper wagons are constructed from Lyndon's Basic Australian Trains resin kits, and the brake van is a Trainorama product.



Few exhibition layouts can function without a 'support group' of some sort and *Broadford* is no exception. My wife Aileen has been a welcome and constant source of assistance, helping with the layout as an operator and engaging with the younger viewers.

The original operating crew has been augmented by an expanding number of individuals who provide not only assistance, but models too – they know who they are, so thanks gentlemen!

In Australia, Philip Miller and Garry Jenkinson continue to provide professional advice and information although as my knowledge has increased the requests have become more esoteric. I also continue to be grateful to Joe Callipari of Casula Hobbies in Liverpool, Sydney, and Paul Hawden and Darren Olie of The Buffer Stop in Preston, Melbourne, who patiently answer my queries about new models and deal with the various manufacturers on my behalf.

If you would like to see the layout in operation, and perhaps assist your children complete our 'spot the wombat' competition, our next outings are the **Calne** show on **Saturday 19th and Sunday 20th January** and **Wimborne** on **Saturday 6th and Sunday 7th April**.

Jean-Pierre Laurent
offers a seasonal scenic tip.
Adapted from the French magazine *RMF*
by Vincent Courtois.
Photographs by the author.

A winter scene

Frost and powdery snow

The winter months see snow fall over a large part of the continent. Why not represent this time of year on part of your layout, or on a dedicated diorama? You can also easily transform an existing scene.

I had a diorama which had became very dusty over the years as it had not been covered. Moreover, it had lost its trees, which went to complete the vegetation on another layout. I decided to give this diorama a new lease of life by converting it to a snow scene.

In the case of the snowy landscape I had in mind, I wanted to have the ground covered with just a thin layer of light snow, and to reproduce the appearance of the frozen surface of the water. I thought this would be easy to do to revitalise the existing 'tired' scene, without the need for significant alterations.

The snow was created using a commercially available spray from Busch (ref.7001). It is a matte white paint in an aerosol container specially adapted to the purpose. It should be sprayed from approximately 300mm from the surface of the layout. It is not difficult to do, needing only a little care to get the right level of coverage. It should be done lightly without emphasising any particular point. It is more of a transparent veil than a completely opaque layer. Note that while spraying it is important to ventilate the room. The paint particles are very volatile even if they fly less than other standard spray paints due to their thickness. Unlike matte white paint intended for the graphic arts, the pigments in the Busch spray are larger and the granules are well suited for the frost or powdery snow effect in miniature.

If you cannot find the Busch product, I might also suggest a matte white car body primer. But do spray tests first before you start your snow!

To restore the diorama to its former state, and indeed improve it, I planted some birch and alder trees. Suitable products are readily available from several manufacturers, among them the Profi range from NOCH and Premium products by Faller. The delicate appearance of these trees is quite



Above
The ground alongside the canal was treated with a little powdery snow, easily achievable with the product by Busch.

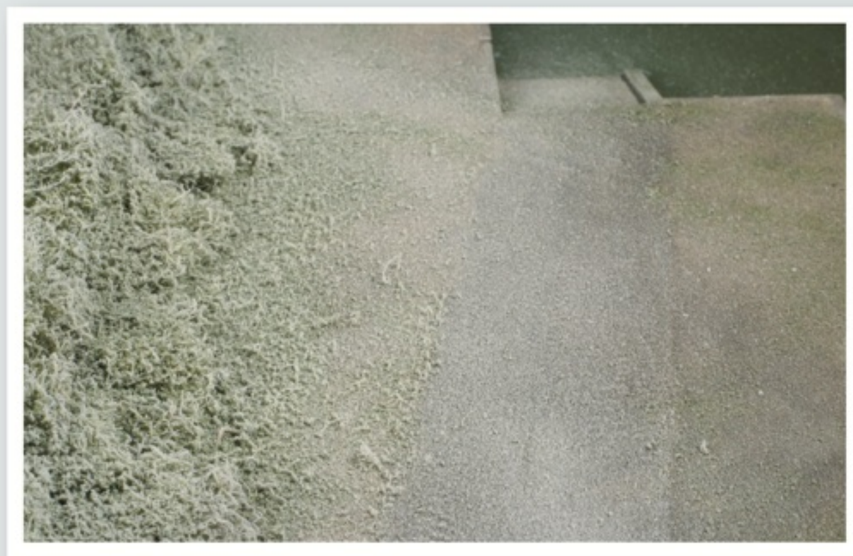


Left
The Busch aerosol will cover about one square metre.

Right
These birch and alder trees from are well suited to a winter scene. A light covering of Busch snow has been sprayed onto them to give a consistent appearance to the vegetation in the scene.



Far left
Spray at least 300mm from the surface being painted.



Left
The frosted effect is well reproduced but it does not completely obscure the vegetation underneath.

suited for a first frost of the winter or light powdery snow. A more significant depth of snow would require trees with less foliage to look authentic: re-shaped sea-foam (teloxys aristata) or trees scratchbuilt using very fine copper wire coated and painted.

The water in the canal can be represented frozen. The snow layer should be finer towards the middle than nearer the bank.

If you want to have running water, the sprayed snow will have to be removed from most of the surface. If the 'water' has been reproduced with polyester or polyurethane resins, white spirit will remove the snow. This does not damage the resin and will not affect its appearance. With a rotary motion, remove everything in the middle of the stream by repeatedly wiping it with a soft cloth soaked in white spirit. Remove less from nearer the bank, to make it look as though there is progressively more snow, as in reality.

Right
As in reality, the layer of ice and snow is thinner at the centre and consequently the surface looks darker in the middle of the canal.

Below left
For running water, a cloth soaked in white spirit can be used to remove the 'snow' without damaging the surface of the water if it was made of polyester resin.

Below
The central part of the canal, cleared of snow.







After an absence of over forty years, **Michael Cousen** returned to the hobby.
Here he introduces his new US N layout, designed to capture the atmosphere of the Rio Grande.
Photographs by David Leadbeater.

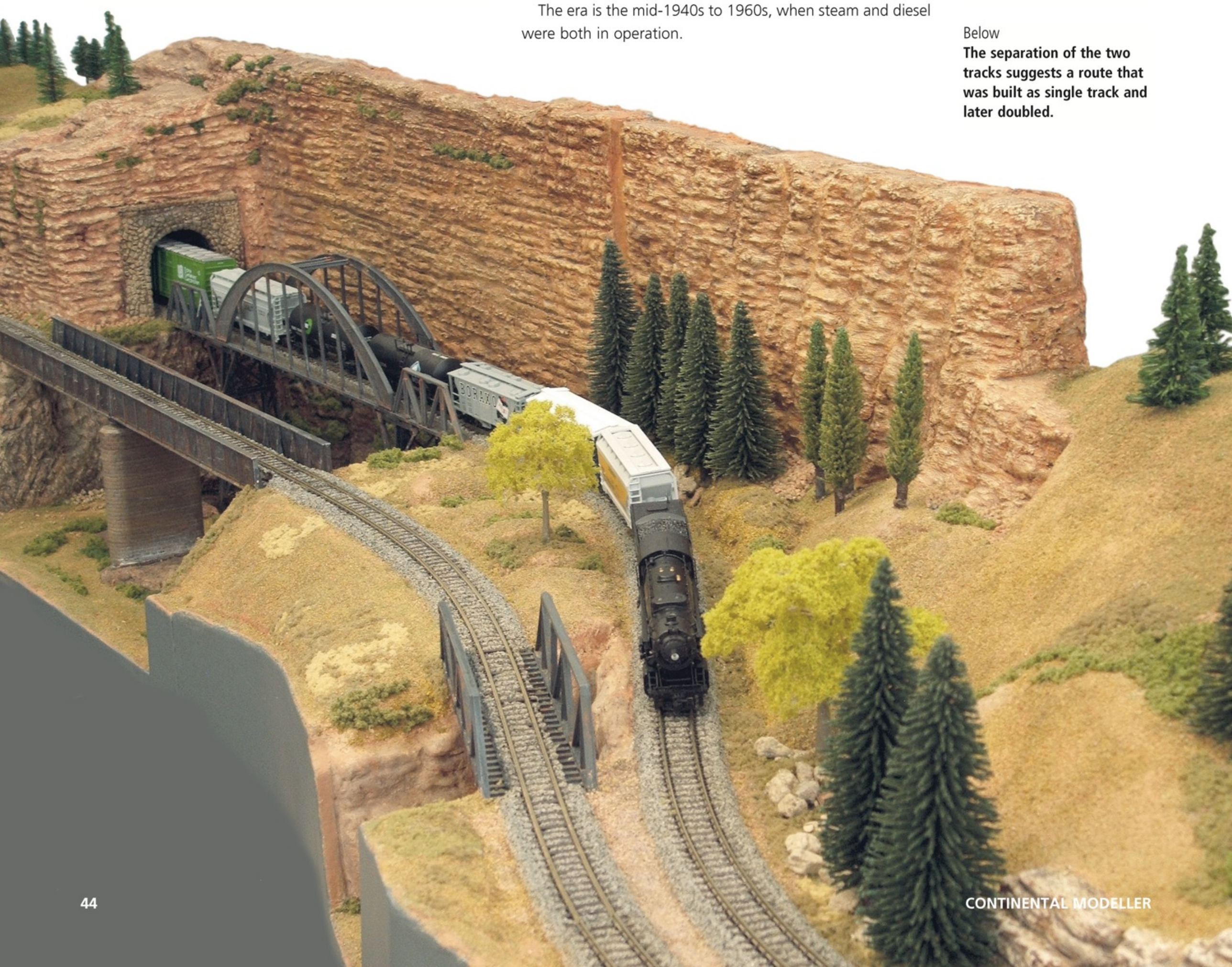
Copper Canyon

Watching trains in the landscape

This is my second N gauge layout – my first, modelled on the Santa Fe, was built some forty years ago and featured in the *Model Railway Constructor*, with photographs only in black & white.

With *Copper Canyon*, I decided to make the setting open rugged countryside reminiscent of different areas typical of the Rio Grande. I wanted a layout where I could simply sit and watch the trains go by.

The era is the mid-1940s to 1960s, when steam and diesel were both in operation.



Right
Denver & Rio Grande class M-78 4-8-2 No.1552 at the head of a long freight.

Below
The separation of the two tracks suggests a route that was built as single track and later doubled.

A brief history

The brilliant achievement of building the Denver & Rio Grande railway through the Rockies over a hundred years ago is testimony to its builder, W.J.Palmer. His vision was a line from Denver which would eventually reach Mexico City. The projected route through El Paso was planned to run along the Rio Grande del Nord, hence the name Denver and Rio Grande.

After a visit to Britain in 1870, General Palmer decided to use narrow (3') gauge track which would make it quicker and more economical to build. The track was completed to Colorado Springs in October 1871, on through Canon City, and reached El Moro in 1876, but because of a dispute with the Santa Fe, a court ruling prevented the D&RG from progressing south for a period of ten years, so instead the railroad turned west.

In the 1860s, converting the line to standard gauge became imperative after it was realised that the Rio Grande would become an important part of the transcontinental rail link. On 14th November 1890, a standard gauge line, part of the Royal Gorge Route came into operation. This new main line deviated at Salida to go north via Tennessee Pass to Minturn, Colorado, then west to Glenwood Springs where it re-joined the old main line at Grand Junction, Colorado.

In 1902, David Moffat started building what would eventually become the Denver & Salt Lake RR over Rollins Pass. Because construction costs were so high, by 1913 trackage had not been completed to Utah. The decision by the people of Denver and northwest Colorado to finance the Moffat Tunnel enabled work to start in 1923; the 6.2 mile long tunnel was completed in 1928. Denver's ambition for a direct transcontinental railroad was realised in June 1934 when the Rio Grande completed the Dotsero cut-off and connected to the Denver & Salt Lake at Orestod. The 606 mile direct link from Denver to Ogden had finally become a reality.

Changing history

During the 1940s, the Denver & Rio Grande and the Southern Pacific signed an agreement allowing the SP trackage rights on the D&RG. This may be fiction but, if it had become reality, the different locomotives and liveries would have been a joy to behold – the yellow & black and 'gold' over silver diesels of the Rio Grande alongside Southern Pacific diesels in the 'black widow' livery.

Above
The end of a long train of box cars and reefers disappearing into a tunnel.

Above
F7A 5654 (built June 1950) and a B unit in the 'Grande gold' colour scheme take their turn on a long and heavy freight.

Right
A view of the whole layout – without a train in sight!

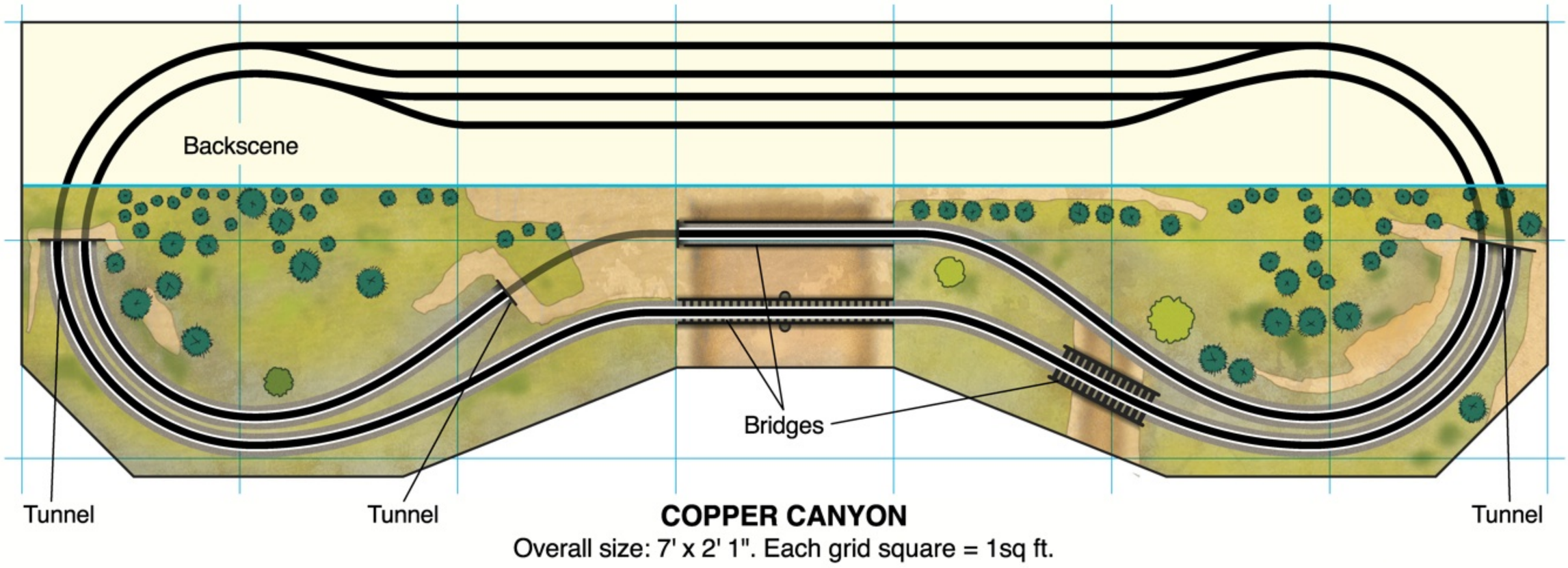
A merger between the Denver & Rio Grande and Southern Pacific did eventually become a reality, but not until 1988.

Baseboards

The baseboards are constructed using the L girder technique. One board measures 48" by 25", the other boards are 36" by 25". This is so that the two bridges could be placed in the centre of the layout. The surface is 6mm ply, covered with insulation board – this makes it simpler to fix the track with long pins.

Scenery

The shape of the hill contours is carved insulation foam covered with plaster bandage. The rockwork is insulation board, with the face side broken back with snipe nose pliers to represent rocks. PVA glue is brushed over this followed by a plaster filling. When this has dried, it is painted with watered-down acrylic earth colours, colouring from light to



COPPER CANYON
Overall size: 7' x 2' 1". Each grid square = 1sq ft.

dark. The hills and embankment are also coloured with acrylic paint. The tunnel entrances are from Woodland Scenics, again painted with acrylics. The scatter material for the grass and shrubs plus the talus are by Woodland Scenics and Javis.

The trees are from various manufacturers, most bought secondhand.

The bridges are by Faller and Knightwing.

The sky is two shades of blue emulsion.

Trackwork

The track and points are by Peco, both code 80 and 55, laid into ballasted foam underlay – this cuts out any sound from the baseboard and forms a natural camber on a curve while allowing vertical movement of the sleepers in the ballast.

Locomotives and rolling stock

The Denver and Rio Grande is represented with both steam and diesel locos – heavy and light 4-8-2 'Mountains' plus SD7 diesels, F3 and F7 A and B units, and Alco PA and PB units. The Southern Pacific rosters F units (A +B), SD9s, and Trainmasters.

The models are by Bachmann, Atlas, Life-Like, and Intermountain. Rolling stock is by various manufacturers.

Copper Canyon will be at the annual **Huddersfield Pennine** MRS exhibition on **Saturday 19th and Sunday 20th January** – see *Exhibition Diary* for more details.

Above
Seemingly endless freights pass on the bridges.

Below
A visiting USRA 2-6-6-2 Mallet has been pressed into service.





Jean Cuynet describes the design and construction of the exhibition layout built by the Club Ferroviaire de Franche-Comté (CFFC).
English adaptation by Vincent Courtois of *Rail Miniature Flash* (rmf).
Photographs by CFFC members unless otherwise credited.

La Bosse

Part 2 – building the layout



The first step is selection of a site to model. The station at Mesnay-Arbois quickly emerged as a favourite. A station is required to vary the movement of trains, though a direct line and a loop or siding are sufficient for trains to cross or overtake. Tunnels surrounding this station allow for alternate dioramas and blank boxes, which will serve as supports for the dioramas. Suitably located, these all help to reproduce the winding nature of the line.

Any implementation must rely on solid documentation. Several visits on the ground, photographs, and surveys facilitate the establishment of specific plans. The analysis of old documents is very useful for understanding the evolution of the site.

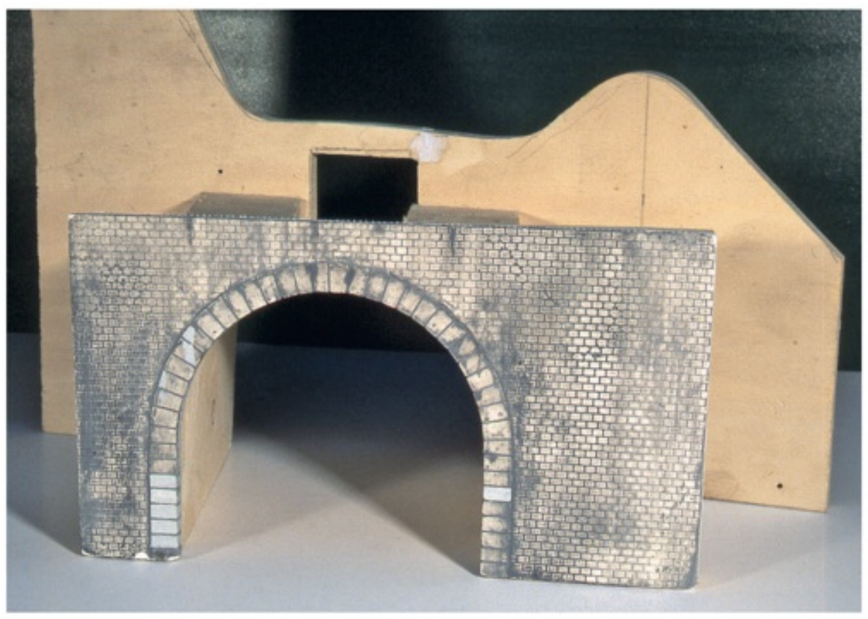
A preparatory model at 1:10 of HO highlights the details that plans cannot reveal.

The first diorama was built in late 1995. It is named after a location called Cul-du-Brey and served as a prototype for a set of techniques. We needed to determine the methods of reproducing natural or carved rocks, vegetation, and tunnel entrances. The overhead catenary, strictly to scale, was the subject of special attention. The track is Peco Streamline code 75, which is very close to the SNCF original, fine, and easy to use – we have employed it for various layouts since it became available.

We make our own flock from foam from used car seats! Small flakes obtained with a chopper are sieved and mixed with acrylic paint in an old coffee grinder dedicated to this task. This provides a wide variety of different greens, which are essential to reproduce the diverse vegetation. Thousands of pieces of sea-foam (teloxys aristata) were painted with an

Above
This mock-up at 1:10 of the actual layout size was used to validate the assumptions of construction and make some corrections before beginning work.

Top
The Cul-du-Brey scene served as a prototype for the construction of the entire layout.





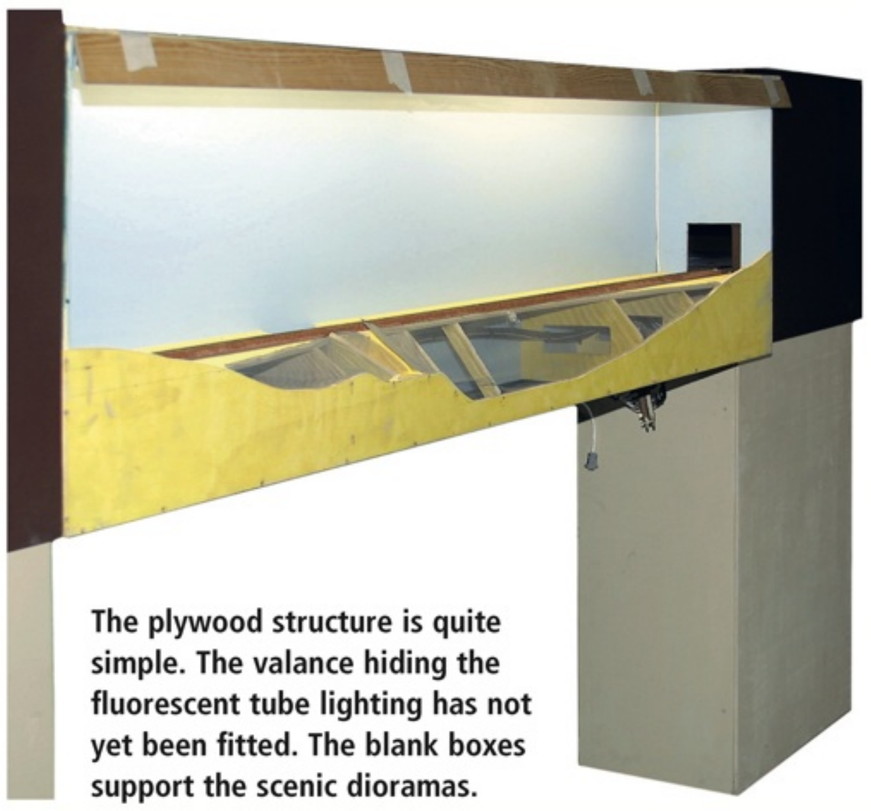
airbrush before being covered by our home-made flock. We also sifted all kinds of sand to get the desired colour and particle size for ballast, scree, and pathways.

We used lots of plaster to make the rocks. We learned how to reproduce the limestone walls, with natural flaws and the cracks caused by frost. A latex mould obtained from a master model was used for eleven tunnel entrances. The twelfth is different. Each was decorated in accordance with the observations made in the field.

The construction is based on plywood. Each scene is presented as a box with only the front open, with an interior width of only 0.30m and a height of 0.65m. Track level is set at 1.30m above the ground which gives an excellent viewing angle for spectators. The module lengths vary from 1m to 2.5m, and mostly correspond to the distances between the tunnels. Each end has an opening for the railway, preceded by a tunnel entrance. At the top of the front, a valance hides lighting by fluorescent tubes. This simple, light, and strong structure is well suited for a layout designed for exhibiting which will have to survive being assembled, dismantled, and transported many times.

The blank boxes are also of plywood. They have shapes adapted to reproduce the curves of the real line. Specific links ensure the continuity of the railway between the dioramas and the blank boxes with fitted bolt which connect metal plates embedded in the woodwork. Electrical connections are made by large interlocking connectors. During transport or storage, panels enclose the front and both ends, protecting the electrical connectors.

The tunnel entrances, like most of the scenic elements, are prepared off the layout and put in place when they are completed. Every detail is carefully done: protective shelters for the railway staff; interior vaults of the tunnels; screens for protection against falling rocks; storm water drains; telephone wiring conduits. Some air-drying white plasticine was used for the reproduction of the walls. Spread as a 2mm thick sheet and then scribed, it was glued onto the structure. The weathering is a bit of black gouache dissolved in plenty of water. The protective shelters and minor masonry were created in a similar way.

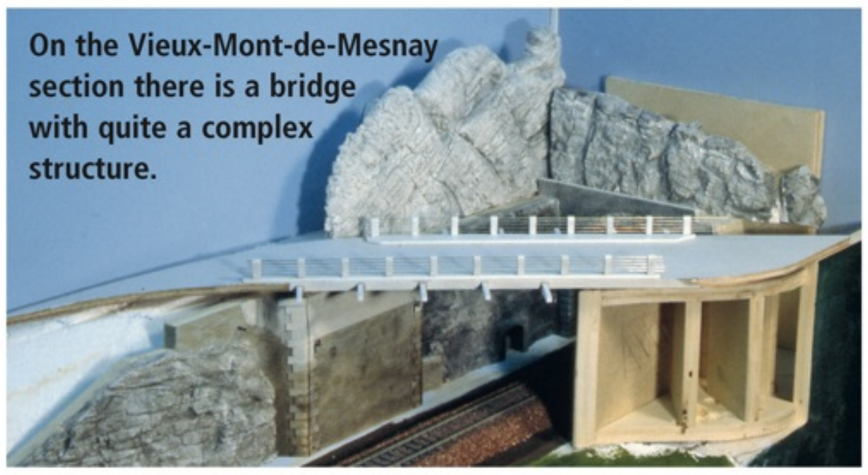


The plywood structure is quite simple. The valance hiding the fluorescent tube lighting has not yet been fitted. The blank boxes support the scenic dioramas.

The classic flock and Heki grass were mixed with products made by us, such as different colours of sand and earth. Heki nets and small pieces of sea-foam treated with flock reproduce brush and vegetation growing in the crevices.

The background is very simple. The sky is a uniform azure blue, while a dark green paint covers the parts where trees will be planted.

Darker vegetation is placed in the background, lighter vegetation is placed in the foreground. To get a good result, it is a good idea to blend different shades of green. The installation of this vegetation is similar to the composition of a painting. Do not hesitate to return to your work when the



On the Vieux-Mont-de-Mesnay section there is a bridge with quite a complex structure.



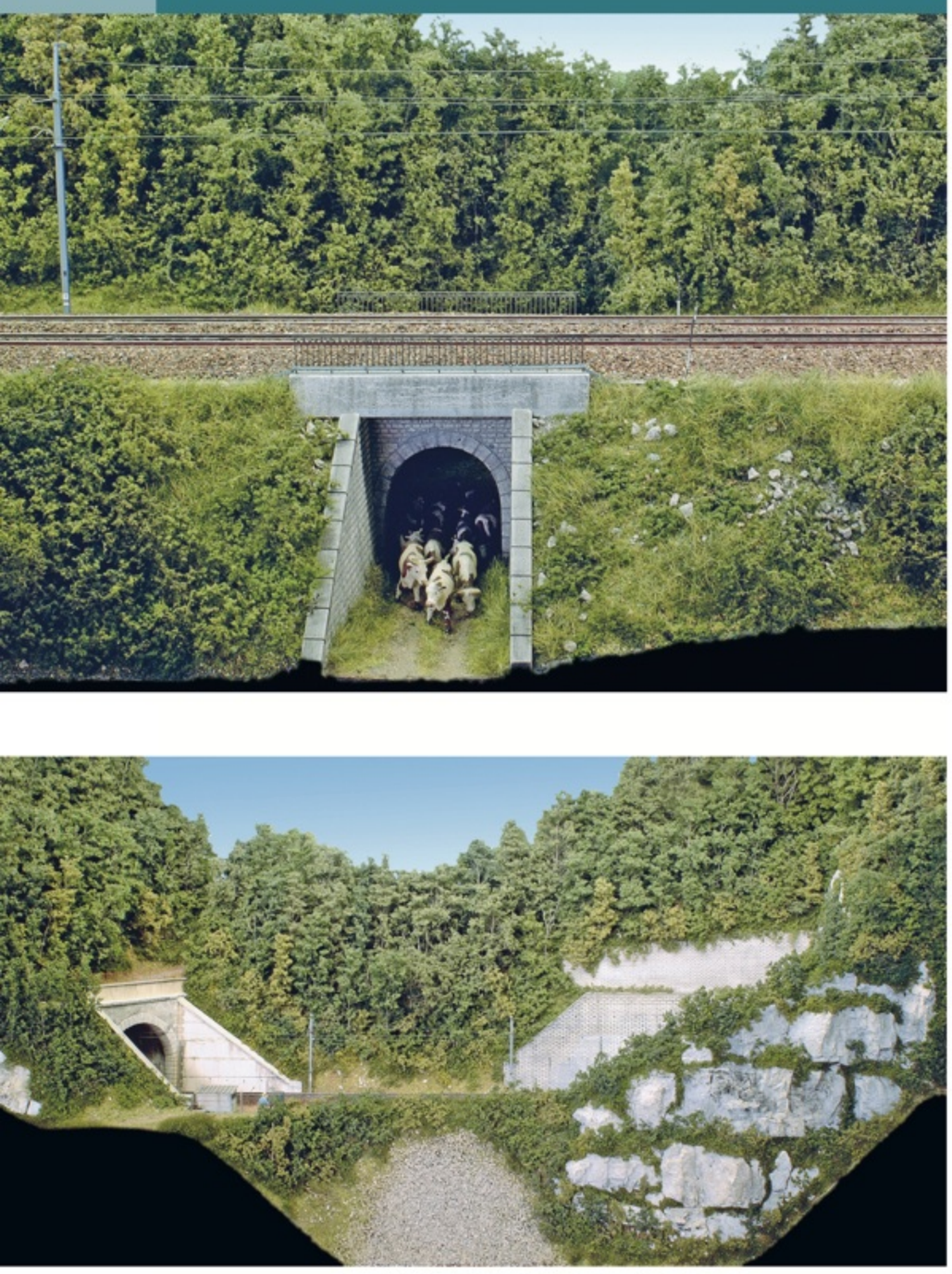
Above left
Almost all of the scenic elements, such as this tunnel entrance, were prepared off the layout.

Above
This tunnel entrance and its sloping retaining walls combine three materials – plaster, cardboard, and air-drying white plasticine.
Photo: editor.

Below centre
Retaining walls and rocks are weathered with black gouache dissolved in plenty of water.
Photo: editor.

Below
The basic background of the forest is painted on the blue sky. The basis of the ground cover is a mix of gravel, dirt, grass flock, and dark green flakes. The green colour in the foreground is a primer; vegetation will be placed on a brown surface.





Top
A herd of cows passing under a bridge. This typical rural scene is very popular with visitors at exhibitions.
Photo: editor.

Above
***L'Enfer Vert* (The Green Hell) is the shortest scene – in reality, only 92m separates the two tunnel entrances.**
Photo: editor.

result does not seem properly balanced. The transition from a meadow to a thicket is subtly progressive.

Roads and paths are lined with tall grass. Fences and barriers receive appropriate weathering.

The few figures and animals have natural attitudes. Buildings must not give the impression of being just laid on the ground but should be properly integrated. All details need to be treated properly and patiently.

Too great a profusion of different elements harms the realism; simplicity is required. In theatrical terms, the unity of place (compatible details) must be combined with the unity of time (railway era) and the unity of action (mode of operation, train formations).

First presented in 1997 at the *Mondial de la maquette et du modèle réduit* exhibition in Paris, *Cul-du-Brey* was a great success. It was accompanied by a video shot from the cab of a railcar. The parallel between reality and the model was striking.

Above
This grain train from Switzerland is going down La Bosse. It crosses the site of Écomboles, characterised by long retaining walls and the presence of two signals.

Below
The *Jean-Jacques Rousseau* international train, working between Geneva and Paris, passing under the bridge at Vieux-Mont-de-Mesnay.



Above
An X73500 *autorail* enters the Souillerot tunnel. The signal protects the entrance to Mesnay-Arbois station.

Right
Access to the spur serving the rectifier sub-station is done through this command post with two levers – the first one locks the signals in the stop position and releases the second one which operates the turnout.
Photo: editor.

Below
A freight train awaiting the signal to leave Mesnay-Arbois station.
Photo: editor.



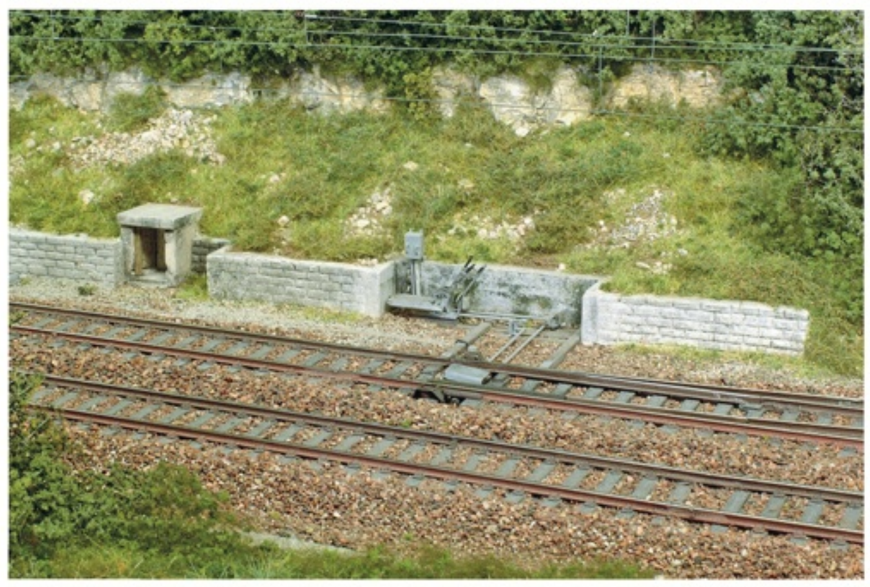
Above
The station building is entirely made from thin laser-cut cardboard according to the original plans.
Photo: editor.

With the completion of *L'Enfer Vert* (The Green Hell) and then *Écomboles*, these three dioramas, supported by four blank boxes containing tunnels, became truly operational. A hidden staging yard, supported by folding legs, completed the first version of the layout. As important as the scenic parts and concealed behind panels, the yard can accommodate fourteen trains each 6m long.

From 1999, the layout, still incomplete, participated in numerous exhibitions in France, Switzerland, and Germany.

The construction of dioramas continued. The *Vieux-Mont-de-Mesnay* and then the *Souillerot* modules complete the single track section. The hidden staging yard expands accordingly to follow the lengthening of the layout.

Building the three modules which represent Mesnay-Arbois station began in 2002. This set alone measures 7.5m long. The scenery changed a little, but the railway facilities are more prominent. The station building was made from thin laser-cut cardboard. It is flanked by a 'Service Électrique et Signalisation' (SES, Electrical and Signalling Service) technical room. The two platforms, unused since the withdrawal of the passenger services, seem deserted. Ancillary buildings are assigned to the staff in charge of the maintenance of safety facilities. Two posts with brackets supporting the station exit signals originate from craft kits. The spur line serving the rectifier sub-station is accessible by a turnout whose control mechanisms are complex and quite delicate to reproduce.





Above
A grain train pulled by a BB26000 *Sybic* is held at a stop signal as a train is expected in the opposite direction. Crosses or overtakings add interest to station operations on a single track section.
Photo: editor.

There are huge retaining walls along the railway, and several bridges accommodate rural roads crossing the line.

The two tracks through the station allow crossing and overtaking of various trains.

Two types of hidden staging yards and different arrangements of the dioramas allow the presentation of three different versions of the layout. The most important, named 'Big Bosse', incorporates eight scenic sections and allows the operation of seventeen trains. The medium version is limited to fourteen trains in five scenes. The small version meets the requirements of exhibitions with a reduced space. It is quick to set up, but its capacity is limited to eight trains.

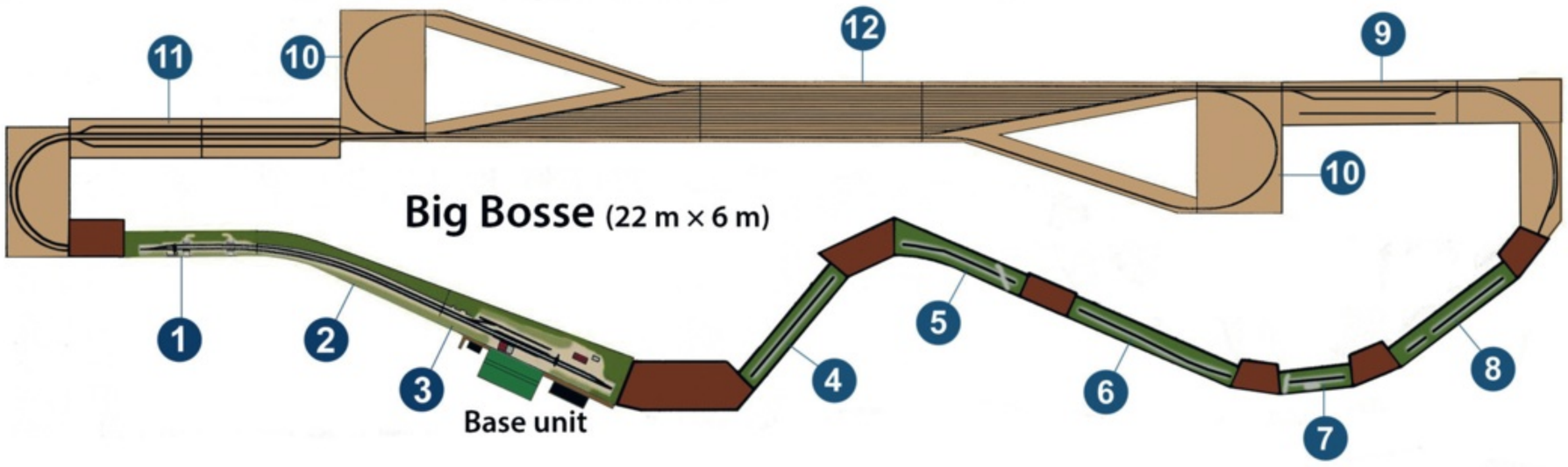
The creation of the overhead catenary in the station presented more difficulties than on the plain line. Compliance with all regulatory systems for the turnouts demands much more attention. Making the three modules without intermediate blank boxes also forced us to make the overhead so it could be split. Special links were developed to ensure tension

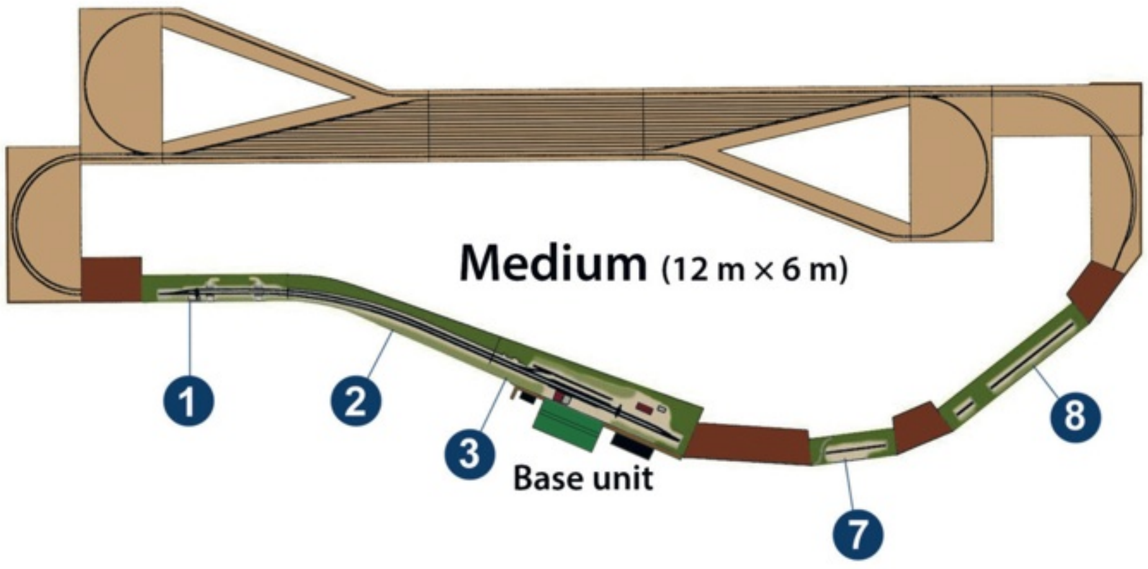
Below
The two tracks through the station are often occupied by trains as they are the only possible passing place on this section of La Bosse.
Photo: editor.

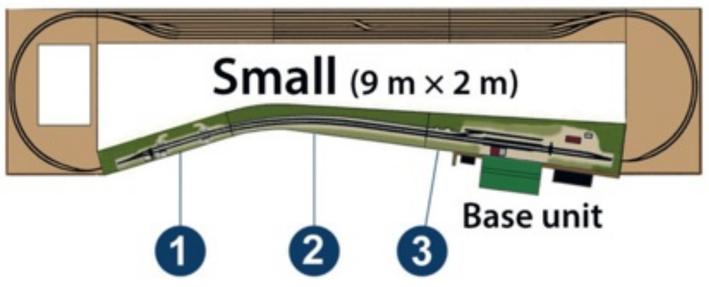




Below
The creation of this rectifier sub-station, specific to the site, required several years of research and modelling.
Photo: editor.







La Bosse

Layout versions

1 Champaillon
2 Ditch
3 Mesnay-Gare
4 Souillerot
5 Vieux-Mont-de-Mesnay
6 Écombolles
7 Green-Hell
8 Cul-du-Brey
9 Maintenance shop
10 Loop
11 Lead track
12 Siding

J.C.

in the contact wire was maintained, so pantographs passed smoothly, while also allowing rapid dismantling and assembly.

The most important part of the station is its rectifier sub-station. Research in the literature and planning required two years, the construction took another year. All elements were made by members of the club.

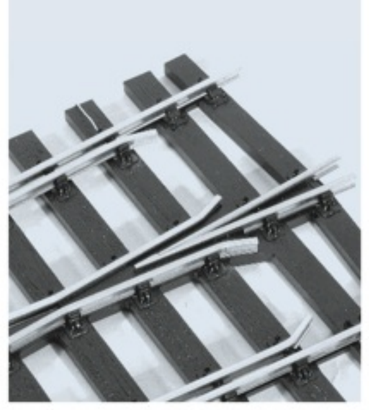
This marks the end of the construction of *La Bosse*. It has become quite well-known to French and Swiss modellers through appearances at various exhibitions, and we have been pleased to note that several other clubs have followed our lead and adopted a similar format.

Stock and operation will be discussed in a future article.









HO Vossloh Euro 4000 new from SudExpress



In response to changes in the rail market in Europe, with the emergence of independent operators keen to take advantage of open access regimes, Alstom developed the Prima series of diesel locomotives to compete with the imported Class 66 and refurbished secondhand machines which had found favour with smaller companies. The new machines would meet all relevant European standards and ensure interoperability. In 2004 Alstom sold its plant in Valencia, where the new diesel project was based, to Vossloh. The choice of possible diesel engines was then thoroughly evaluated before the EMD 710-G3C 16-cylinder two-stroke with an output of 4,200hp was selected. The Euro 4000 was designed from the outset to be an all-purpose machine, although so far the 120km/h freight version has been most popular.

By 2012, the type had been sold to eleven companies. These included state-owned concerns such as Israel Railways and, on the Iberian peninsula, independent operators such as Comsa and Takargo Rail, as well as leasing companies like Angel Trains (now known as Alpha Trains). Angel Trains ordered eighteen of these locos for broad gauge and twelve standard gauge for use in Germany, Belgum, and France. The order was later changed and altogether twenty-four broad gauge locos were delivered. The first locos for Germany, Belgum, and France went instead to Beacon Rail (branded Europorte), which had already ordered six for use in Norway. Takargo, the first private operator in Portgual, has ordered fourteen.

It is therefore appropriate that this new model, an officially licensed product, should come from an enterprising independent supplier and be marketed in different versions including Takargo, Europorte, and CargoNet.

Our sample is in the original Vossloh / Angel Trains demonstrator livery, numbered 92 87 0004 001-9, as shown at the Innotrans exhibition in Berlin in 2008. The colours are even and well defined, with clearly printed markings.

The model is delivered in a shaped foam insert within a stout, smart, card box; it is best to take the insert out of the box base so the separate end pieces can be eased out to enable the loco to be lifted clear.

The moulded plastic body shell is accurate and highly detailed, with grilles, panels, and doors formed integrally. It is enhanced with many separately added parts, including the fan blades under perforated grilles, cable ducts, exhaust, air conditioning units, fine metal handrails, multiple unit connectors, buffer heads, steps, and battery boxes.



The model comes with a working coupler pocket at one end and a fully detailed buffer beam at the other; brake hoses, dummy scale coupling, snowplough, and coupler pocket are provided for the modeller to fit as required for operation or display, along with blackened metal handrails and etched rear-view mirrors.

The cabs are flush glazed, and have detailed interiors.

The main frame and bogie sides are exceptionally detailed, complete with battery boxes, air reservoirs and pipework, sandboxes and delivery pipes, suspension components, control cables, and cab steps.

The bogie side frames 'float' separately from the actual driven units within which can thus follow uneven track more closely, unrestricted by the bogie frames fouling the base of the body – clever.

The model is built around a metal chassis, and powered by a can motor with twin flywheels, driving via cardan shafts to reduction gearing on the bogies. All wheels are driven and collect current, and there are traction tyres on the outer four wheels. Two alternative wheelsets without tyres are also supplied; the model weighs c.630gr, so haulage capacity should be ample.

The wheels have low profile flanges, and the faces simulate disc brakes.

The instructions recommended running in the model for 30 minutes in each direction at half speed, but it ran very well straight from the box. The speed is very controllable across the range.

Directional lighting is provided by LEDs, and there is a 21-pin socket for a digital decoder. DCC sound and AC versions are also available.

Standard couplers are provided for the NEM pockets mounted on the bogies.

The instruction sheets with exploded diagrams cover use and maintenance, and provide background information, in English, French, German, Swedish, French, and Portuguese.

In short, an excellent model.





Manufactured for

SudExpress,
Avaliare-Engenharia, Lda,
Centro Comercial da Estação,
Praça Camilo Castelo Branco, 31
– Sala 48,
4700 - 209 Braga, Portugal.
www.sudexpressmodels.com

SAMPLE SUPPLIED BY
Winco, 149, Alresford Road,
Winchester, Hampshire, SO23 8JZ.
www.winco.co.uk

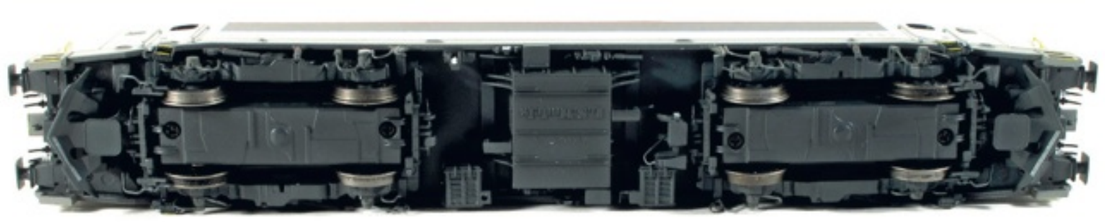
PRICE ref.400112 £220.90.

HO SNCB/NMBS serie 18 new from LS Models









In December 2006, Siemens received an order for sixty new Eurosprinter type ES60U3 Bo-Bo electric locos for the Belgian railways as series 18. With a power output of 6,000kW and a top speed of 200km/h, they are capable of running under 1.5 and 3kV DC and 25kV 50hz AC, and are equipped with all necessary signalling and safeworking systems for running beyond Belgium into France, the Netherlands, and Germany (under the 3kV as far as Aachen). A second batch of sixty was ordered in 2009, even though initial problems with the electronics had delayed the acceptance and certification process; the first use in revenue service was not until July 2011.

They are fitted for push-pull working with I11 and M6 stock; the last twenty-four are fitted with automatic GF couplings and classified series 19.

LS Models have recently added a new model of this type to their range, once again made for them by Modern Gala in China.

Our sample is excellently finished in the 'New Look' livery, for Epoch VI; the colours are accurate, coverage even, and the markings clearly printed. Five running numbers have been produced, including 1801, 1802, 1807, 1813, and 1860. 1801 is understood to be a budget model with limited lighting functions.

The model is available in DC, DCC sound, AC, and AC digital with sound using Wecomm components (naturally at extra cost).

The plastic body shell is very accurate and well detailed, with many small parts added separately; the supplied bag of accessories seems to include spares or duplicates as well as alternatives – not all are specifically mentioned in the instructions.

Glazing fits flush, with neat black frames, and there is cab interior detail. The large rear view mirrors are in the retracted position, flush with the side. The fine windscreen wipers are separate parts, moulded in grey.

The step treads under the front lamps are brass, with the edges picked out in yellow. The end grabs are from wire, while the cab door handrails are plastic, but not too thick.



The multiple unit connectors and buffer heads are also added parts.

The underframe detailing is exceptional, and includes components (for example, on the end of the bogies) that will never be noticed in normal use.

The bogie sides are highly detailed, and even have tiny markings – note the red panels on the shock absorbers.

The wheel faces carry detailed moulded inserts.

Alternative full brake hoses and dummy scale couplings are provided for the modeller to install in place of the attenuated versions if required, along with closed versions of the ploughs (i.e. without coupler pocket openings).

The representation of the electrical equipment on the roof is excellent; horn clusters and aerials are also fitted.

Fine pantographs are mounted in positions 2 (3kV DC) and 3 (25kV AC), equipped with different width contact strips, as per prototype.

The mechanism is conventional – a metal chassis, central Canon motor with twin flywheels, drive via cardan shafts and universals to worms and reduction gearing on each bogie, all axles powered. Two traction tyres are fitted, on one outer wheel of each bogie. An overall weight of c.550gr ensures considerable pulling power. Running in of 20 minutes in each direction is recommended, but our sample worked smoothly straight from the box and was controllable across the speed range, from walking pace to a realistic maximum.

The model should be capable of negotiating a minimum radius of 358mm.

Pickup is via wipers on the back of all wheels, and there is the option of current collection from the overhead, by moving links on the internal circuit board. This also carries a 21-pin socket for a digital decoder. The chassis also incorporates a mount for a 23mm diameter loudspeaker, and there are working directionally controlled white head and red tail lights, plus long-range headlights and cab interior lights, which can be separately controlled under DCC to mimic the several functions of the prototype. The analogue models achieve switching by means of an external magnet – the sensor is at the No.1 end, by the pantograph.

Connections are also provided for remotely-controlled couplings.

Standard couplers are provided for the NEM pockets on close-coupling mounts. The buffer beams come equipped with attenuated brake hoses and coupling hooks; full versions are supplied for the modeller to exchange if required.

Illustrated instruction leaflets are provided (in French, Dutch, German, and English) which give exploded diagrams, parts lists, and advice for operation and maintenance.

This is another outstanding offering from LS Models.

Manufactured for

LS Models, Rue Bosfagne 31,
B-4950 Sourbrodt, Belgium.
www.lsmodels.com

SAMPLE SUPPLIED BY
Hobby Shop, 122, West Street,
Faversham, Kent, ME13 7JB.
www.hobb-e-mail.com

PRICE £190.00 + p&p.

HO ore hopper wagons new from B-Models



B-Models have released a new version of their model of the type Fal bogie hopper wagon.

The models are sold in pairs, with various finishes and loads: these samples (ref.45.230, set A) represent CFL vehicles in with 'Arbed' branding, loaded with iron ore.

The loads are very well done, but not easily removed from the wagon.

The markings have been clearly printed, and such features as the brake controls picked out in appropriate colours.

The model has a moulded plastic body, with railings, handrails, steps, and door operating levers added. Spare railings, handrails, and steps are supplied in accessory bags – these are not alternatives but replacements as the factory-fitted pieces are quite delicate and not very well held in place.



The models run freely on blackened metal disc wheels on metal axles, insulated one side with plastic centre bushes, in excellent representations of the Y25B bogie, with brake shoes in line with the wheel treads.

Brake gear has been added to the underside, and the buffer heads are separate parts.

Standard couplers are supplied to fit in NEM pockets on close-coupling mounts.

Manufactured for

B-Models
www.B-models.be

SAMPLES SUPPLIED BY
Winco, 149, Alresford Road,
Winchester, Hampshire, SO23 8JZ.
www.winco.uk.com

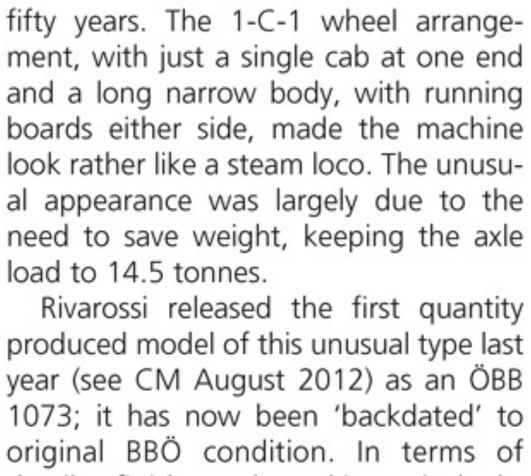
PRICE ref.45.230 £56.80 (pair).

HO New version of Austrian vintage Rh1029 from Rivarossi

This design (later ÖBB Rh1073) was introduced as a light passenger train loco in 1923; the twenty units supplied were to remain in service for more than fifty years. The 1-C-1 wheel arrangement, with just a single cab at one end and a long narrow body, with running boards either side, made the machine look rather like a steam loco. The unusual appearance was largely due to the need to save weight, keeping the axle load to 14.5 tonnes.

Rivarossi released the first quantity produced model of this unusual type last year (see CM August 2012) as an ÖBB 1073; it has now been 'backdated' to original BBÖ condition. In terms of details, finish, and markings, it looks more like a high specification limited edition from a small specialist supplier.

The body has finely moulded ventilation louvres, many hinged hatches, separate handrails, and fine cab steps (formed in resilient plastic). The roof has neat cabling and insulators, fine pantographs, and a brass whistle.







The chassis has sand pipes and brake shoes close to the wheel treads, the jackshaft discs, and, even though hardly visible, the connecting rods from the drive shaft to the driving wheels; to accommodate this the coupling rods are slightly further out. The driving wheels have fine spokes and low profile flanges; the pony wheels have thicker rims and deeper flanges.

Power is provided by a small can-type motor with flywheel driving through a worm and reduction gears. Traction tyres are fitted on two wheels, the leading left driver each side, so while the model is not that heavy (c.210gr), haulage capacity should be reasonably prototypical. Current collection is by wipers on the backs of all driving wheels.

The model runs smoothly and quietly, and is controllable from walking pace to a maximum which seems to be rather more than the prototype's 75km/h.

The pantographs can be used for current collection from the catenary; a selector switch is located on the internal printed circuit board.

Working directionally controlled white head and red tail lights are achieved with LEDs and are not too bright. The p.c.b. has a 21-pole socket for a digital decoder.

The centre drivers are allowed side play and the unit should handle 360mm radius curves.

Full brake hoses and dummy scale couplings are supplied.

Standard couplers are fitted in NEM pockets on flexible mounts.

The information sheet has exploded diagrams to show the fitting of the accessories and removal of the body, plus a spare parts list.

Distributed by

OnTracks,
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.hornbyinternational.co.uk
See the website or telephone
to find a local stockist.

PRICE HR2120 £229.49.

HO DRG BR18³ in blue livery as limited edition from Trix





The Baden State Railways ordered the IVh Pacific from Maffei in 1915 as a dedicated express passenger loco, but due to the First World War deliveries did not start until 1918. When the last were delivered, the Baden State Railways had already been incorporated into the DRG, which classified all twenty locos BR18³.

This new version of the model is in the 1924 blue livery with red-brown running gear, fitted with a digital sound decoder, and supplied with a display plinth. Announced at the 2012 trade fair as a limited edition, the item is no longer listed although may still be found on sale at dealers.

The construction is mostly metal with many fine details. Brake gear and piston tail road covers are provided for the modeller to install.

Three axles are powered by a high-efficiency motor with adjustable running characteristics; two traction tyres are fitted. A smoke generator is available as an option. The triple headlights change with the direction of travel, using maintenance-free LEDs. They and the smoke generator can be controlled digitally.

The operating sounds vary with the speed and are synchronised with the rotation of the wheels. A number of sounds can be activated separately, depending on the controller used: whistle, shunting whistle, air pump, coal being shovelled, steam release, grate clearing, and brake squeal.

There is an adjustable close-coupling between the loco and tender, and a close coupler with NEM pocket on the rear of the tender. The minimum recommended radius is 360mm.

Manufactured by

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

SAMPLE SUPPLIED BY
Mount Tabor Models,
Scarthin, Cromford, Matlock,
Derbyshire, DE4 3QF.
www.mount-tabor-models.co.uk

PRICE ref.22060 T.B.A.

HO New versions of Esslingen railcar by Brekina

This well-known road vehicle specialist has recently released three new versions of the large modern bogie diesel railcar developed by the well-known locomotive manufacturer Esslingen, first reviewed in our October 2011 edition.

These represent Regentalbahn VT04, in blue & white (ref.64103 DC/64123 AC, *illustrated*); WEG VT402 in orange (ref.64104/64124); and a standard SWEG red unit numbered VT114 (ref.64105/64125).

The finish is excellent, with clearly printed markings.

In all technical respects, the model is unchanged.

The model specifically represents the first series of twenty-five (with three end windows) supplied between 1951 and 1955 to various private railway companies throughout West Germany.

These substantial vehicles were 23.5m long and weighed 29.8 tonnes. They were powered by two Deutz 145hp V-8 diesel engines, and rated for 80-90km/h (depending on the gearboxes used). They could seat up to 102 passengers, less with a larger baggage area.

The plastic body is nicely detailed – the rivets on the roof are not over-emphasised, and the exhaust, vents, and whistles have been formed in place.

The cab door steps, nose handrails, electrical connectors, and rear view mirrors are added parts – all very finely moulded in resilient black plastic.

Further detailing parts are supplied: brake hoses and coupler hooks with and without coupling links – these latter can



be fitted even of a working model coupler is required.

The glazing fits flush, and has neat black frames. The windscreen wipers are moulded in place, carefully picked out in black.

The interior has partitions, seats, and control desks in the cabs. The mechanism does not project above the window line.

The model is built around a substantial metal chassis; it has no traction tyres – these are not necessary, even if the railcar was to tow a trailer coach or a few wagons.

The flywheel-fitted motor drives all wheels by gear trains in each bogie. Current collection is by wipers on the back of all wheels, and the model runs very well – it is smooth and quiet, controllable across the range from walking pace to a realistic maximum.

Representations of the engines have been added to underframe, along with pipework, battery box, and toilet outfall. The bogie sideframes are well detailed, of an open appearance with suspension components and brake gear, plus speedometer drives added at one end.

The model has working directionally-controlled three white head and two red tail lights, and interior lighting. It is equipped with an eight-pole NEM 652 socket for a digital decoder.

To access the decoder socket, or install passengers, the body simply unclips – but it fits very snugly, and care is needed when replacing it to avoid the lighting circuit boards.

The minimum radius recommended radius is 360mm.

Standard couplings are fitted in NEM pockets on close-coupling mounts on the frame.

In short, an excellent model of an unusual and neglected prototype which forms the classic 'train in one vehicle' for minor lines – ideal for compact layouts.

Manufactured by

Brekina Modellspielwaren,
Carl-Benz-Straße 1,
D-79331 Teningen, Germany.
www.brekina.de

SAMPLE SUPPLIED BY
Hobby Shop, 122, West Street,
Faversham, Kent, ME13 7JB.
www.hobb-e-mail.com

PRICE £115.00 + p&p.

HO New versions of Italian MDVE stock from ViTrains

Italian specialists ViTrains have produced new versions of their models of the MDVE long distance express stock in service with the FS. These coaches were built primarily for internal traffic and our sample is a first class 'sleeperette' in the XMPR livery (grey and blue with orange lining) of Epoch IV. The finish is good – the coloured bands are well defined and even, and all markings are neatly printed. A servicing date of December 1987 is clearly legible.

The body has nicely moulded grilles and hatches where appropriate on the ribbed roof.

The coach has interior fittings and flush glazing, with neatly silvered frames.





The corridor connections and working fall plates are factory fitted.

The buffers are sprung.

A large number of standard parts are provided for the modeller to install, including handrails in etched metal, plus door steps, shock absorbers, brake gear, various electrical sockets and cables, brake hoses, and dummy scale couplers moulded in black plastic. Some of these components are intended for display and would have to be trimmed for a working model, while some duplicate already fitted accessories, in case of loss or damage.

The model is supplied with standard couplers to fit in NEM pockets on close-coupling mounts.

The instruction and information sheet is in Italian and English, and the translation is quite comprehensible if not word perfect.

Manufactured by

ViTrains s.r.l.,
Via Alessandro Volta 15,
I-36030 Motta di Costabissara, VI,
Italy.
www.vitrains.it

SAMPLE SUPPLIED BY
Winco, 149, Alresford Road,
Winchester, Hampshire, SO23 8JZ.
www.winco.uk.com

PRICE ref.3085 £45.00.

On30 South African wagons from EDM Models



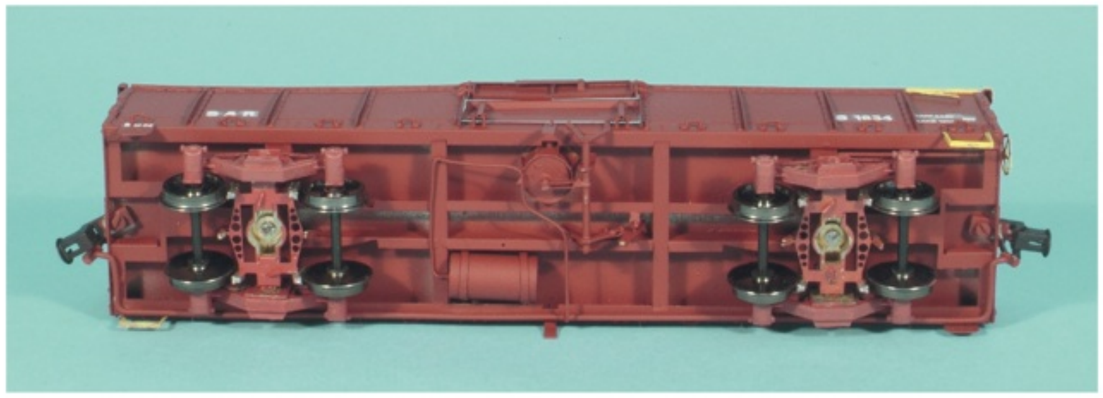


New from EDM Models are the first in what will be a range of 7mm scale rolling stock kits featuring South African Railways wagons, as imported for use on the re-opened Welsh Highland Railway.

Available now are the DZ lowside bogie open and the B highside bogie open.

The kits are primarily made from etched nickel-silver with cast details. The underframe is fully detailed, with all brake gear components present.

There is a choice of either archbar or Bettendorf bogies, cast in lost wax brass, finely detailed but suitably robust. They are supplied with wheels of the correct diameter (from Bachmann OO coach bogies). These are a tight press fit on the axles, and can be quite easily regauged to the scale 14mm if required.



The DZ wagons have pressed steel doors, which would be tedious to form in brass, so to make it easier cast resin door overlays are offered as an extra. Options include angled or flat end, with either T or U shaped stanchions.

A kit for a flat wagon, using the same underframe, is in preparation.

The bogies will also be made available separately in due course, with wheels. The brass castings for the bolsters and side frames are augmented with etched nickel-silver details such as the brake shoes and rigging.

The chopper couplings shown on these models are not included in the kits.

We believe the lettering is available as dry transfers from Blackham Transfers (www.blackhamtransfers.com).

Produced by

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

PRICES	
DZ kit	£68.00.
door overlays	£7.25.
B kit	£65.00.
flat/underframe kit	£60.00.
bogies	£23.50.

Postage & packing extra.

Z BR44 2-10-0 improved by Märklin





Märklin have released an improved model of the BR44 heavy three-cylinder 2-10-0, initially as a Deutsche Bundesbahn coal-fired machine with small Witte smoke deflectors and three headlights, for Epoch III.

The 112mm long model has a well-detailed metal body; the only added parts are the smoke deflectors and the whistle.

The markings are clearly printed, with white warning rims round the buffers.

A five-pole motor in the cab powers all five driving axles.

No traction tyres are fitted.

The wheel tyres and valve gear are dark nickel plated.

The model runs smoothly and quietly.

The front headlights are illuminated by maintenance-free LEDs.



Standard couplings are fitted to the front pony truck and the rear of the tender; the loco-tender link is fixed length.

Manufactured by

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

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

PRICE ref.88973 €229.95.

all New digital devices through Sunningwell Command Control

Several new items for those using digital command control have joined the extensive range of equipment available from Sunningwell Command Control.

From **Soundtraxx** are two new eight-pin decoders. The ref.MC1H102PB is a two-function mobile decoder measuring 17mm x 17mm.

The ref.MC2H104OP is a four-function mobile decoder measuring 16mm x 25mm, on a 65mm long loom.

Both are fully compatible with NMRA DCC standards and recommended practices. Each is rated at 1 amp maximum, with auxiliary outputs of 100mA each, on a maximum track supply of 21 volts. They support short and long addresses, and advanced consisting. They allow for 14, 28, or 128 speed steps and feature high frequency silent motor drive, back EMF/load compensation, and standard or user-loadable speed tables. Each has sophisticated lighting capabilities, with directional headlights, 'Rule 17' lighting, and 'Hyperlight™' effects.

New from **TCS** (Train Control Systems) is the ref.KAT12 mobile decoder, measuring 34mm x 16.5mm, with an edge connector and a 155mm long loom, without a plug. It is rated at 1.3 Amp continuous, 2 Amp peak. It has a 'Keep-Alive'™ feature for uninterrupted performance, quiet motor drive, and load compensation. It will automatically detect and operate on DC. It also supports two and four digit addresses. It has



two auxiliary functions rated at 100mA and offers sophisticated lighting effects. The functions can be re-mapped, with thirteen for most lights and seven for operations. The device is covered by the TCS 'goof-proof' no questions asked warranty.

Finally, **Digitrax** has a new 3 Amp capacity voltage reducer (ref.UP6Z), powered through the LocoNet bus, to lower the command station's output to 8 volts, which allows operation of Z scale locomotives with Digitrax equipment.

It also has six LocoNet ports to facilitate expansion of the network.

Samples supplied by

Sunningwell Command Control
P.O. Box 381, Abingdon,
Oxfordshire, OX13 6YB.
www.scc4dcc.co.uk

PRICES
Soundtraxx MC1H102PB – £14.00
Soundtraxx MC2H104OP – £17.00
TCS KAT12 – £36.00
Digitrax UP6Z – £21.00.

all Z21 digital central unit new from Roco/Fleischmann

Brand new from Roco and Fleischmann is the Z21 digital central unit (Z = *Zukunft*, future; 21 = 21st century), described as a revolutionary new digital system. Actually the digital system is not new, although the fact that this is a multi-protocol device is new for Roco.

The real novelty – and what a novelty – is that it enables a layout to be controlled from a tablet (handheld computer) or a smart 'phone, thus offering the possibility of wireless control without the problems of radio (channel allocation and interference) or infra-red (line of sight and range). Two-way communication is also possible (with RailCom devices).

The unit is intended for use with a tablet (Apple iPad, from iOS 4.2, or Android from version 2.3) or smart 'phone. This saves the cost of a controller, for those who already have such devices, and are familiar with how to use them.

There is also the prospect that it may attract new enthusiasts, especially amongst the young, for whom this technology is everyday.

The central unit is supplied with a pre-configured commercial WLAN (WiFi) router – why re-invent as it cannot be made better or cheaper? Better to adopt and (if necessary) adapt existing successful and readily available technology.

It is as simple as claimed to set up and use – once installed, there is no further fuss. It really is 'plug & play' – you can quickly connect and get going.

The unit can be used to upgrade existing digital layouts.

As well as the cable-free controllers, another advantage is versatility – you could have virtual 'control panels' stored for as many layouts as you like, without the expense of the switches or the need to physically assemble and wire panels.

The applications seem very user-friendly, with intuitive operation which should suit both beginners and more experienced modellers.



The system will handle a large roster, up to 9,999 locos. These can be arranged so that a particular selection is displayed.

Locos with the appropriate decoders identify themselves automatically, and if working with RailCom can report certain parameters, e.g. speed.

The system can be used to control points and other accessories (connected to decoders); point positions can also be reported.

Switching between loco and point control screens is easily achieved with a small area to touch at the side of each display.

The front panel of the central unit simply has a 'stop' panic button and two sockets for plugging in multiMAUS handsets.

The rear panel begins to suggest the capabilities of the unit – as well as the power input and the outputs to main and programming tracks, there are sockets for a bus (B) to connect to a power booster if more than the in-built 3A capacity is required, Loco-Net (L), a bus to connect to Roco reporting modules (R), another for the X-Bus, plus LAN and CAN bus connections.

(Roco uses X-Bus; Fleischmann, Uhlenbrock, Piko – Loco-Net; Lenz and ESU – XPress-Net; Märklin, Zimo, and ESU – CAN.)

The only devices not compatible are s88 reporting decoders or Selectrix components.

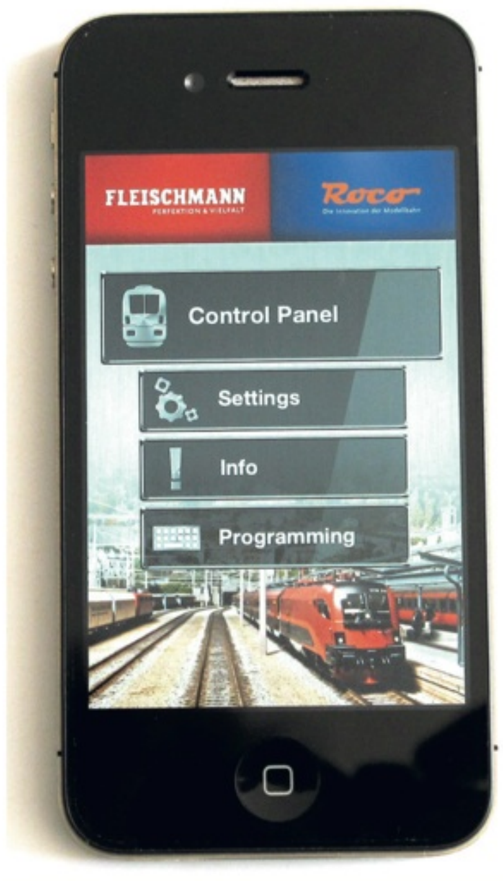
The system offers the possibility of updating software and sound files in the Zimo sound decoders now used in Roco models.

The central unit will run with up to ten tablets or smart 'phones, and up to thirty conventional handsets via the X-Bus; it can also be linked with a PC for layout control (via the LAN ethernet connection).

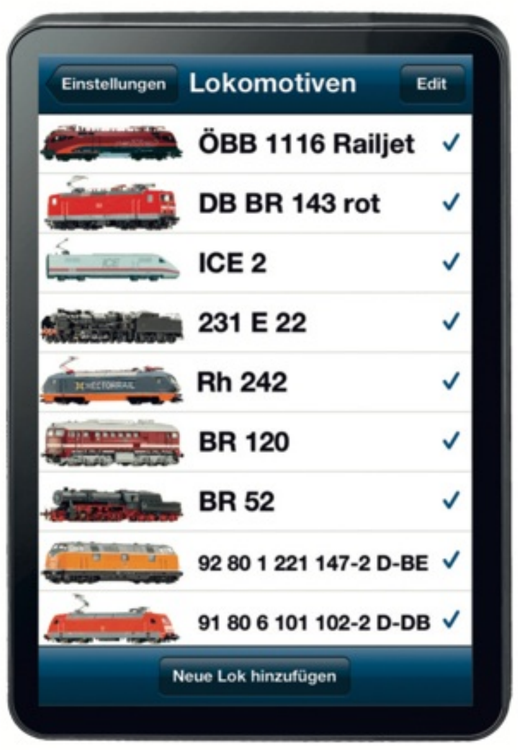
For the handset, you download the required 'apps' (applications, or the necessary software) free from the Apple AppStore or Android Market – 'Z21 mobile' for 'phones and 'Z21 HD' for tablets.

These offer intuitive control of the whole layout through the graphic screen interface. Entry mode simulates a normal digital handset with speed, direction, and up to twelve functions, but with the addition of loco identification images, and loco selection by touch from the menu strip. The loco library list shows a specific icon, name, and number – there is no need to remember and put in a code or an abbreviation of the loco number. Two locos can be selected at once and you may toggle between them.

The loco library stores an image and the full name/number of each loco. You may create and clear active locos, sort the list by touching and dragging, and













select the most important locos for use in the 'quick grab' list. You can use a supplied graphic or a photo of the loco taken by the device itself. The system comes loaded with a small selection of Roco and Fleischmann recent models.

Each loco file records name, number, address, maximum speed, and arrangement of functions; the name can be what you like, and the image/graphic can be imported or simply photographed with the device itself.

The controller can show up to twenty-four function buttons with standard symbols. There is large choice of symbols, and they can be arranged as required for each loco.

On a tablet, you can have two controllers displayed and operating side by side or a controller and a plan.

Smart 'phones work well as individual loco controllers, while the larger screen on a tablet is better suited to showing a track plan, controlling points and accessories.



Decoder programming is easy, with a screen showing boxes in which values can be entered using a virtual keyboard: this is just as convenient as a separate programme on a computer, and a lot easier than with most handsets.

Locos can be driven either through a representation of a 'conventional' handset, with simulations of a slider for regulator and buttons for functions, or through a photo-realistic cab display, in which the on-screen controls actually perform the appropriate functions. (This app must be downloaded through an internet connection.) Loco data is reported via RailCom and displayed on the dials, etc. on screen. Magic!

Controls include main switch, direction, power regulator, automatic run and braking, combined brakes, tachometer, power and braking indicators, light switches, horn, compressor, traction motor ventilators, raise/lower pantograph, door open, and emergency stop, all with relevant indicators. You can load your own pictures into the cab 'window'.

Several cab types are already available (electric, diesel, and steam) and more will be added.

The system offers guided help to learn operation.

It is easy to create a track mimic control panel – at the most basic, use the device to photograph the layout, then drag and place point icons over the image. We understand it is also possible to import drawings created in other programmes.

The system can be used with existing track plan controller software.

To support the system there is a new dedicated website – www.z21.eu – which will include announcements of upgrades, downloads, a user forum, and product support; you can also subscribe to a newsletter by e-mail.

The only drawback is the lack of physical 'feel' in the absence of knobs and switches, which means you have to look at the controller rather than watching the train, but we expect this would diminish with familiarity.

What is not explained is whether the smart 'phone will work as a 'phone if it is being used as a loco/layout controller – and what happens if it rings while you are driving the train!

Manufactured by

Roco, Modelleisenbahnen,
A-5101 Bergheim, Austria.
www.z21.eu
www.roco.cc
www.fleischmann.de

PRICE ref.10820 E399.00.

all ‘neo-air’ for Iwata miniature compressor for airbrush supply



There can be no doubt that a compressor is the best way to supply an airbrush – the drawback of aerosol cans, in terms of the variable pressure, not to mention the ongoing expense, should deter all but the very occasional user. For convenience and reliability, a compressor is certainly the answer.

The new 'neo-air' for Iwata miniature compressor is surprisingly small (measuring 130mm x 99mm x 65mm, and weighing just 0.43kg. The mains power unit is separate.)

It is also quiet – an important consideration in the domestic environment as well as in the professional studio.

It will work with most gravity-feed airbrushes, and is supplied with a nicely flexible vinyl hose (c.2m long) which has a metal screw collar to connect to the airbrush, and attaches to the compressor by simply pressing over the output nozzle; it fits tightly.

The working pressure is adjustable from 0 to 15psi, in three speed settings: one press of the button – medium (purple light); second click – high (blue light); third click – low (red light). One more press turns it off. It has an automatic bleed valve which allows the motor to run even when the airbrush trigger is not depressed.

Note that this device is suitable only for light occasional use; to protect the 12volt 1.1A motor, it will automatically shut off after ten minutes continuous use, and should then be allowed to rest for twenty minutes.

An airbrush holder is included in the pack.

Distributed by

The Airbrush Company,
79, Marlborough Road,
Lancing Business Park,
Lancing, Sussex, BN15 8UF.
01903 767800
www.airbrushes.com

PRICE ref.C-IW0-NEO £99.00.

N Recent releases from Arnold



DBAG BR146.2 electric

Recently released in the Arnold N scale range is a new version of the BR146.2 Bo-Bo electric in the contemporary 'Stuttgart 21' livery numbered 146 277-4 (ref.HN2104).

Given the controversy around the major project to rebuild the main station at Stuttgart, the model may have a mixed reception! But the graphics have been very clearly reproduced.

In other technical respects the model is unchanged.

It has a plastic body, and the windows are glazed with neat silver framing round the windscreens, and wipers moulded in place. The buffers are added parts, as are the insulators and cabling on the roof.

The bogie side frames are well detailed, moulded in deep relief.

The cast metal frame carries a central open frame five-pole motor with twin flywheels which drives through cardan shafts and reduction gears on the bogies to all wheels.

There are two traction tyres, on one inner wheel of each bogie.

Current collection is via wipers on the back of all wheels. The model runs smoothly, responding positively to the controller.

The pantographs can also be used for current collection from the overhead; there is a selector on the printed circuit board, which also has a six-pin socket for a digital decoder.

The directional head and tail lighting is by LEDs.

Standard couplers are fitted on close-coupling mounts at each end. Supplied as accessories are tiny full-length brake hoses and full snowploughs, should working couplings not be required.



SNCF X73500/DBAG BR641 railcar

There is a new version of the diesel bogie railcar for regional services, SNCF class X73500, DBAG BR641. It represents one of those allocated to the Saar region, and carries the red German livery but with French TER markings, numbered X73914 (ref.HN2097). The finish is very good, with sharply printed markings.

In other respects the model is unchanged. It was fully reviewed in our July 2012 issue.

The model is accurate and captures the look. The body of these modern vehicles appears smooth but in fact involves many small details. Note the louvres under the ends, the ventilation grilles over the windows in the central low-floor section, and the grilles and hatches on the roof. The windscreen wipers are moulded integrally and neatly painted black to look separate.

The glazing fits flush, and is tinted where appropriate.

The only added parts appear to be the antennae on the roof.

The bogie side frames are well detailed, and project beyond the body shell (as per prototype), with suspension components and shock absorbers; even the rail clearers on the outer edges have not been forgotten.

The mechanism inevitably protrudes a little into the interior, but this is not too objectionable. A small five-pole can motor with flywheel drives both axles of one end bogie via a cardan shaft and reduction gearing. There are traction tyres on two wheels and the model weighs c.80 grammes. It will negotiate 190mm (R1) radius curves.

LEDs provide working directionally controlled white head and red tail lights.

The internal printed circuit board under the roof has a NEM 651 six-pole inline socket for a digital decoder.

Imitation Scharfenberg couplings are flexibly mounted on the frame at either end. NEM coupler pockets are provided as alternatives, with standard couplers and linking bars for multiple operation.

Distributed by

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

PRICES
ref.HN2097 £127.19.
ref.HN2104 £134.89.

N DB Kbs^{442} lowside wagons new from Hobbytrain



Recently released under the brand name of Hobbytrain, European models made in China for Lemke, are new versions of the Deutsche Bundesbahn type Kbs^{442} lowside stake wagons with mesh sides for carrying briquettes.

These wagons were introduced in 1958 as part of the Deutsche Bundesbahn modernisation programme; by 1967, 14,200 had been put in service. The mesh adaptation dates from c.1987, and was applied to 350 wagons; it was removed between 1994 and 1997.

Markings are neatly printed.

The wagon body is nicely detailed, with integral side stakes and a planked floor. The mesh sides and end panels are an etched metal insert.

The wagon has a detailed underframe, with integrally moulded shunters' steps, brake gear formed in medium relief, and brake shoes in line with the wheel treads. It rolls freely on metal disc wheels on pinpoint metal axles, insulated one side by plastic centre bushes, though the flanges are rather deep and sharp by modern standards.

Standard couplers are fitted in pockets on close-coupling mounts.

Produced for

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

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

PRICE
ref.H23824 £29.00 (twin pack)

N Latest American stock from Micro-Trains®



There is a brand new freight car from Micro-Trains®, the 119th new body style in the range. It is a 60' double plug door boxcar with rivetted sides and is slightly unusual in having a relatively short (41'3") wheelbase. These vehicles were developed in response to the changing needs of the automotive industry in the 1960s; the Ford Motor Company urged railroads to develop a fleet to accommodate these changes. For the first time, competing railroads and car builders co-operated to expedite development to meet the demand. The 60' double plug door boxcar was designed for transporting high-density components. Cars of this type were in use into the 1990s.

The first release represents a car built by the Greenville Steel Car Company in September 1963, Wabash road number WAB 50076 (ref.122 00 010, US$22.10). It runs on Barber roller bearing trucks.

The fine stirrup steps are moulded as part of the body while the brake wheel and open mesh roof walk are added parts. The underframe is detailed, with representations of the brake gear components. The couplers are mounted on the main frame, not the trucks.

The 50' flat car becomes Baltimore & Ohio road number B&O 8408, and comes loaded with a covered crate (ref.045 00 420, US$18.85). This car was built by the B&O at DuBois, Pennsylvania, with underframes provided by Greenville Steel Car Co. This example comes from the first of two groups (8400 - 8499 in 1953-54, and 8900 - 8979 in 1955) classified P-31 (later F-15). Differences between the two groups included flooring and dimensions.

Sub-classes of these cars were created for various special assignments. They were in traffic until the late 1970s.

The load is a detailed resin casting which is not fixed to the car. A sprue of finely moulded side stakes is provided for use if required.





The latest version of the 50' steel box car with double doors and no roofwalk is Erie Lackawanna road number EL 67018 (ref.037 00 100, US$20.85).

Another Greenville product, this was one of five hundred built in 1956. The roofwalks were later removed. Cars of this type were in use into the 1970s.

The model has doors which slide open to reveal a load of small packing cases.

The 40' standard box car is offered as Northern Pacific type RBL road number NP 98522 (ref.021 00 170, US$24.30). It was part of a batch of fifty built in October 1958 by the NP shops at Brainerd, Minnesota. This series was







equipped with Pullman-Standard 'Compartmentizer' load dividers and accordingly stencilled with the yellow and red logo.

This class includes insulated cars without refrigeration units used to ship products not requiring refrigeration but still needing protection from temperature extremes. Such cars ran until the mid-1970s.

There are two new versions of the 61'8" bulkhead flat car, each carrying a load of lumber. Both run on Barber roller bearing trucks.

The first is Southern Pacific road number SP 508422 (ref.054 00 020, US$24.35).

For many years one of Southern Pacific's biggest traffic categories was lumber. In the 1960s, lumber began to be packaged with steel strapping and shipped on bulkhead flat cars. The first cars of this type were conventional flat cars that were converted and used for plasterboard service. Bulkhead flats from commercial builders soon became the standard.



The other new item is Golden West Service road number GVSR 459001 (ref.054 00 080, US$26.75)

Owned by Galveston Railroad L.P., it was built in 1972 by Greenbrier Railcar Inc. of Lake Oswego, Oregon. It is part of a fleet of 118 class FBS bulkhead flat cars with a 147,000 lb capacity, and was last serviced in May 1979 by the Southern Pacific at Roseville.

Cars of this type are still in service.

The loads are detailed resin castings which are not fixed. A sprue of finely moulded side stakes is provided.

The 50' rib side box car with plug and sliding doors is offered as BC Rail road number BCOL 100348 (ref.026 00 050, US$26.55).

It was built in 1992 as part of series 100300 – 100349 and has nailable steel floors. It runs on roller bearing trucks.



The modern 'BC RAIL' logo was introduced in 1984 and is still used today.

The model has doors which can be opened.

The standard of finish and the clarity of the markings is excellent, as usual.

Where appropriate, these cars have finely-moulded brake wheels and stirrup steps. Brake equipment is formed as part of the underframe, and (unless noted otherwise) the couplers are mounted on the trucks.



Manufactured by

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

PRICES in text.



Left
A double departure from Eisfelder Talmühle on the Harzer Schmalspurbahnen – 2-6-2T 99 6001-4 (on the left) heads for Stiege and 2-10-2T 99 7245-6 sets off for Drei Annen Hohne in May 2010.
Photo: Graham Lightfoot.

MIBA-Spezial 94
Voll im Plan

VGB – Verlagsgruppe Bahn GmbH, MIBA-Verlag, Am Fohlenhof 9a, D-82256 Fürstenfeldbruck, Germany.
www.miba.de

295mm x 210mm	*108pp*
Softback	*€10.00*
ISSN 0938-1775	
German text	*ref.12089412*

The latest Special from *MIBA*, published in October 2012, is concerned with layout planning, considering how a desired landscape setting or operational theme, along with the appropriate passenger and goods traffic, can be translated into a feasible model. Often the art lies in reducing the track plan so that it will fit into the space available but also offers interesting operation. It is rarely possible to reproduce a prototype track plan exactly to scale, and less is often more.

With these basic ideas in mind, the *MIBA* planning specialists (including luminaries such as Ivo Cordes and Manfred Peter) have designed a variety of layouts from room fillers to bookshelf: shunting layouts, small termini, and classic *Paradestrecke* (running lines for display), recognising that every layout theme has its own appeal.

In each case these are practical track plans which should provide satisfying railway-like operation, despite the need to compromise between wishes and reality, and while many of them could be built as shown, the plans are as much to illustrate the process as to provide specific examples.

The work opens with an interesting introduction to basic planning principles, and there is an informative step-by-step guide from first ideas and pencil sketches through to the detailed plan on computer as the basis for construction.

One article demonstrates the effect of using different brands of track for the same design.

In all there are seven complete plans, some with several variants, plus one layout built following a classic plan from *MIBA*.

The collection is completed with a review of the latest version of the Wintrack planning software for PC.

Presentation is clear and simple, in the usual *MIBA* way. Colour background tints are used sensibly, usually to distinguish information panels. One of the plans is on a double-page fold out.

The features range from four to twelve pages, and the work is supported by over 180 photographs, plans, and sketches, the majority in colour but with a few black & white prototype pictures; all are very well reproduced on good quality paper. Some of the artwork is manual, but the greater part was produced on computer.

Some facility in German will be necessary to get the full benefit of the text, but the excellent illustrations should provide plenty of inspiration.

The issue includes over ten pages of advertisements, mostly for other *MIBA* and VGB publications but with some from relevant specialist suppliers.

The introduction comments that planning seems to have become a sub-sector of the hobby, and recognises that some 'modellers' spend a lifetime planning but none of their schemes ever see the light of day. The aim of this collection is to change that.

The German market does appear to support a remarkable number of plan books, although with publications of this quality it is easy to see why.

Digitale Modellbahn 4/2012

Edited by Tobias Pütz
VerlagsGruppe Bahn GmbH, Am Fohlenhof 9a, D-82256 Fürstenfeldbruck, Germany.
www.digitalemodellbahn.vgbahn.de

297mm x 210mm	*84pp*
Softback	*€8.00*
ISSN 2190-9083	
German text	*ref.651204*

The new edition of the magazine devoted to digital technology in model railways, produced by specialist staff and contributors from *Eisenbahn Journal*, *MIBA*, and *Modelleisenbahner*, takes as its main theme the bus systems which are used to connect external components to central control units.

As well as a basic explanation of what a bus does in this context and how it works, there are more detailed considerations of specific examples, such as the pioneering Sx, the widely-used LocoNet, XpressNet, the various types of CAN-bus, and the recent BiDiB (bi-directional bus).

Specific examples help to explain how these technologies can be used to control the layout in a realistic manner.

On a very practical level, the cables and connectors employed (some system-specific, others industry standard) are illustrated.

Some of the bus systems are in general use, others have been adopted or developed and promoted by particular digital manufacturers, so there are questions of compatibility – for most users the most significant aspect, rather than the technical pros and cons of each system. The articles in this collection are not so much concerned with competing claims as practical applications of proprietary equipment.

The layout featured in this issue has already been described in *Eisenbahn Journal* (5/2012) but here the control system is elaborated – a clever combination of analogue and digital. The design and operation of the layout, a through station between two cassette storage yards, is interesting in that it owes more to British practice than the typical German arrangement.

A useful article explains how to use the 'Lissy' and 'Marco' components from Uhlenbrock for decentralised monitoring and control of the layout.

It is not all anonymous boxes and hidden cabling: rolling stock projects include fitting remotely-controlled T4T couplings to a Märklin/Trix railcar, and installing working table lamps in a Roco dining car.

There is an initial assessment of the Roco / Fleischmann Z21 and a review of the new X2X-Box from MTTM (which allows current handsets to be used with the Selectrix system) plus short sections reporting new items and answering technical questions.

The work is illustrated with over 180 photos, diagrams, screenshots, circuit diagrams, and tables, all well reproduced on high quality glossy paper.

The presentation makes some use of coloured headings and background tint panels, in summary tables and side bars, which generally assist clarity.

The special also includes the equivalent of around ten pages of advertisements, some from digital suppliers, some for other VGB publications.

A good command of German will be necessary to get the full benefit from the text, which is inevitably technical.

MEB-Spezial 14/2012
Bahnparadies Elbtal

Edited by Helge Scholz
VGB – Verlagsgruppe Bahn GmbH, Am Fohlenhof 9a, D–82256 Fürstenfeldbruck, Germany.
www.vgbahn.de

300mm x 225mm	*84pp*
Softback	*€10.00*
German text	*Best.-Nr. 941201*

This new special issue of *Modelleisenbahner* magazine is devoted to the Elbtal line, which strictly speaking refers to the section between Dresden and Bodenbach, connecting Saxony and Bohemia, across what is now the German – Czech border, through the attractive scenery of the valley of the River Elbe.

This relatively modest publication does not claim to provide a complete history (many other learned works are available for this purpose) but aims to highlight the appeal of the area and its railways largely through pictures. And it does just that, with a fine collection of photos from the earliest times through the steam era, the inter-war period, under the Deutsche Reichsbahn, and up to the present day, with DBAG and private operators fielding a colourful and varied mixture of loco classes.

Traffic became so heavy in DR times that to increase capacity the line was electrified, completed in 1976. Through traffic required dual supply locos, the BR230 (Czech 372), able to work under both the German 15kV AC and Czech 3kV DC systems.

Today the line is an important link in long distance goods traffic between south-eastern Europe and Scandinavia, and there are chapters on the rolling road services and the success of the Dresden S-Bahn line S1.

The work also includes short features about various other attractions in the surrounding area – the transport museum in Dresden, the DDR Museum in Radebeul, the Kirnitzschtalbahn (a metre gauge electric tramway to a pretty waterfall), and the restored station at Lohsdorf (basis for reopening the Schwarzbachtal 750mm gauge line).

Highlights for modellers include a substantial article about Miniatur Elbtalbahn, an accurate reproduction of part of the line in HO, photographed by Helge Scholz; Modell-Erlebniswelt Rathen, a large scale outdoor installation; and the TT museum at the Tillig factory in Sebnitz (not strictly in the Elbe valley, but ...).

All this gives good reasons to visit the region, known as Sächsische Schweiz – the Switzerland of Saxony.

The supporting illustrations are very good. Many are presented quite large, and as well as impressive larger images, small cameos highlight interesting details. Various maps (both old reproductions and modern graphics) clarify the settings. In all there are over 150 illustrations, from archive material to contemporary photos, all well reproduced on good quality paper.

The presentation is reasonably straightforward. The captions are often, but not always, on tinted backgrounds, which are also used for some separate information panels. There are five pages of advertisements.

Free with this issue is a DVD containing a programme entitled *Dampflok Hochburg Dresden*, running time 61 minutes.

A useful introduction to a part of Germany which deserves to be better known to railway enthusiasts and general tourists.

125 Jahre Harzer Schmalspurbahnen

EK Special 105

Compiled by Josef Högemann

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
280mm x 210mm 100pp
Softback €11.80
ISBN 978-3-8446-1854-9
German text ref.1854

This new special has been published to help commemorate 125 years of the metre gauge railways in the Harz mountains. The first section of what was to become an extensive network was opened between Gernrode and Mägdesprung in August 1887.

After a general introduction to the railways in the region, separate sections look at the various parts of the network, reminding us that they were built by different private companies – the Gernrode-Harzgeroder Eisenbahn (GHE, Selketalbahn), the Nordhausen-Wernigeroder Eisenbahn (NWE, Harzquer- und Brockenbahn), and the long-closed Süd-Harz Eisenbahn (SHE). For each there is a good account of the background and history, aspects of construction, description of the routes, and consideration of the rolling stock past and present.

The history and geography help to understand why there are now as then three effectively separate sections for operational purposes although under a common administration, the companies having been nationalised as part of the DR in 1949, and privatised but communally-owned as the HSB since 1991.

Selected themes are expanded in their own chapters – goods traffic on the Selketal, winter operation, and the DR project to develop a universal diesel for these lines by regauging standard gauge BR110s.

Coverage is rounded off with a brief but interesting look at three lesser-known industrial narrow gauge railways in the region – the Mansfelder Bergwerksbahn, the Lauterberger Barytbahn, and the Neudorf - Silberhütte ore railway.

The heart of the work is a wonderful collection of photographs, with material from the archives right up to the present day (the latest noted are from February 2012). Historic black & white and contemporary colour images are all reproduced to a high standard on good quality glossy paper. Page design is straightforward, with no graphic gimmicks. Each section starts with an impressive single image spread over a double page. Captions are detailed and informative.

There are ten pages of advertisements for other EK titles, print and video.

The strong pictorial element means that those with little German should be able to appreciate this publication, which provides an excellent account of the railway system and its place in the region. As a concise introduction to the network and its history, or as a handy souvenir of a visit, this is hard to beat.

Coaching stock of the NSW Railways

Volume 3

by David Cooke, Don Estell, Keith Seckold, and Stephen Halgren

Eveleigh Press, P.O.Box 345, Matraville,
New South Wales 2036, Australia.
www.australianmodelrailways.com
303mm x 214mm 344pp
Hardback A$110.00 + p&p.
ISBN 978 1 876568 25 2

This substantial tome deals with the electric train stock of the New South Wales railways which has served Sydney and the outer suburban area since 1926. The book comes almost nine years after Volume 2, and has been over ten years in the planning and production. It is effectively an independent work in the same style and to the same standards as the previous volumes.

To establish the context, it begins with a description of the Sydney electric system, and looks in more detail at the infrastructure needed to operate electric trains – power stations, sub-stations, and the catenary, as well as signalling systems, workshops, storage sheds, and washing facilities, even providing notes on bridges and stations.

Coverage then moves on to car equipment, bogie types, pantographs, couplers, and even seating.

The liveries and markings are fully documented, and identification of the train sets explained.

Then each type is presented, in chronological order – each chapter describes the design, construction, and fixtures and fittings, modifications over time, and service history. There are tables of principal dimensions, and for every type an outline side elevation and plan, showing the internal arrangement, with sometimes also an end elevation. Some of these are from archives, but most have been drawn especially for the book in a consistent style, though the scale is not given on the drawings. Full stock lists, as complete as possible, are included.

The account runs from the earliest proposals, from 1910, through the initial wooden vehicles, supplied before the overhead was complete and so steam-hauled for five years or so, right up to the latest Oscar outer suburban units and Waratah double-deck cars; in fact, it not only comes up to the present day but also looks into the future with consideration of proposed contracts and prospects for development of the network.

As well as the actual passenger-carrying vehicles, powered and trailer, service and support stock is not ignored, while appendices look at the formations of electric stock when loco-hauled in steam days; the various builders (with a myriad of makers' plates illustrated); chopper control; and accounting terms used in the historic reports.

The work is completed with a comprehensive index.

It will be seen that the book deals with far more than the stock, revealing much about the history and development of the electric network. There is an incredible amount of detailed information here, supported by an excellent selection of photographs, the majority in black & white but with around sixty colour views on twenty-eight pages – some of the colour is quite early. All of the photos have been well reproduced on high quality paper. If a few are less than perfectly sharp, their inclusion is well justified for the historic interest. Each is accompanied by a detailed and informative caption. Maps and diagrams have been created by David Bennett.

Another wonderful resource for historians and modellers of the New South Wales railways – hardly a book to read from cover to cover, but an amazing work of reference.

Right
City Rail interurban electric double-deck units at Sydney Central on 4th October 2002 – power cars of classes DKM, DJM, DIM, and DJM. This type of stock was built in quantity from 1977 to 1989.
Photo: Peter Clark.



Cuban National Railways

Volume III

Industrial non-steam locos

by Peter Smith

2, Rook Wood Way, Great Missenden,
Buckinghamshire, HP16 0DF.
210mm x 148mm 76pp
Softback £13.00 + £1.50 p+p
ISBN 978-0-9574389-0-3

This book completes the work started by Wilfrid Simms, who published two similar volumes on Cuban railways before his untimely death in 2005. It has been compiled by fellow Cuba enthusiast (and modeller) Peter Smith, who had access to the material Wilf Simms had researched.

After explaining the background, the book proper begins with notes on the numbering system and then considers the industries served – as well that best known to railway enthusiasts, sugar, these locos were used in the steel industry, mining, sand and cement, chemicals, ports, agriculture other than sugar, and a few others.

Next are descriptions of the locomotive types, in numerical order, while most of the second half of the book is filled with sequential listings of individual locomotives with as much information about each as has been discovered.

This is followed by consideration of internal combustion or electric locomotives which pre-date the revolution, and the work is rounded off with an appendix showing active sugar mills, locos allocated, and current (2012) status.

The presentation is very simple, mostly text on one page with two photos on the facing page, or occasionally one single picture reproduced larger, but rotated through 90°. This presumably stems from a printing limitation – pictures are only possible on one side of the sheet, with only text on the other – but it suits the material well enough.

Most of the photos are in colour, and there is some variation in the quality, dependent on the original, but most have been reproduced bright and sharp. They are either by Wilf Simms, from visits in 1983, 1985, and 2002, or the author (since 2000), augmented with some from other collections and archive sources.

The centre spread has excellent 1:87 scale drawings of three Russian diesel hydraulics.

The book has been printed on good quality paper, and has heavier laminated covers.

The subject matter may be obscure but it is clear that a tremendous amount of work has gone into the research and compilation, especially given the difficulties of obtaining information in Cuba, and we should admire the dedication of both authors.

The book is available from Mrs J.Simms at 9, Briars Ryn, Pillaton, Saltash, Cornwall, PL12 6RA.

Trade enquiries are also welcome.



Left
Three brand new General Electric C44aci units, built by United Group at Broadmeadow, New South Wales, as the 92 class for Pacific National, haul a loaded coal train through Tarro towards the unloading terminal at Kooragang Island in October 2008.
Photo: Peter Clark.

An Australian Locomotive Guide

by Peter Clark
Rosenberg Publishing Pty.Ltd.,
P.O.Box 6125, Dural Delivery Centre,
New South Wales 2158, Australia.
www.rosenbergpub.com.au
154mm x 215mm 368pp
Hardback A$34.95
ISBN 978-1-921719-55-4

This interesting book describes the diesel and electric locomotives used on the main line and mineral export railways in all parts of Australia, plus operating preserved steam locos either on preserved lines or available for main line running.

The motive power situation in Australia is presently very interesting, a remarkable situation where new diesel locos are being delivered to work alongside units that may be fifty years old! (These could be still in regular service, having passed through several owners since the demise of the state systems, or nominally preserved but leased to enterprising private operators.)

The size and landscape format of the book recalls the American diesel loco guides from Kalmbach, but this is thicker, and hardback; the format was intended to allow easy portability, but in bulk and weight it has rather outgrown the spotter's handbook!

The diesel locos (by far the largest section of the work) are listed according to the type of engine and arranged to show the development, so generally move from lower to higher power examples. This is reminiscent of the author's seminal *Australian Diesel Locomotive Pocketbook* (ARHS-NSW 1973), although that put higher power first. This is sensible on technical grounds: under the former state systems, it brought together different classes with similar specification even if it did not make following one system's motive power so easy; now it makes sense since different private operators use very similar locos but under different classifications or numbering systems.

The electric locos are simply grouped by system in chronological order.

Steam locos are sorted by wheel arrangement, which brings together types from different systems - and thus on different gauges. This is less valid for technical comparison, not least because the selection is restricted to what has survived, often by chance. (Even included is the GWR *Pendennis Castle* which was in Western Australia for some time but has been back in Britain for several years, thus surely stretching any definition of current and Australian!)

The introduction provides useful background to the classification systems under the state administrations, and a survey of locomotive builders in the diesel era.

The work is rounded off with an index of classes by operators (original and current) which should assist in finding details of a specific machine.

The author has wide interests in all aspects of railways around the world and considerable practical experience, and several previous authoritative publications to his credit.

The bulk of the book presents one class per page, with a representative illustration (making full use of the landscape format) above the principal dimensions in a table along with a summary description. The inevitable need to keep these concise has produced some possible sources of confusion – for example, the running numbers of the Australian National 600 class diesels rebuilt (ultimately unsuccessfully) into BU booster units has to be deduced by elimination given the list of remaining units (fortunately on the facing page).

The illustrations were chosen to show the distinctive features of the units concerned to aid identification in the field. The majority of the photos are by the author himself, which reveals his long experience and wide interests. The most recent pictures are from April 2012, the earliest from 1967! The few gaps are filled by official images or other expert contacts; your reviewer must admit to an interest, having provided one image.

A commendable attempt to present a lot of information in compact form, which should be a useful work of reference.

Melbourne's industrial and suburban sidings

Compiled by Neville Gee
Train Hobby Publications,
L.P.O.Box 5123, Pinewood,
Victoria 3149, Australia.
http://catalog.trainhobby.com.au
208mm x 293mm 60pp
Softback A$42.00
ISBN 978-1-921122-43-9

This new photographic profile from Train Hobby looks at locations which were perhaps not so often the object of enthusiast attention, although they are not without interest.

The collection ranges from the late 1950s to October 1981, with most concentrated in the mid-1960s to mid-1970s; motive power thus spans steam, diesel, and electric, naturally with smaller, older, goods locos and shunting types to the fore, which makes an interesting change.

Some changes are apparent to the urban setting over this period, but there have been even more since, particularly to the railway environment; most of these places would be almost unrecognisable now. These are the kind of once common local freight facilities that simply no longer exist in most cities. They are hardly the most attractive locations, but essential to railway operations at the time.

Most of the workings shown are regular services, though there are some shots taken during special fan trips along sections not normally open to passenger traffic – and in many cases no longer open at all.

Most of the pictures are wide views, to show the trains in their setting – indeed the train often seems incidental – but there are some classic portraits and a number of detail observations.

For most of the views the weather was good; only a few taken on dull days are included.

The pictures have been supplied by quite a number of photographers, including some well-known local names, with a quite a high proportion from the compiler himself. As usual from this publisher, all have been very well reproduced. If a few are less than perfectly sharp, they are more than justified for their interest.

In the customary manner, most of the pictures (bar the contents page, which has a half-page vertical) are presented as full pages, making full use of the large landscape format; one page offers four 'postcard'-size views, another two 'letterbox' horizontals.

The large image size allows examination of details – very useful for intending modellers.

In several places we get views from the same spot looking in each direction presented side by side – very effective.

The captions are detailed: as well as location and working, interesting background information is included, and almost all the images are dated as specifically as possible. There are also summary descriptions of some of the sidings and complexes served.

Several useful maps and schematic track plans are included to help explain locations, usually over a plain area of 'sky' but never obscuring an important feature of the image.

Fascinating even for those not familiar with the Melbourne area.

Steam in the Harz 1967 – 1989

Ton Pruissen
DVD c.52mins £18.25 + £1.95 p&p
Dutchman Ton Pruissen was a frequent visitor to eastern Europe during the communist era, spending many of his holidays chasing steam trains. This DVD in his 'Steam under the Red Star' series records the extensive metre gauge network in the Harz.

The material is presented in nine chapters.

We begin on the Selketalbahn in the 1960s, following the route by means of footage taken on various visits and featuring different trains. Six of the Mallet tanks were still in service then, along with the unique 2-6-2T 99 6001, subject of a separate short chapter, which links to the section on the Selketal in the 1970s.

There is a short interlude on the standard gauge (including a clip of a modern BR65[10] 2-8-4T hauling a contrasting rake of old compartment stock through Gernrode) before we move on to the Harzquerbahn, watching 0-6-0T 99 6102 shunting at Wernigerode; we then trace the route through the town to the only tunnel on the network.

The preponderance of material from the Selketal is explained by the fact that the line up the Brocken was closed to civilians and foreigners at this time, and parts of the link between Drei Annen Hohne and Eisfelder Talmühle, where the line ran very close to the border, were restricted.

Most traffic on the 'main' line is handled by the standard 2-10-2Ts. These include goods workings, both as mixed trains and with standard gauge wagons on transporters. The trains seen are all regular services, not specials or charters.

Patronage of the passenger trains varies considerably, from sparse to overcrowded, particularly in the winter, which is featured in the last two chapters (on the Harzquerbahn and the Selketal).

Locations are from out along the line as well as around stations, as Pruissen often had the use of a motor bike or car. The shots are carefully composed, and the clips of a good length, though the whole thing is over far too quickly.

The film is a mixture of black & white at first and later colour, and the picture quality is very good throughout. A few sequences are by other cameramen, friends of Pruissen.

The sound was recorded on location and has been meticulously dubbed to create a convincing effect.

The commentary is in English, as a result of co-operation between Camden and Pruissen. (A German version is marketed by Geramond.) It is 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 Ton Pruissen himself – his English is excellent, albeit with a slight accent.

We also learn that all his film from one trip was confiscated by the Stasi, developed, censored, and returned once it had been determined that no military secrets had been filmed.

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

There are several trailers (14½') for other similar Pruissen productions.

The DVD also includes printable pdf files (four pages, in English) that provide route maps (there are none on screen), gradient diagrams, locomotive outlines, notes on the HSB today and the supporters association, plus some advertisements.

A fascinating film which allows us to share Pruissen's experiences of the Harz as it was under DR auspices; it makes an interesting comparison with what has survived: in many ways the trains have remained constant as their environment has changed.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS.

www.camdenmin.co.uk

Ticket to ride
Swiss Express 4
Central Switzerland and Cargo

FHP Audio Visual

DVD c.100mins £28.00 incl.p&p

This instalment of the popular Swiss Express series from FHP covers the busy but often overlooked area of central Switzerland – the industrial heartland, with the Jura to the north and the Alps to the south, ranging from Frankendorf (almost a suburb of Basel) and Liestal in the north to the base of Lake Luzern in the south, and from Lenzburg and the Zurich S-Bahn in the east to Langenthal in the west, essentially between the Lötschberg and Gotthard feeder routes.

What it lacks in vertical scenery, it gains in interesting rail freight traffic, for although the area includes the complex of lines which give access to the great trans-alpine routes (Lötschberg and Gotthard), we see not just the through transits but also valuable services to local, national, and international customers. The segregation of freight and passenger workings before the crossings also becomes apparent. Inter-regional passenger trains are loco-hauled (or propelled) using stock cascaded from smarter services, whilst locals are handled by familiar NPZ or new Flirt multiple units.

As this is an industrial area, coverage is concentrated on cargo. Domestic clients of SBB Cargo here include MacDonalds, the Coop, Rivella, Nivea, and Inlopack. Raw materials are delivered by rail, often in bulk, and finished product is taken to market, commonly with fork lifts loading pallets into sliding side vans.

We see some of the workings of the Cargo Domino system, plus import/export flows such as specialist steels from Austria, oil, international wagon-load, rolling road, and intermodals.

On the Aare Seeland metre gauge at Langenthal, we watch standard gauge wagons being put onto transporter bogies and moved to Motorex and a large warehouse operated by the Coop.

This may not feature stereotypical Swiss scenery (although even the industrial premises look neat and clean!) but does show many examples of typical Swiss efficiency.

The initial screen offers direct access to six chapters.

The programme was filmed with the full co-operation of the SBB and other commercial rail users.

Locations are well chosen, whether lineside or within industrial sites, and the camerawork is very steady. FHP are working in high definition now and the picture quality is excellent throughout, aided by excellent weather.

Effective editing ensures enough to interest but never too much to become boring. There is good use of animated maps on screen to explain routes and general locations.

The narration is clearly delivered and informative, and there is a little use of backing music.

No spectacular scenery, no glamorous named trains (bar a glimpse of the *Voralpen Express*), simply routine railway operation – the basis of an authentic model.

This programme (ref.TTR151) is available from FHP Audio Visual, Hayfields, Upton Scudamore, Warminster, BA12 0AE.

www.tickettoride.co.uk

The price quoted includes postage and packing within the UK and Europe; please add £2.50 for the rest of the world.

Right
An almost timeless steam scene in the Harz – Mallet 99 5906 on the branch between Alexisbad and Harzgerode, in fact in May 2009.
Photo: Graham Lightfoot.



In Search of Steam 2

Highball Productions

115mins, DVD £20.00, Blu-ray £22.00

This is a record of visits to two preserved steam railroads in the USA: the Virginia & Truckee and the Nevada Northern.

At the Virginia & Truckee a special photo charter is followed, showing Baldwin 2-8-0 #29, built in 1916, with two passenger cars. The cold February day was perfect for highlighting the great clouds of steam and black smoke against the clear blue sky and the snow-dusted mountains. The train passes old mines and through wooden portal tunnels as it twists and turns through the scrub. Narration, which can be turned off, describes some of the history and features along the line.

The visit to the Nevada Northern in Ely is longer, covering two weekends specially arranged for photographers. Two locomotives are in steam and are shown being prepared in the engine shed: #40, a Baldwin 4-6-0 built in 1910, and #93, an Alco 2-8-0 built in 1909. Both worked on the line during its earlier years.

The first train to be seen is a short freight of five hoppers hauled by #93, marked for the Nevada Consolidated Copper Company, the operator of the line for much of its working life. #40, lettered for Nevada Northern, is shown leaving town with a Railway Post Office/baggage car and a coach then later, after separate runbys in the hills, they meet up at a siding. The weather is again clear and bright.

That has changed by the second weekend which starts under a cloudy sky and with more snow on the ground. This time #40 is in charge of four old boxcars and a caboose and #93 has a longer, more battered, train. They shuttle back and forth in the yard at Ely before #40 is shown heading into the hills. Later, #93 follows under light snow and hail, this time with Nevada Northern's wrecking crane A.

There are some shaky zoom and panning shots but generally the picture quality is excellent. Early in the programme a problem for video producers at such organised runbys is evident as the intrusive sound of still photographers' camera shutters can be heard in the background!

This programme (ref.S168) is produced in the UK under exclusive licence by Steam Powered Video, of Upper Harbledown, Canterbury, Kent, CT2 9AX. The prices quoted include UK postage & packing.

Rotaries –
Avalanche on the Mountain
Part 1

BA Productions

65mins, DVD £15.00, Blu-ray £22.00

The programme begins at Union Pacific's yard in Roseville, California, on a cold, wet day in March 2011. Staff at the Locomotive Facility describe the situation in the mountains as a major storm approaches. Spreaders are shown trying to clear the tracks but the depth is too great. Snowfalls in March have been double the average amount for the season and, with the drifts caused by high winds, the conditions are described as the worst for nearly a quarter of a century.

What follows shows the rescue operation put into place following the derailment of a flanger unit hit by an avalanche in the Sierra Nevada Mountains. With such weather forecast and in readiness for such a possibility, rotaries MW209 and MW211, each with an F7B to supply power, are kept prepared but this is the first time they have been needed for such work since 1998. Most of the crew are new to rotaries; one asks "Where are the brakes?"!

After eight freights have been backed down to make way for the rotaries, the set, propelled by a pair of SD70ACe engines, is seen leaving Roseville and heading for the mountains, whistles howling. They hit snow by the time they get to Colfax, where they have to wait while a tree is cleared from the track ahead, then through Cape Horn, Gold Run, and Dutch Flat the snow becomes steadily heavier. The wings are extended to clear as much snow as possible. It is night-time when they get to Blue Canyon. By the next morning they have reached Cisco, where tracked Caterpillar tractors are needed to clear a slide too big for a rotary to get through.

The flanger unit, headed by a GP38-2 now at an alarming angle, is pulled back into shed 10 so that the avalanche can be cleared but MW211, the rear rotary, has derailed so is left behind as 209 continues on towards Truckee.

BA Productions had cameras inside the cab of MW209 as well as lineside (other hardy photographers are seen along the line!) and have produced a compelling documentary of the operation.

This programme (ref.S165) is produced in the UK under exclusive licence by Steam Powered Video, of Upper Harbledown, Canterbury, Kent, CT2 9AX. The prices quoted include UK postage & packing.

Exhibition Diary

Dates, events, and information compiled by **Ingrid Rose**

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 January
MAIDENHEAD
Organiser: Marlow, Maidenhead and District MRC.
Venue: Cox Green Community Centre, 51, Highfield Lane, Cox Green, Maidenhead, SL6 3AX. No.7 bus from Maidenhead station to Wessex Way shops.
Open: 1000 - 1700
Admission: adults £4.00, children £2.00, family £10.00.
Amenities: parking, good disabled access, all on one level.
Features: layouts include *Plemont* (French N, CM September 2012), *Köln USW* (German HO, CM March 2010), and *Stoney Hill West* (HO). Trade.
Contact: Tony Floyd jandt.floyd@gmail.com
www.mmdmrc.org.uk

Saturday 12 January
GREAT YARMOUTH, Norfolk
East Coast Model Railway Expo
Organiser: The Flying Pigs.
Venue: Cliff Park Junior School, Orde Avenue, Gorleston, Great Yarmouth, Norfolk, NR31 6SZ.
Open: 1000 - 1600
Admission: adults £4.50.
Features: layouts include *Niedlungen Ost* (HO). Trade.
Contact: Paul Cox 01953 208 50800
paulcoxracepiccys@gmail.com

Saturday 12 & Sunday 13 January
ST.ALBANS, Hertfordshire
Organiser: Chiltern MR Association.
Venue: The Alban Arena, Civic Centre, St.Peter's Street, St.Albans, AL1 3LD.
Trains to the Abbey station from Watford Junction on the Premier Line. A free regular vintage bus service will run between the Alban Arena and St.Albans railway stations on both days.
Open: 1000 - 1800 Saturday
1000 - 1700 Sunday
Admission: adults £7.00, unaccompanied children £3.00, two children (16 or under) free with each paying adult. Free entrance for people with critically impaired mobility. Entrance includes a 64-page colour programme. Tickets available on the door or from the box office, 01727 844488.
Amenities: car park immediately behind the venue – free on Sundays. The show is on three floors with only one floor accessible without using steps. Refreshments, bar.
Features: layouts include *Untermütten* (Swiss HOm, CM April 2012), *Petite Ceinture* (French HO), *Deyton Heights* (US HO), and *Sweethome, Alabama* (US HO). Demonstrations, society stands, trade. CMRA second-hand stand.
Contact: David Crossley 01438 715580
exhibition@cmra.org.uk
www.cmra.org.uk

Saturday 12 & Sunday 13 January
PRATTS BOTTOM, Orpington
Organiser: Orpington & District MRS.
Venue: Pratts Bottom Village Hall, Norsted Lane, Rushmore Hill, Pratts Bottom, Orpington, BR6 7PQ. J4 M25, 1 mile. Off A21 south of Orpington. Bus route R5 & R10 (no Sunday service).
Open: 1000 - 1700 both days
Admission: adults £3.50, children £1.50.
Amenities: free parking, disabled access (excluding the stage), light refreshments, .
Features: layouts include *Sölden* (Austrian HOe, CM June 2007), *Port Parcieu* (HO), and *Auerbach Yard* (US HO, CM October 2010). Demonstrations. Trade.
Contact: 0773 3461 477
odmrsinfo@btinternet.com
www.orpingtonmodelrail.org.uk

Sunday 13 January
WESTON-SUPER-MARE
Organiser: Keith Price.
Venue: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare, BS24 7DX. ¾ mile from J21, M5; behind Morrisons. 10 minutes walk from Worle station.
Open: 1000 - 1700. Early entry at 0915.
Admission: adults £5.50 (in advance £4.50), seniors £5.00 (£4.00), children £2.00 (£1.50), family £13.00 (£10.50). Early entrance £1.00 extra per person. All proceeds to Weston Hospice Care. Advance tickets available from local retailers.
Amenities: plenty of parking by Boots – take the alley at the side to The Campus. Disabled friendly. Light refreshments.
Features: layouts include *Oberau Nord* (N, CM November 2012) *Neunbruckenbahn* (N), *Project Iraq 2003* (1:35), *Red River* (N, CM February 2005), *Roundhouse* (HO), *Stow Creek* (On30), and *Esme River* (On30). Demonstrations, societies, trade
Contact: Keith Price 01934 425075
www.westonsupermaretrainshow.com

Saturday 19 January
GUILDFORD, Surrey
Organiser: Astolat Model Railway Circle.
Venue: Methodist Church Hall, Woodbridge Road, Guildford, Surrey, GU1 4RB.
Open: 1000 - 1700
Admission: adults £5.00, children (10-16 year olds) £2.50, families (2 adults and 1 or more children) £10.00.
Amenities: see website for details of local car parks. Refreshments available.
Features: layouts include *Kupla Yard* (HO). Societies, second-hand, trade.
Contact: David Wilde 01483 722098
www.astolatmrc.co.uk

Saturday 19 & Sunday 20 January
CANTERBURY, Kent
Organiser: City of Canterbury MRS.
Venue: St.Anselm's School, Old Dover Road, Canterbury, Kent, CT1 3EN. Dover Road Park & Ride next door (Saturday only). Stagecoach buses 12, 15, 16, 17, and 89 pass the school.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £4.00, seniors £3.00, children £2.50, family (2+2) £11.00.
Amenities: free parking on site and on nearby roads. Disabled access. Excellent hot and cold refreshments.
Features: layouts include *Marmagne* (HO), *Hoek van der Heide* (HO), and *Twin Falls Logging* (US ng). Demonstrations. Trade.
Contact: Jeremy Kennett
01227 738789 evenings only
www.ccmrs.co.uk

Saturday 19 & Sunday 20 January
CALNE, Wiltshire
Organiser: Bentley MRG.
Venue: Calne Leisure Centre, White Horse Way, Calne, Wiltshire, SN11 0SP.
Open: 1000 - 1700 both days.
Admission: adults £4.50, seniors £4.00, children £3.00, group (2+2) £10.00.
Amenities: large free car park adjacent. Easy access for wheelchairs. Light refreshments in the ground floor cafeteria, meals in the first floor restaurant (there is a lift).
Features: layouts include *Sans Souci* (N, CM May 2008), *Neuenbruckenbahn* (N), *Broadford* (HO, in this issue), *Toad Creek* (HOn3), and *New Mexico Railroad* (HO/HOn3). Trade.
Contact: 01249 657283 (in advance)
01249 819160 (during the show).
calneshow@railnet.freeserve.co.uk
www.calnemrs.org.uk

Saturday 19 & Sunday 20 January
HUDDERSFIELD
Organiser: Pennine MRS.
Venue: St.Philip's Community Hall, Briarlynn Road, Birchencliffe, Huddersfield, HD3 3NP.
Close to Halifax/Huddersfield bus routes.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £4.50, under 15s free.
Amenities: free parking, refreshments.
Features: layouts include *Copper Canyon* (N, in this issue), *Lake View* (HO, CM October 2012), *Great Western Railroad* (On30), and *Ferrocarril International* (On30). Trade.
Contact: 01132 820364

Saturday 26 January
LENHAM, Kent
Organiser: The SNCF Society.
Venue: Lenham Community Centre, Groom Way, Lenham, Kent, ME17 2QT. 10 minutes walk from Lenham railway station.
Open: 1000 - 1700
Admission: £4.00.
Amenities: free parking, wheelchair access, refreshments and meals.
Features: layouts in N, HO, and O including *Goutières* and *Aversac* (CM September 2000, July 2008, and May 2010). Society archive and library. Swiss Railway Society, SNCF, and commercial sales stands, slideshow presentations.
Contact: Peter Brumwell 01233 896606
lordbrumwell@uwclub.net

Saturday 26 & Sunday 27 January
EASTLEIGH, Hampshire
Organiser: Southampton MRS.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5ZA. (Satnav – use SO50 5BX).
1½ miles from M3, J13 or M27, J5, and expected to be AA-signed from both. Eastleigh and Southampton Airport Parkway stations are both about 25 minutes walk away. For a map and list of local buses, see the website.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £6.00, seniors £5.00, children (5-15) £3.00, family (2+2) £15.00.
Amenities: free parking, disabled access to all areas, hot and cold refreshments.
Features: layouts include *Zwiesboden* (HO, in this issue). Societies, demonstrations, trade.
Contact: David or Alison Barker
01489 799809 most evenings.
www.smrs.hampshire.org.uk

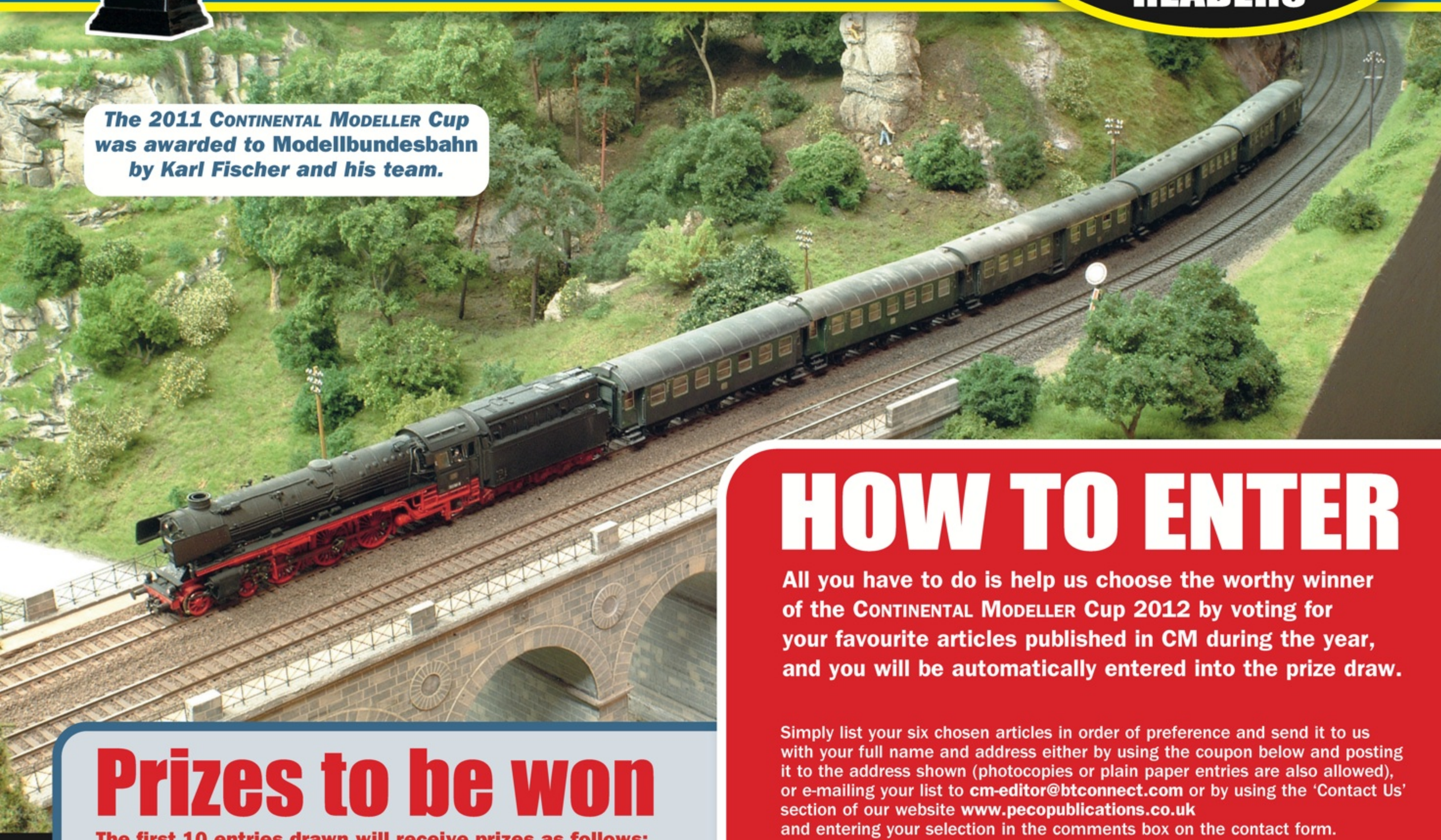
Saturday 26 & Sunday 27 January
ERITH, Kent
Organiser: Erith MRS.
Venue: The Business Academy Bexley, Yarnton Way, Erith, Kent, DA18 4DW. Nearest railway station Abbeywood, use bus stop C to catch the number 180 direct to the venue. Local bus routes are numbers 180, 401, and B11.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £6.00, concessions £5.00, children (5-15) £3.00, under 5s free, family (2+2) £15.00. Exhibition guide included.
Amenities: large free car park, hot and cold refreshments.
Features: layouts include *Kayreuth* (German N, CM April 2011), *Neunbruckenbahn* (N), and *Bad Aston* (US HO, CM May 2011). Societies, demonstrations, trade.
Contact: emrsexhibitions@btinternet.com
www.erithmrs.ukmodelshops.co.uk

Saturday 26 & Sunday 27 January
PONTEFRACT, West Yorkshire
Organiser: Normanton & Pontefract RMS.
Venue: New College, Park Lane, Pontefract, WF8 4QR. (By the racecourse.) Follow the yellow signs from J32 of M62 or other major roads.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £5.00, accompanied under 16s free.
Amenities: free car parking, access for disabled visitors, refreshments.
Features: layouts include *Bergeller Bahn* (Swiss HOm, CM March 2007), *Bad Boderen* (HO), *Torcy* (French HO, CM November 2011), *Cuyahoga* (US Z, CM October 2010), and *Menasha* (US HO, CM December 2011 and January 2012). Demonstrations. Trade.
Contact: 07964 379155
www.nprms.org

Sunday 27 January
BARTON LE CLAY, Bedfordshire
Organiser: Beds & Bucks Narrow Gauge Modellers Group, in association with The OO9 Society.
Venue: Barton Le Clay Village Hall, Hexton Road, Barton Le Clay, Bedfordshire, MK45 4JY. Off the old A6 on B655.
Open: 1030 - 1630
Admission: OO9 Society members £4.00, non-members £4.50. Family tickets and concessions available on the door.
Amenities: adequate car parking, full disabled access, refreshments.
Features: layouts include *Perfection and Beaver Creek* (On30) and *Soggy Bottom* (On30). Trade, OO9 Society sales stand.
Contact: Mark Howe 01582 882295

CONTINENTAL MODELLER Cup PRIZE DRAW

GREAT PRIZES TO BE WON BY CONTINENTAL MODELLER READERS



The 2011 CONTINENTAL MODELLER Cup was awarded to **Modellbundesbahn** *by Karl Fischer and his team.*

Prizes to be won

The first 10 entries drawn will receive prizes as follows:

1st: £400 worth of vouchers*
2nd: £200 worth of vouchers*
3rd: £75 worth of vouchers*

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Plus seven runner-up prizes, to be selected from either –

A *a CONTINENTAL MODELLER subscription for 12 months, which now includes free access to digital versions of the magazine.*

B *a VIP tour for two of Pecorama and the Peco factory.*

In addition, all ten winners will each receive a free copy of the RAILWAY MODELLER Annual 2014 when published at the end of 2013.



JANUARY 2013

CLOSING DATE
for the competition is 31st January 2013 and the names of the prize draw winners, and recipient of the CONTINENTAL MODELLER Cup, will be published in the April edition of CONTINENTAL MODELLER

HOW TO ENTER

All you have to do is help us choose the worthy winner of the CONTINENTAL MODELLER Cup 2012 by voting for your favourite articles published in CM during the year, and you will be automatically entered into the prize draw.

Simply list your six chosen articles in order of preference and send it to us with your full name and address either by using the coupon below and posting it to the address shown (photocopies or plain paper entries are also allowed), or e-mailing your list to **cm-editor@btconnect.com** or by using the 'Contact Us' section of our website **www.pecopublications.co.uk** and entering your selection in the comments box on the contact form.

CONTINENTAL MODELLER Cup PRIZE DRAW

Articles published in 2012 in order of preference *Month*

1 _____
2 _____
3 _____
4 _____
5 _____
6 _____

Name _____

Address _____

_____

_____

Tel.: _____ e-mail: _____

When you have completed your entry, send it to:
Peco Publications & Publicity Ltd., Underleys, Beer, Seaton, Devon, EX12 3NA.
e-mail: cm-editor@btconnect.com

Rules

1. Readers will decide who will be awarded the CONTINENTAL MODELLER Cup by listing in order of preference their six favourite articles published between January and December 2012.
2. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
3. Employees of Peco and their families are not eligible to enter.
4. Illegible entries may be disqualified.
5. All entries will be entered into the prize draw and the ten prize draw winners will be notified by post or e-mail. The seven runners up will then be asked to indicate their choice of prize.
6. The author of the article with the most votes will be awarded the CONTINENTAL MODELLER Cup.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into. Entry into the competition implies acceptance of these rules.

Opportunity Yours

To buy, sell or exchange through the columns of Great Britain's best selling magazine for enthusiasts modelling overseas railways

CONTINENTAL MODELLER Classified Advertisements

See order form for advertising rates and conditions.

If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:

Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Trade

Retailers Announcements

LOWESTOFT, *Parrs, 252 London Road South* for Dapol, PECO, Superquick and many other lines. *Tel: 01502 565695.*

HULL – EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *Plus Daughters, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

Trade Sales Books

BATTERDALE BOOKS – WE BUY AND SELL BRITISH AND OVERSEAS RAILWAY BOOKS. Also model railway books. Hundreds of overseas railway books are always available on our website. *24 Acomb Road, Holgate, York YO24 4EW www.BatterdaleBooks.co.uk telephone: 01904 792 125.*

CONTINENTAL MODELLER – BACK ISSUES – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon EX12 3NA, England, telephone: 01297 20580.* Price for UK Residents £3 per issue, Europe £7, per issue and rest of the World £11 per issue, prices include postage.

Wanted (Trade)

This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British & American N & OO/HO scales plus Continental HO model railway equipment. British & American O-scale also considered along with interesting items of railwayana. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object. Collections large or small. *Tel: 01405 816 466 or mobile: 07767 356 890 or send your list to: 1 Millcroft Close, Thorne, Doncaster, South Yorks. DN8 4DR email: simonecull06@tiscali.co.uk*

WANTED MODEL RAILWAYS, WANTED ALL GAUGES, ALL MAKES, small or large collections, prepared to travel to collect, cash paid on collection. *Call DANIEL: 07723 33 63 44 or 01775 630 479 (Lincolnshire).*

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Auctions

UK TOY AND MODEL AUCTIONS – The next auction will be on Monday 18th February 2013 at Craxton Wood Hotel, Parkgate Road, Ledsham, South Wirral, near Chester CH66 9PB. Viewing 9.30am to 11.30am. Auction starts 11.30am. Up to 600 lots including: Ex-shop stock, Hornby and Bachmann, Hornby Dublo 2 and 3-rail, N gauge, Dinky Toys, Corgi, Matchbox, Lead Figures, Tinplate, Plastic Kits, plus much more. Model Railways, Toys and Models required for our forthcoming auctions, assistance given if selling as part of an estate. *Full catalogue and further details on our website www.uktoyauctions.com or send £3.50 to 46 Wirral Gardens, Bebington, Wirral, Merseyside CH63 3BH, or telephone BARRY STOCKTON on 0151 334 3362 or TONY OAKES on 01270 652 773 for an informal, no obligation chat.*

Fairs, Sales and Swapmeets

December 2012

31 December (Mon) 10.30am-3.30pm
DONCASTER TOY COLLECTORS FAIR, Doncaster Racecourse DN2 6BB. Adults £3.50, Concessions £2.50, Children £1. Large selection of dealers selling new and old railway items. Organised by MIKE BISHOP. *Tel: 01377 240 160.*

January 2013

6 January (Sun) 10.30am-3.30pm
KEMPTON PARK TOY & TRAIN COLLECTORS FAIR, Kempton Park Racecourse, Sunbury on Thames, Middlesex. (M3 junction 1 onto A308). Over 200 stalls of model railways, toys, scale models and collectables. Adults £3, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday toy and train collectors fair. RM TOYS LTD.
Tel: 023 923 815 29 or 07957 823 507.

29 January (Tues) 7pm-9pm
GARSTANG TOYFAIR, The Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

February 2013

2 February (Sat) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass, A184). Future date 20th July.
Tel: 0191 410 6386.

Private

Private sales

ALL BOXED AND UN-USED RIVAROSSI PURCHASED 2004: 5461, 5463 2 trucks Heisler. 5468 (2), 5474, 5475 3 trucks Heisler. 5454 Alleghney Chesapeake Ohio. 5456 4664 Challenger. 5472 Big Boy. 5473 Union Pacific. 6992 Freight set. 2215 Reefer car. 2220 × 2 tank car Dupont. 2239 × 2 metal box Canadian National. 2250 × 2 Gondola car Union Pacific. 2256 Derrick Car, Minneapolis St Louis. 2257 Boom Car Minneapolis St Louis. 2294 × 2 log car set, McLoud River. 2296 Logcar set Pacific Lumber Company. 2231 Wagon Caboose. 2244 × 8 Gondola car. Will accept best offer. *Telephone: 01262 604 634.*

HO FULGAREX – FRENCH EST 141-703 a black 2-8-2. SNCF 141 TC No.51, a green 2-8-2 Each with a video Vapeur du Grand Sud. – Steam in the South SNCF 141.R No.1126 Streamlined Super Pacific Nord, brown, No.3. 1280 a 4-6-2, 4 axel tender. Streamlined Super Pacific Nord, blue with Union Flag, No.3. 1280 a 4-6-2, 4 axel tender. Used for the visit of King George V1 and Queen Elizabeth in 1938. Hand crafted brass models, original boxes, un-used. *Contact: phone 01926 511 405 or email: Harrisriba@aol.com Books, volumes 1 and 2 of 3000 Modeles Reduits Ferroviaires by Clive Lamming. For those with a serious French interest.*

HO LEMACO – FRENCH SNCF set 4 green coaches, green roofs, 0.C.E.M for 1960, A8myfi, B9myfi, B9myfi (ex.C9myfi), B4Dmyi(ex.C4Dmyi). SNCF set 4 green coaches, black roofs, 0.C.E.M, A8yfi, B9yfi, C9yfi, C4Dyi. Hand crafted brass models, original boxes, un-used. *Contact: Phone 01926 511 405 or email: Harrisriba@aol.com*

HO FULGAREX – GERMAN. BR22, Gattung P10, DR 22.028, a black, 2-8-2, 4 axel tender. Hand crafted brass model, original box, un-used. *Contact: Phone 01926 511 405 or email: Harrisriba@aol.com*

HO LEMACO – GERMAN. Electric loco green, DB E16 07. Electric loco, grey, white lining, DRG E16 11. Streamlined BR19, grey, white lining, DRG 19 1001, a 2-8-2, 5 axel tender. Supplied with "Eagles". Hand crafted brass models, original boxes, un-used. *Contact: phone 01926 511 405 or email: Harrisriba@aol.com*

Sn3 1/64 SCALE LARGE AMERICAN COLLECTION FOR SALE. Brass locos and rolling stock by PBL, Pacific, Fastmail, Overland etc. Kitbuilt and unbuilt, rolling stock and buildings. Many professionally built, track, points and figures & miscellaneous bits. PBL foreground sound system II. *For list email: mikesmith52@aol.com telephone: 0208 449 7078.*

UNUSED CONTINENTAL HO LOCOMOTIVES, COACHES, FREIGHT STOCK FOR SALE, DC/DCC Fleischmann, Roco, Trix, Liliput. Bargain prices. *Send SAE (DL size) for list. The Earl of Clew, 43 Francis Avenue, Bournemouth BH11 8NX or telephone: 01202 581 932.*

HO SWISS COLLECTION, MOSTLY SBB AND BLS. Locos (mix of sound/DCC fitted/analogue), coaches, wagons, signals, buildings, Catenary. *Details: raetia@hotmail.co.uk or 07923 130 750.*

BACHMANN ON30: 2-4-4 Forney, inside frame, unlettered, DCC, no sound, boxed as new £70. Combine car, unlettered, lights, no box £15. BOOKS: *Two feet between the rails (Sandy River) Vols 1&2 Robert C Jones, Sundance Books, Colorado, 1980/81. Hardback, £120. American Narrow Gauge, Railroads George W Hilton, Stanford UP, 1994. Paperback, £30. Postage included. Email: petersouthgate@live.com*

Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

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Wanted Clubs and Societies

NARROW GAUGE STOCK WANTED BY THE 009 SOCIETY, collections, loco's, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratchbuilt. *Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne. BH21 2NP. Email: members-sales@009society.com for society details see www.009society.com*

Private Wanted

COLLECTOR REQUIRES N & Z GAUGE CONTINENTAL/BRITISH MODEL RAILWAYS. *Ring GEORGE: 0191 285 1436, email: g.leyburn@talktalk.net*

OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for March 2013 issue is 2nd January 2013

Please insert the following advertisement under the section headed:.....

PLEASE NOTE: If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.
MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)

Prices below do not include VAT. Please add 20% VAT to total.
Rates per word: Private 15p, Trade 25p, Swapmeets 40p.
Box number £5.50 extra. Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

CONDITIONS OF ACCEPTANCE: All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £ .....
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Address.....

.....

..... Postcode.....

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Alternatively you can telephone: 01297 21542, fax: 01297 20229 or email: classifieds@pecobeer.co.uk

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www.chrisJward.co.uk

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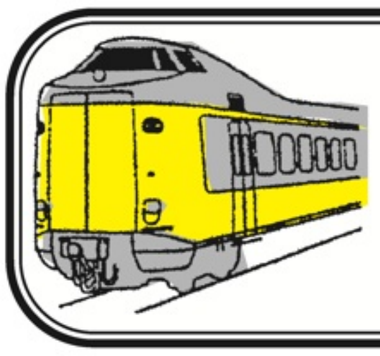
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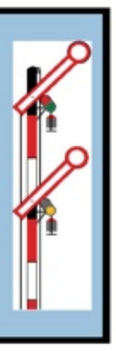
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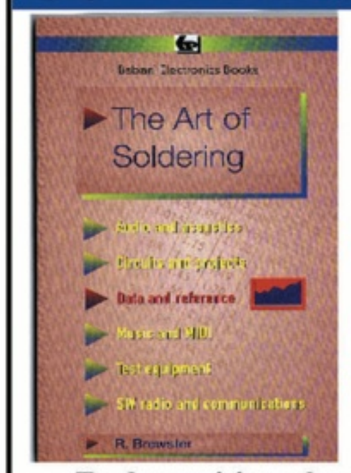
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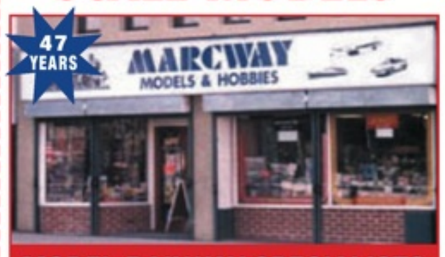
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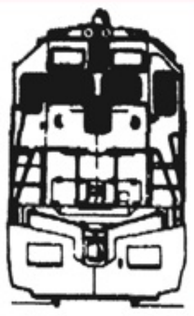
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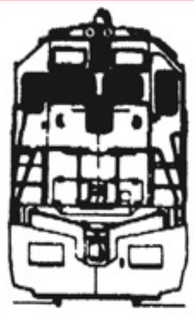
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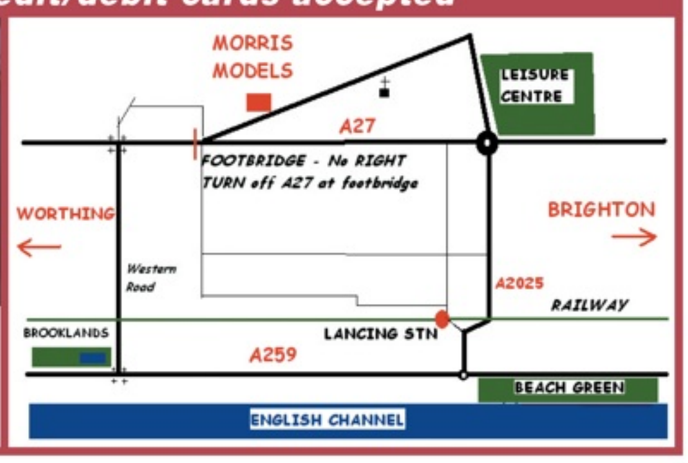
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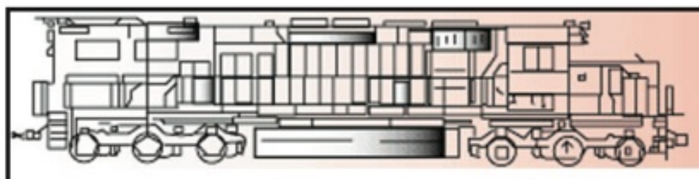
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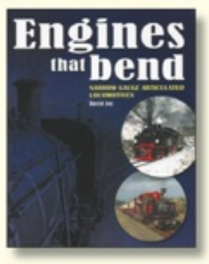
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NEW!

Engines that Bend • Joy • £23.80



The story of narrow gauge articulated locomotives, covering *Fairlies*, *Mallets*, *Meyers*, *Garratts* and a selection of others, largely geared in a number of weird and wonderful ways. Beautifully illustrated, mainly in colour, and with some drawings, this is a history of 'bendy-engines', rather than a technical treatise, but the text is highly readable and informative. 128 pages. Around 200 photographs and illustrations. Hardbound.

RECENT!

Armored Trains • Zaloga • £11.94



Armoured trains really came to prominence during World War 1, in increasingly sophisticated form, largely on the Eastern Front, and subsequently were used in considerable numbers during the Russian Civil War, and the Chinese Civil Wars. Their use during World War 11 was much reduced because of their vulnerability to air attack. This good, modestly priced, book contains a remarkable amount of detail on these fascinating 'nightmare' trains. 48 pages. 45 B&W photos. 6 pages of colour paintings, and a double page colour 'cutaway' of a Soviet Artillery Wagon. Larger format paperback.

BEST SELLER!

Shibanxi Gold • 70 mins • DVD • £20.59



Shot between 2008 and 2011, the latest film from Rob & Yuehong Dickinson shows China's 2'6" gauge Shibanxi Railway as it adopts to the impact of tourism, while continuing to operate steam hauled freight and ordinary passenger trains on an everyday basis - perhaps the last railway in the world to do so. Shot during the canola (oil seed rape) season, hence the title, most of this lovely film is shot on the scenic section above Mifeng. It shows the full range of trains, scenery, and the changes in operations to bring in the tourists and their money, which should ensure this scenic line stays in operation for many years to come.

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John Snell's much praised book on his involvement with steam railways worldwide, from his pre-teens to the present day. Most of the book covers overseas railways, including those of Fiji, New Zealand, France, Scandinavia, Spain, Java, Thailand, Yugoslavia, Bulgaria, Rumania, Ecuador, Peru, and South Africa - and the UK as well. A superb read, illustrated with superb photographs - 386 in full colour and 48 in B&W. 256 large format landscape pages. Hardbound.
See our website for extracts from all the reviews, and a selection of the photographs.

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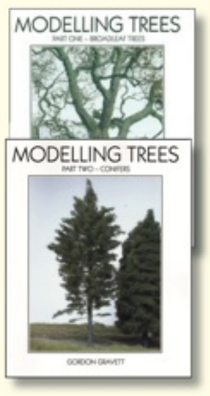


From 1993 to 2005, Adolf Hungrywolf spent 18 months in Cuba, documenting the island's 'transportation time warp'. He photographed hundreds of steam locomotives, standard and especially narrow gauge, most of considerable antiquity, as well as the vintage, mainly American cars still to be found. The cars may still be there, but many of the locomotives have gone, so this 320 page, largely colour book, shows scenes of them, and the Cuban people, before life started to change. Around 600 photos. Hardbound.

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Gravett • £22.20

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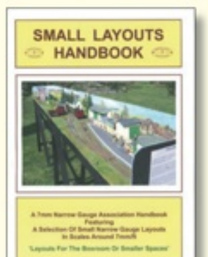
Modelling Trees Part Two - Conifers
Gravett • £24.90



Unrealistic trees (or lack of trees) often spoil an otherwise excellent model railway; in these superb books Gordon Gravett shows how to make realistic models of broadleaf trees - Elm, Oak, Ash etc., in Part One, and Spruce, Pine, Larch,Yew and Redwoods, plus making log piles, adding cones, ivy and creepers in Part Two. It looks deceptively easy here, but we rather suspect could become all consuming! Tremendous, and not just for railway modellers. 92 pages per book heavily illustrated with around 200 colour photographs. Paperback.

GREAT IDEAS BOOK!

Small Layouts Handbook • ed. Page • £ 9.45



In this day and age, the idea of small layouts is obviously attractive. The twenty-five layouts described and illustrated here are not 'micro', generally averaging around 4' in length, sometimes without fiddle yard, and some are essentially self-contained, but can be linked to others in a modular approach. As an 'ideas' book, this is worth its weight in gold; all the layouts here are narrow gauge, but many of the ideas could be used on standard gauge versions. 58 A4 format pages. Many colour photographs and layout plans. Softcover.

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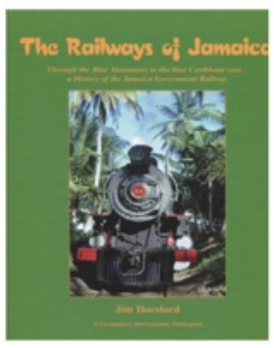
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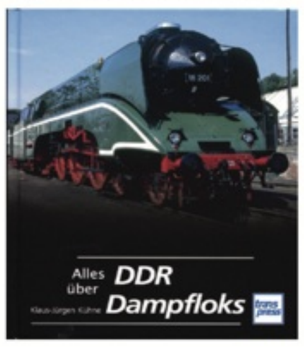
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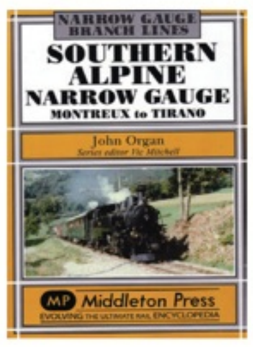
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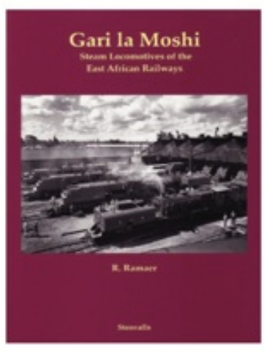




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534200 SNCF Grand Comfort 1st/baggage, red/silver £15.00
670100 DB Bogie Cargo Waggon, silver/blue £18.00
645755 FS Monfer bogie hopper, grey £20.00
HJ6042 SNCF Transcereales CTC bogie hopper, grey £25.00
HJ6046 SNCF Transcereales ERMEWA bogie hopper, grey £25.00
HJ6068 SNCF Transcereales CTC bogie hopper, grey £25.00
657300 SNCF STVA Artic car transporter, grey £20.00 (2)
664 SNCF Kangourou Box set: 2 x wagon with Caberson Trailer + tractor + ramp + track piece, Superb condition £70.00
665 SNCF Kangourou Box set: 2 x wagon with Caberson Trailer load £12.00 (2)
P6571 SNCF Artic Transporter with 10 x car load £18.00
P660 SNCF Operating Hopper set including 5 x Hopper £25.00
SNCF STEF/Findus long bogie van, white £15.00
649600 SNCF Ermewa Bogie tanker, grey £16.00
6513 SNCF Bogie Tanker Ugine-Kuhlmann, white/orange stripe £7.00
6280 SNCF STEF Refrig van, white £4.00
657600 SNCF D Deck Car Carrier, green £12.00
HJ6014 SNCF Franciade Bogie Cereal hopper, green/grey £25.00
HJ6044 SNCF Monfer Bogie cereal hopper, light grey £25.00
673400 DB Cargo waggon, silver £18.00 (3)

LILIPUT

L109117 CFL Br91 2-6-0T, green £45.00
L104021 DB 18 316, 4-6-2, digital £75.00
L104001/2 DB 18 316, 4-6-2, epIII £80.00 (2)
L104021 DB 18 316, 4-6-2, F'mann digital decoder fitted £85.00
L104201 DB 42 2339, 2-10-0 with tub tender, epIII £110.00
L105201 DB 52 1809, 2-10-0 with tub tender £85.00
L106203 DB 62 002, 4-6-4T, epII £78.00
L106201 DB Br62, 4-6-4T, epIII £95.00
L112601 DB VT06 3 unit, red, epIII £68.00
L111123 DR 01 1078, 4-6-2 streamline, epII, dark grey £135.00
L112813 DR 137 463 Observation Railcar, epII, grey (Eagle Emblem) ..... *New* £60.00
L104503 DR 45 026, 2-10-2 ..... £98.00
5270 DR 52 14171, 2-10-0 with tub tender (brown box) £85.00
L105232 DR 52 8020 with tub tender, epIII £120.00
L105222 DR 52 8141.5, 2-10-0 with tub tender, epV £110.00 (2)
L131172 DR 71 004 2-4-2T £85.00
L131006 DR 751022, 2-6-2T, epIII £80.00 (2)
L131400 DR Br93.1353, 2-8-2T ..... *New* £75.00
L106213 DRB 32 001, 4-6-4T, epII, photo grey £115.00
L112603 DRB SVT 137 3 car DMU, blue/cream, epII £115.00
10501 DRG 05 002 streamline, red £115.00
L131201 DRG 84 002, 2-10-2T, epIII £110.00
L131352 DRG 92 202, 0-8-0T, epII £80.00
L131372 DRG Br92 202, 0-8-0T, epII, digital (Lok Pilot) ..... *New* £95.00 (2)
L112803 DRG Obs Railcar Vt137 240, grey, epII ..... *New* £88.00
L102901 Henschel 0-4-0T, Fireless, green ..... *New* £62.00
L112401 HGK DE75 Mak diesel, red/white £48.00
OO12 Japanese 4-4-4T Streamline, Camouflage (KAIRY) £125.00 (2)
L112700 KPEV Akku-Triebwagen System Wittfeld, brown/grey-cream ..... *New* £80.00 (2)
L114415 Montafonzer Bahn ET10 108 2 unit EMU, red/yellow/grey (DCC Digital) £75.00
L109108 NS (ex Br91) #7501, 2-6-0T £58.00
L112418 NS Cargo Mak diesel, red £58.00
L132471 OBB 2060 090-4 diesel, orange £52.00
L105215 OBB 52.6969 2-10-0 with Kabin tender, Austria Special £90.00 (2)
L131401 OBB 93 1359, 2-8-2T, epIII £90.00
L136500 Panzer Armoured Train, epII, green, motorised ..... *New* £55.00
L136512 Panzer Armoured Train, epII, green, motorised digital (Lok Pilot) ..... *New* £65.00 (3)
L136501+ L136500 Panzer Zug x 4 set, powered, epII £95.00
L112404 SBB Mak Diesel Am 842 000-2, red/white stripe (DCC fitted) £60.00
L114404 SBB RBDe 4/4 NPZ(mkIV), blue/grey/yellow doors £75.00
L114424 SOB NPZ set, green/cream (DCC digital) £75.00
L102901 ZuckerFabrik 0-4-0T Fireless, green ..... *New* £60.00
L235000 Baden 4wh Pwg baggage, green, epI £15.00
L388896 BLS 2nd/drivers, NINA, epV £35.00
L350041 British Forces on Rhine 2 x coach set, green, epIII ..... *New* £35.00 (3)
L350081 British Rhineforces 2 x coach set, green, epIII ..... *New* £35.00
83600 DB Diner, skirts, maroon, e|IV £12.00
84003 DB 2nd/Drivers, skirts, green, epII £15.00
L328501 DB 2nd EILZUG, recess door, green epIV £16.00 (2)
L328601 DB 2nd EILZUG, green epIV £16.00
L326701 DB 1st/2nd EILZUG, green, epIV £16.00 (2)
L328901 DB Baggage EILZUG, recess door, green, epIV £16.00
L334030 DB 2nd, B-21 21005 MZ long 4wh green £18.00
L334033 DB 3rd, C-21 43314MZ Long 4wh, green £18.00 (2)
L334038 DB 3rd, Cd-27 45644MZ long 4wh, green £18.00
L334039 DB 3rd Cd-21 44537MZ long 4wh, green, rear llight £24.00
L334403 DB Pw3 6wh baggage, green £20.00
L350061 DB fast train coach set x 3 recess door, green, epIII ..... *New* £50.00 (2)
L350071 DB fast train coach set x 3 recess door, green, epIII ..... *New* £50.00 (2)
L351011 DB Langebschwalbacher x 4 coach set, green, epIII £50.00
L382701 DB Diner, maroon, epIII £15.00 (2)
L383621 DB diner 'Pop' skirts, maroon/grey weathered £16.00
L383911 DB Baggage, streamline, blue, epIIIa £16.00
L385111 DB Salonwagen of the Bundeskanzlers, epIV, green £16.00
L385301 DB Autotransport Coach, green, epIII ..... *New* £18.00 (4)
L383811 DBAG Works Bogie coach, red, skirts ..... *New* £15.00 (4)
L334040 DR 2nd Bp541-205 4wh LWB, green £15.00
L334041 DR 2nd Bp540-364 4wh LWB, green £15.00 (2)
L334042 DR 2nd Btr 540-325 4wh LWB, green £15.00 (2)
L336610 DR Flakwagon, Military, green, epII £25.00
L350022 DR Coach set x 3 recess door, green, epIV ..... *New* £50.00 (3)
L350032 DR Eilzugwagen, 3 x coach set, green, epIV £40.00
L381502 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-402 *New* £15.00 (4)
L381602 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-406 *New* £15.00 (3)
L381702 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-403 *New* £15.00 (3)

PO Box 279, RYTON, NE40 9AF

e-mail on: geoff@contikits.demon.co.uk

PLEASE NOTE OUR NEW ADDRESS AND OPENING HOURS

Opening hours: TUE & WED 12.30–5.30pm, THUR 7.30pm–9.30pm, FRI 12–4pm
SAT 10am–4pm CLOSED SUN & MON TEL: 0191 4133389

L381802 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-407 *New* £15.00 (5)
L383302 DR Sleeper, maroon, epIII ..... *New* £18.00 (4)
L383613 DR Salon car for Radio Transmitter, dark sand colour £18.00
L384313 DR Conference coach, green £18.00
L381903 DRB 3rd Langen schwalbacker, green, epIII £15.00 (2)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII ..... *New* £18.00 (4)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII £16.00 (2)
L384703 DRB 3rd Express Badische Bauart, green, epII ..... *New* £18.00 (5)
L384713 DRB 3rd Express Badische Bauart, green, epII ..... *New* £18.00 (9)
L384803 DRB 1st/2nd, Express Badische Bauart, green, epII ..... *New* £18.00 (4)
L384903 DRB Baggage Badische Express, green, epII £16.00
84902 DRG Baggage, epII, green £15.00
84602k DRG 1st/2nd (ex Baden), green £15.00
84702k DRG 3rd (ex Baden), green £15.00 (2)
847k DRG D-Zug 5 coach set, green £65.00 (2)
84802k DRG 1st/2nd/3rd (ex Baden), green £15.00
L235001 DRG 4wh PWG baggage, green, epII £15.00
L334401 DRG 4wh PW3 bagggage, green, epII £15.00
L334500 DRG 2nd/3rd BC4i 66544 Dresden, green £18.00
L334501 DRG 3rd C4i 73525 Dresden, green £18.00
L334505 DRG 2nd/3rd Dresden, green £18.00
L334506 DRG 3rd Dresden, green £18.00
L334507 DRG 3rd, Dresden, green £18.00
L382303 DRG Rheingold Salonwagen 10504, purple/cream £38.00
L382503 DRG Rheingold Salonwagen 10716, purple/cream £38.00
L383003 DRG Press Saloon wagon of Reichs, green/white roof £25.00
L384303 DRG 3rd Gr28 express coach, green, epII £15.00
L384603 DRG 1st/2nd Baden, green, epII ..... *New* £20.00 (4)
L384803 DRG 1st/2nd/3rd Baden, green, epII ..... *New* £20.00 (4)
L385203 DRG Maschinen Baggage, Reichs, green/white roof £18.00 (4)
L385503 DRG Salon diner, Reichs, green/white roof, 6 axle £25.00
L382803 Mitropa 2 x sleeping car, maroon £38.00 (2)
L382802 Mitropa Sleeper, maroon, epIII ..... *New* £20.00 (4)
L383105 OBB 1st, skirts, orange/cream, epIV £12.00 (3)
L383615 OBB 2nd, skirts, green, epIII £14.00
L388345 OBB Liegewagen 2nd, two tone grey/red £20.00
88350 SBB 2nd UIC, green, epIV £12.00
88651 SBB restaurant, red/grey £10.00 (2)
L334949 SBB 1st EWIIR, black/blue/green £20.00 (2)
L334961 SBB 2nd EWI, green £18.00
L387514 SBB Diner Lightsteel, maroon, epV ..... *New* £20.00 (7)
L387624 SBB Lightweight 2nd, epV, green, Museum £15.00
L387814 SBB 1st Lightsteel, green, epV ..... *New* £18.00 (2)
L388004 SBB RIC Diner, orange, epIV/V ..... *New* £22.00 (6)
L388556 SBB 1st, Swiss Express, orange/grey, epV ..... *New* £18.00 (3)
L388614 SBB Mitropa Diner EW III, purple/white, epV £16.00 (4)
L388704 SBB Swiss Express, epV £15.00 (3)
L388886 SBB 2nd/Drivers Swiss Express, orange/grey, epV ..... *New* £35.00 (7)
L388986 SBB 1st/Baggage Swiss Express, orange/grey, epV ..... *New* £18.00 (3)
O8988104 SBB Rail-In-Club Speisewagen 'Grotto Ticinese', red/black £35.00
L224801 Baden Van J.F.Menzer Wine, cream, epI ..... *New* £9.00 (3)
L231301 DB 4wh tanker, VTG, silver £9.00
L235434 DB 6wh horse transport van, brown £12.00
L240131 DB Aux tub tender + van set, yellow £22.00
L225821 DB Bogie tanker Fire Service, yellow £12.00
L236491 DB Bogie water tank, black, epIII £18.00
L225811 DB BP Bogie tanker, green £12.00
L225831 DB DEA Bogie tanker, grey, epV ..... *New* £12.00
L235060 DB Fd-z-72 open wagon, centre tipper, brown £10.00
L231011 DB Ferry van, epIII, brown £12.00
L225301 DB Gmrh30 covered van, brown £8.00
L225311 DB Gmrhs 30 van, brown, epIII £8.00
25915 DB Guards van, green, epIII £5.00
L224308 DB Hoogovens Bogie Hopper,silver £15.00
L222799 DB Leasing Rent A wagon, cream £7.50
21603 DB "LINZ" wood. open, pav £12.00
L220015 DB Low Level bogie transport wagon, brown £10.00 (2)
L220011 DB Low level transport wagon x 2 ..... £14.00 (2)
L221511 DB Lowside with 3 x loco wheel set load £12.00 (2)
L220601 DB Lowside with load £9.00
L235061 DB middle tipping open wagon, epIII, brown ..... *New* £10.00 (2)
L235065 DB middle tipping open wagon, epIV, brown ..... *New* £10.00
L235075 DB middle tipping open with brake platform, brown, epIV ..... *New* £11.00 (2)
21706 DB Ommru, brown £6.00
L235012 DB open, wood Om21 epIII, brown £7.00 (2)
20007 DB Rolling Road, brown £10.00
20008 DB Rolling Road, brown £10.00
L220001 DB Rolling Road, brown £10.00 (3)
L220011 DB Rolling Road with DB Artic lorry £12.00 (4)
L240021 DB Saltz 4 x Bogie tank, grey, epIV (old logo) £45.00
L231131 DB Schenker ferry wagon, grey, epIII ..... *New* £12.00 (8)
L220999 DB Siemens, heavy load carrier with transformer £35.00
L231111 DB Stake wagon (Ferry wagon), epIII £9.00 (3)
L231101 DB stake wagon for Ferry use, brown £9.00 (7)
L230991 DB Tank wagon (Tub Tender) twin set ..... *New* £22.00 (5)
L225801 DB Texaco bogie tanker, green £12.00
L231001 DB van (Ferry wagon) epIII £9.00
22917 DB van Kuppers Kolcsch + Lorry set £12.00
L221701 DB Wood open, brown, epIII £6.00
L240091 DB works set, bogie baggage, blue, open + flat with cont £32.00
L220601 DB Zwischenwagen, brown £12.00 (4)
L225061 DBAG 4wh tanker, fire control, red/white stripe £9.00 (2)
L225399 DBAG works van, turquoise £9.00
21602 DR 2x lowside, brown £10.00 (2)
L221201 DR 6 axle bogie flat with stakes £10.00 (2)
L235490 DR 6wh Heyden AG Oil tanker, grey, epII £10.00
L235989 DR Bogie tanker, Camoflage, epII ..... *New* £15.00
L235960 DR Munchen bogie tanker, grey, epII £10.00
L235990 DR Munchen bogie tanker, grey, epII £10.00
L235980 DR Olveren bogie tanker, grey, epII £10.00
L235014 DR open, wood Omu, epIII, brown £7.00
L240066 DR U-Boat transport set, Seehund, epII (no torpedos) £40.00
L225322 DR Works van, green epIV £7.00
L235750 DRG bogie stake wagon with LKW (lorry) load £22.00
21702 DRG Linz 4wh open, brown £6.00 (4)
21602 DRG Linz 4wh open, brown x 2 set £12.00
21607 DRG LINZ wood open x 2 set, brown £12.00
L221713 DRG Ommru wood open, brown £7.00 (2)
21702 DRG Ommru wood open, brown £6.00
L235001 DRG Pwg Guards van, green, epII £9.00
L225109 DSB 4wh tanker, white/orange stripe £9.00
L235772 E+H Long bogie canvas cov wagon, yellow £18.00 (3)
L225005 OBB 4wh tanker, ELAN, grey £9.00
L225805 OBB Bogie tanker, ELAN, white/grey £12.00 (2)
23715 OBB Eternit Lowside, blue £5.00
L238405 OBB Heavy Transport wagon with tank load, epIV £26.00 (2)
L222504 OBB OMV Bogie tanker, cream/black £12.00
L240084 SBB 2 x Gravel carrier set, GUP £28.00
L240084 SBB 2 x Gup goldau Bogie gravel carrier ..... *New* £30.00
L225004 SBB 4wh tanker Wascosa, silver, epV £8.00 (3)
L240155 SBB 6 x Beer van set, epIII £58.00
L240150 SBB Bell Meat transport van x 2 set, white, epII £16.00
L225854 SBB Bogie tanker 'Shell', grey £14.00 (3)
L222509 SBB BP Bogie tanker, silver/red/black £12.00
L221752 SBB E5 steel open, brown, gravel load ..... *New* £8.00 (5)
L221751 SBB L7 steel open, brown with coal load ..... *New* £8.00 (2)
L221750 SBB L7 steel open, grey, epIII £8.00 (2)
L225854 SBB Shell bogie tanker, silver £12.50 (2)
L240026 SBB Vetro Recycling 2 x hopper set £24.00
L224684 SBB Vigier bogie hopper, weathered £10.00
L225004 SBB Wascosa 4wh tanker, silver, epIV £8.00 (3)
L225844 SBB Wascosa Bogie tanker, multicolour graphics £22.00 (2)
L222507 SNCB VTG Bogie tanker, grey £10.00
L240033 Wehrmach wagon set with ME109 airplane load £30.00

MARKLIN HAMO

8315 DB Br52 3329, 2-10-0 with tub tender £115.00
38680 DB 44.1652, 2-10-0, ex 044.534 ..... £135.00
8309 NS mP3020 PTT Post EMU Railcar, red/yellow £145.00
8350 SBB Re460 024-3, red £95.00
8334 SNCF BB26004, two tone grey/orange £80.00
8321 SNCF BB15065, grey/red/orange £80.00
3152 SNCB 1605 electric, turquoise £95.00
3459 SNCB 8002, diesel shunter, green £100.00
34156 SNCB 26.005 2-10-0, green/black £150.00
42902 DB Cargo 2 x ex coach Inormation car set, red £40.00 (2)
4279 DB Deutsche Bundespot bogie coach, two tone grey/yellow £18.00 (2)
4240 DB TEN sleeper, blue £20.00 (4)
42932 DBAG Bogie baggage, red/grey doors £18.00
4094 DSG Diner epIV, maroon £18.00
4507 DRG 4wh baggage with brake hut, green £12.00
41893 FS set of 3 x Eurofima coaches, turquoise/white £85.00
43217 OBB 1st/2nd, skirts, green, epIII £20.00
4244 SNCF 1st, Rivets, green £20.00 (2)
4245 SNCF 2nd, Rivets, green £20.00 (4)
48260 DB 3 x Silo wagon, grey, Rudolph Rohrbach, epIII £16.00
46902 DB Bogie EAOS open, blue with wood chip load £18.00
4690 DB Bogie Eaos open, brown £10.00 (8)
48038 DB Bogie Viessmann Van (Long), orange £18.00
46123 DB Double 4wh car transporters, no cars £24.00
48941 DB Flat with 3 x Eku Cont (Double set) £28.00
4872 DB Moka 4wh tanker, silver, epIII £10.00
4460 DB Taes bogie van, brown £10.00
4726 DB Tams Bogie covered open, brown £12.00 (6)
46581 DB Twin silo wagon, silver, epIII £12.00
48945 DB Twin Haus Zu haus 3 cont wagons £22.00
46516 DB VTG Bogie tanker, grey, epIII £15.00
4423 DB Wooden Lowside £4.50
48012 DBAG Hbblns bogie high capacity van, red £18.00 (6)
46822 DRG Essen open + Road Haul lorry set £32.00
4692 DRG Gr van with opening doors + machinery inside £12.00
48792 DRG Lederbrau set, van + flat + lorry + beer mat £40.00
46751 DRG OLEX set, 3 x 4wh tankers + lorry £65.00
47903 Fuel Car set Aral 4wh tanker + tanker lorry £32.00
46283 Kraus Maffei 3 x wagon set (locomotive builders) £55.00
47447 Marklin 2003 Hupac with Marklin Artic Trailer £30.00
Museum 1999 van, grey + lorry set £20.00
48545 NS set of 3 x 4wh tankers, yellow £00.00
48024 SBB High capacity van set, VOLG silver + Flumroc blue £45.00
442400108 SNCF Lowside, brown, epIII £10.00
48441 SNCF/SGW Bogie ore carriers, grey £16.00 (2)
4514 WLE 4 x Uc twin silo wagons, red £50.00
8474 WURT DAPG 4wh tanker with brake cab £10.00 (2)

MEHANO

1955 ALTARIA Eurosprinter/RENFE 252 020-3, ... £75.00
54322 DBAG ALSTROM Lint 2 unit DMU, red/grey £145.00
Euroed High Speed Train 10 car set, white/blue £145.00
T675/8/9 Thalys 10 car set, maroon/silver £125.00
T285 SNCB 7764 diesel, grey/yellow £95.00
T277 DLC Vossloh G2000 diesel, blue/grey £80.00
T723 Blue Tiger + 2 x Rag hopper £85.00
2368 DBAG ICE 3 8 car set £148.00
53270 Nordwestbahn Lint 41, 2 unit DMU, blue/yellow £150.00
9119 RAG #901 Vossloh G2000, blue/silver £75.00
30162 DB Cargo Bogie coal hopper x 3 set, red/weathered .....

CONTIKITS

STRICTLY MAIL ORDER

Continued from the previous page

44530 DRG 1st/2nd, recess door, green £18.00 (3)
44531 DRG 2nd/3rd, recess door, green, 1:87 ..... £18.00 (4)
44532 DRG 1st/2nd/3rd Bogie coach, green £20.00 (3)
44533 DRG 3rd, recess door, green, 1:87 ..... £18.00 (4)
44536 DRG 3rd, recess door, green, 1:87 ..... £18.00
44537 DRG 3rd, recess door, green, 1:87 ..... £18.00
44801 DRG 4wh 3rd, gondola ends, green £12.00 (2)
44805 DRG 4wh baggage, gondola ends, green £12.00
44825 DRG 4wh 3rd, gondola ends, green £15.00
44827 DRG 4wh 3rd, gondola ends, green/lined £18.00
44855 DRG 3rd 6wh, gondola end, green £16.00 (2)
44855 DRG 3rd, 6wh, gondola ends, green £18.00 (2)
44861 DRG 3rd, 6wh, red/cream £18.00
44861 DRG 3rd, 6wh, gondola ends, red/cream £15.00
44862 DRG 2nd/3rd 6wh, gondola ends, green £16.00
44862 DRG 2nd/3rd 6wh, gondola ends, green £18.00 (4)
45446 DRG Pikes sleeper, maroon £18.00
45448 DRG Pikes Post/baggage, green £18.00
45477 DRG 3rd 6wh, gondola end, green ..... ***New*** £20.00
45584 DRG 1st/2nd Bogie Munchen, green £38.00
45585 DRG 1st/2nd/3rd 14938 Munchen, green £38.00
45586 DRG 3rd 17646 Munchen, green £38.00 (2)
45686 DRG Diner, maroon £22.00
45687 DRG Sleeper, maroon £22.00
4220B DRG Pikes baggage, green £18.00
4289B DRG Pikes 3rd, green £16.00
44206C DRG 3rd 6wh Clerestory with brake hut, green £16.00
44914 DSB 2nd/Couchette, blue/red panel £32.00
44915 DSB 2nd/Couchette, red £32.00 (2)
4294 DSG sleeper, pikes, maroon, epIII £10.00
44452 DSG Sleeper Pikes, maroon, epIII £18.00 (3)
44452.1 DSG Sleeper Pikes, red, epIII £15.00
44452.2 DSG Sleeper Pikes, red, epIII £15.00
44740 DSG sleeper, maroon £25.00
45359 DSG Sleeper, recess door, maroon £20.00 (2)
4292S DSG Pikes Sleeper, red £15.00 (2)
4218B Dutch Plan D coach in Roco orange/blue £15.00 (2)
44636 FS 1st, Eurofima, orange £28.00
44637 FS 2nd, grey/green, 1:87 ..... £28.00
44692 FS 3rd CZ 36.373, green £25.00 (2)
44694 FS UZ300 Poste Coach, green £25.00 (2)
44700 FS 3rd, recess door, green, epIII 30-690 ..... £25.00
44701 FS 1st, recess door, grey £25.00
44704 FS 2nd, recess door, green, 20-060, epIII £25.00
44708 FS 1st, recess door, green, epIII, 10-096 ..... £25.00
45040 FS 1st, grey/green, 1:87 ..... £26.00
45041 FS 1st/2nd, grey/green, 1:87 ..... £26.00
45043 FS 2nd, grey/green, 1:87 ..... £26.00 (2)
45614 FS TEN sleeper, blue/white roof £30.00
45635 FS Restaurant, grey/cream/red stripes £30.00
64339 FS 2nd BZ 37292, grey £30.00
64340 FS 2nd Bz 37254, grey £30.00
64341 FS 1st/2nd Abz 66518, grey £30.00
from set FS 1st, maroon/grey £30.00
45410 KPEV 1st/2nd 6wh clerestory, green £18.00 (2)
45412 KPEV 4th 6wh clerestory, green £18.00
45413 KPEV Post 6wh clerestory, green £18.00
45766 KPEV 4th, 6wh clerestory, green + brake hut ..... ***New*** £22.00
44205A KPEV 4th 6wh clerestory, green £18.00

See us at the following events: 29th Dec at Locomotion Museum Shildon, 30th Dec at Reebok Stadium, 31st Dec at Doncaster Racecourse, 20th Jan at Harrogate Toy Fair and 26th/27th Jan at Normanton & Pontefract MRS. 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.

44812 LAB 4th short 4wh, green £12.00 (5)
44813 LAB Baggage short 4wh, green £12.00
44814 LAB Baggage, 4wh, green £15.00
45912 Lufthansa Airport Express x 3 coach set, yellow/grey £115.00
4218A NS 1st, plan D, blue £16.00 (2)
64322 NS 2nd/corridor, blue/yellow £40.00
43059 OBB 2nd, black/red/greyt for EMU set £28.00
44483 OBB 1st Schlieren, orange/cream £16.00
44574 OBB 1st/2nd, recess door, orange/cream £22.00
44580 OBB 2nd recess door, green £22.00
44581 OBB 1st/2nd recess door, green £22.00
44645 OBB 1st/2nd, red/black £28.00 (2)
44647 OBB Diner, red/black £28.00
44648 OBB 2nd/baggage, red/black £28.00
44665 OBB 1st, red/black Eurofima £30.00
44668 OBB 2nd, red/black £28.00
44668 OBB 2nd/baggage, red/black £30.00
44851 OBB 1st Ampz, orange/cream £25.00
44852 OBB 1st/2nd Abmpz, orange/cream £25.00
44853 OBB 2nd/Baggage, Jaffa, orange/cream £28.00 (2)
44854 OBB 2nd/Diner, orange/cream BRmpsz £28.00
45030 OBB Bogie Baggage, green £20.00
45031 OBB Bogie Baggage, green £18.00
45031 OBB Bogie Baggage, green, recess door, epIV ..... ***New*** £20.00
45033 OBB 2nd recess door, green £22.00
45057 OBB Pikes works coach, green £18.00
45075 OBB TEN sleeper, blue £28.00
45197 OBB 1st/Corridor two tone grey/red, 1:100 ..... £18.00
45198 OBB 2nd Eurofima, two tone grey/red roof ..... ***New*** £21.00 (4)
45198 OBB 2nd/Corridor two tone grey/red 1:100 ..... £18.00 (2)
45354 OBB 2nd/Eurofima, two tone grey/red £30.00
45500 OBB 2nd, grey/red £25.00
45506 OBB 2nd, grey/red, Eurofima £25.00
45532 OBB 2nd Schlieren, orange/cream £28.00
45835 OBB 2nd/corridor two tone grey/red £32.00
45837 OBB 2nd/corridor, red/black £30.00
64780 OBB 1st Jaffa, orange/cream £115.00
64782 OBB 2nd Jaffa, orange/cream £28.00
44106/7/8 OBB set of 9 x rainbow coaches £195.00
OBB 2nd two tone grey/red £30.00
45412 P.St.E.V 4th 6wh, clerestory, green £16.00
64530 RENFE 1st, blue/white £30.00
44462 RENFE Bogie Bagagge, green £15.00
64536 RENFE Restaurant, blue/white £30.00
44323 SBB 2nd, mkII, green/comfort stripe £23.00 (2)
44324 SBB 2nd mkII Comfort, green £20.00
44324 SBB 2nd, mkII, green, late logo £18.00 (2)
44333 SBB Baggage, green, mkII £18.00
44471 SBB Restaurant, red/grey 1:100 ..... £18.00
44731 SBB 2nd SEETAL coach, green, epIV, 1:87 ..... £25.00 (3)
44769 SBB 1st/Panorama black/grey/white £55.00
44770 SBB 2nd IC black/grey/white £30.00 (2)
44770 SBB 2nd IC black/grey/white/ red doors £34.00
44771 SBB 1st IC, black/grey/white £30.00
44885 SBB Restaurant, red/grey, panto £35.00
44891 SBB 1st mkIV, green/grey £28.00
44892 SBB 2nd/Drivers mkIV, green/grey/red face £50.00
44892.2 SBB 2nd/Drivers mkIV, green/grey/red face £50.00
44965 SBB 2nd mkIV, green/grey £30.00 (2)
44965.1 SBB 2nd mkIV, green/grey £30.00
44976 SBB 2nd/couchette/corridor, blue £30.00
45074 SBB TEN sleeper, blue £30.00
45078 SBB TEB sleeper, maroon/cream roof £28.00
45189 SBB baggage, green/grey £20.00
45193 SBB Bogie baggage, green/grey £32.00
45193 SBB Bogie baggage, green/grey (ex SNCF) £30.00 (2)
45194 SBB Baggage Bogie ex SNCF, green/grey £32.00
45194 SBB baggage, green/grey £30.00
45326 SBB 1st, grey/white £35.00
45327 SBB 1st, grey/white £35.00
45328 SBB 2nd, IC, black/grey £30.00 (5)
45329 SBB Restaurant, red/grey + Pantograph £37.00
64360 SBB 1st, mkII, green £25.00
64361 SBB 2nd, mkII, green £25.00 (3)
65803 SBB Sleeper, 1:100, blue/purple/moon+stars £20.00
67839 SBB 1st, mkIV, green/grey 1:100 ..... £25.00
67840 SBB 2nd, mkIV, green/grey 1:100 ..... £25.00
67841 SBB 2nd, mkIV, green/grey 1:100 ..... £25.00
4234A SBB 1st Eurofima open, orange, 1:100 ..... £12.00 (2)
54234A SBB 2nd/Couchette, blue/white stripe £25.00
54236D/44655 SBB 1st/Eurofima corridor, orange £25.00 (3)
SBB 2nd/couchette, corridor, blue/Eurofima £28.00 (2)
SBB WLAB sleeper, blue £30.00
43058 SNCB 1st/Eurofima corridor, orange £25.00
44657 SNCB 1st/Eurofima, orange £24.00 (3)

44602 SNCF 2nd DEV, blue/grey £22.00 (2)
44654 SNCF 1st Corail, two tone grey/orange doors, 1:87 ..... £22.00 (3)
44658 SNCF 1st/Eurofima, orange £20.00
45207 SNCF 2nd DEV, blue/grey £22.00 (2)
45379 SNCF 1st/corridor Eurofima, grey/silver/red doors ..... ***New*** £30.00
45384 SNCF 1st, blue/grey, Eurofima, corridor, 1:88 ..... ***New*** £33.00
45387 SNCF 1st/corridor, blue/grey, Eurofima, 1:87 ..... ***New*** £33.00
64002 SNCF x 2 Eurofima Corail, 1st/2nd +2nd/Baggage £70.00
44408/4271F Swiss Mittelthurgau Dome coach, TEE, 1:100 ..... £12.50 (2)
44545 Wurt 3rd bogie coach, brown £22.00 (3)
44096 Wurt 5 coach set: 4 x bogie coach + 6wh baggage £150.00

BEMO HOm

1268 138 RhB ABDe 4/4 #38, Bernina Railcar, red £175.00
1268 RhB ABe 4/4 #30, Bernina, red £145.00
1268 142 RhB ABe 4/4 #32, Bernina, red £168.00
1268 150 RhB ABe 4/4 #34, Bernina, red £158.00
1268 164 RhB ABe 4/4 #34, Nostalgic, yellow (Digital only) £155.00
1266 101 RhB ABe 4/4 #41, Bernina, red £168.00
1265 111 RhB ABe 4/4 #501, red £125.00 (2)
1266 131 RhB ABe 4/4 Bernina railcar #44, red £168.00
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1269 102 RhB Brunig Abe 4/4 #52, red £135.00
1255 132 RhB Crocodile #412, brown £178.00
1290 128 RhB G4/5 #108 Engiadina 2-8-0, green/black ..... ***(As New)*** £295.00
1252 124 RhB Ge4/4 #604, Calanda, red (Digital only) £145.00
1252 121 RhB Ge4/4 Albula 50 Yr 5 Million Km, red £135.00
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1258 101 RhB Ge4/4 #611 'Login', yellow/graphics £175.00
1258 11 RhB Ge4/4 #611, green £110.00
1258 153 RhB Ge4/4 #613 Domat/EMS, red £135.00
1258 145 RhB Ge4/4 #615, Klosters, red, details fitted £115.00
1258 150 RhB Ge4/4 #620 Zernez, red £138.00
1258 144 RhB Ge4/4 #624, Celerina, red £135.00
1258 165 RhB Ge4/4 #625 Kueblis, red £138.00
1259 151 RhB Ge4/4 #641 Co op, white/graphics £185.00
1259 151 RhB Ge4/4 #641 Coop, graphics (As New) £185.00
1259 134 RhB Ge4/4 #644 New Radio Romantsch/TVR £178.00
1259 144 RhB Ge4/4 #644 Radio Romantsch, blue/graphics £178.00
1259 124 RhB Ge4/4 #644, Radio Grischa, purple/graphics £145.00
1259 145 RhB Ge4/4 #645 Radio Rumantsch, white/light blue graphics ..... ***(As New)*** £185.00 (2)
1259 105 RhB Ge4/4 #645 Tujetsch, red £175.00 (2)
1259 115 RhB Ge4/4 #645, Bemo (DCC), red/graphics £145.00
1259 106 RhB Ge4/4 #646, red £110.00
1259 137 RhB Ge4/4 #647 'Was Lauft', blue/graphics ..... ***(As New)*** £185.00 (2)
1259 127 RhB Ge4/4 #647 Kantonal Bank, blue/graphics ***(As New)*** £185.00 (4)
1259 127 RhB Ge4/4 #647 Kantonal Bank, blue/graphics DCC only £135.00
1259 137 RhB Ge4/4 #647 'Was Lauft', blue/graphics £175.00 (2)
1259 138 RhB Ge4/4 #648 Swisscom, blue/graphics £185.00
1259 128 RhB Ge4/4 #648 'Vereina', red/graphics £145.00
1259 119 RhB Ge4/4 #649 BCU, white/graphics £135.00
1259 139 RhB Ge4/4 #649 HCB, white/graphics £185.00
1259 110 RhB Ge4/4 #650 Die Klein Rote, red £155.00 (3)
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1259 117 RhB Ge4/4 Capito, yellow £125.00
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1268 192 RhB Xe4/4 #9922 Works Railcar, yellow £168.00 (2)
1299 113 RhB Xrot d 9213, Snow Plough (Metal Collection) £465.00
3272 104 RhB 1st A1144, salonwagen, green/cream £45.00
3252-115 RhB 1st, A1235, green £22.00
3281 102 RhB 1st/2nd AB1516,Centre Rail coach, power coupling, red. £36.00
3251 RhB 1st/2nd AB1528, green £20.00
3261 118 RhB 1st/2nd AB1618, green, Stahlwagen £35.00
3251 RhB 1st/2nd, AB1528, green £18.00
BW 3274 1134-2 RhB 2 x Restaurant set WR3813 + 3814, red, with passengers (x27) £96.00
3260 144 RhB 2nd B2224, red, Spitzenverkehrswagen £24.00
3260 117 RhB 2nd B2227, green, Stahlwagen £28.00 (2)
3256 RhB 2nd B2451, short, green £18.00

3255 RhB 2nd B2460, short, green £18.00
3260-112 RhB 2nd, B2222, green £22.00
3250-112 RhB 2nd, B2372, green £18.00
7272 134 RhB 4 x CIWL Pullman, green/cream A1141-1144 ..... £165.00 (3)
3272/S RhB 4 x Salon wagon, A1141-1144, red/cream £125.00 (3)
3252 123 RhB A(WR-S)1223 diner, red £35.00 (2)
3272 102 RhB A1142 Salon wagon, green/white £38.00
3261 146 RhB A1216, red £25.00
3252 115 RhB A1235 1st EWI, green £22.00
3252 157 RhB A1247, refit, red £35.00
3242 133 RhB A1263 1st, red £24.00
3261 112 RhB A1271 EWIII, red £30.00
3293 101 RhB A1291 Panorama, Bernina, red/silver £48.00 (2)
3293 102 RhB A1292 Panorama, Bernina Express, red £48.00
3293 103 RhB A1293 Panorama, Bernina, red/silver £48.00
3265 135 RhB AB151 Pendlezugwagen, red £36.00
3285 136 RhB AB1516 Pendelzug coach, red £35.00 (4)
3251 122 RhB AB1532 EWI, red £22.00
3256 RhB AB1543, short, green £18.00
3256 RhB AB1545 1st/2nd, green, short length £20.00
3257 RhB AB1546, short, red £18.00
3261 118 RhB AB1618 Stahlwagen, green £30.00
3293 112 RhB Api 1302 Panorama, Bernina-Express, red £58.00
3263 114 RhB AS1154 60yr Salon wagon, green £40.00
3230 140 RhB B206 Historic, steam era coach, green £35.00
3230 140 RhB B2060 2nd, 2 axle, gondola ends £30.00
3230 123 RhB B2063 2nd, 2 axle gondola ends £30.00
3232 148 RhB B2138 Filisilver-Stubli, Historic 4wh Buffet wagon, green £35.00
3260 135 RhB B2225 2nd, recess door, Stahlwagen, red £26.00
3260 135 RhB B2225, Stahlwagen, red £30.00
3260 117 RhB B2227 Stahlwagen, green £30.00
3250 150 RhB B2290 EWI, red £35.00 (2)
3264 114 RhB B2334, centre entrance, green £28.00
3286 137 RhB B2337 Pendelzug coach, red £35.00
3250 137 RhB B2357 EWI, red £35.00
3250 134 RhB B2384 EWI Refit, red £25.00
3250 123 RhB B2365, Refit, red £25.00
3250 112 RhB B2372 2nd, green £24.00
3240 155 RhB B2425 EWII, red £35.00
3240 169 RhB B2429 EWII, red £35.00
3240 161 RhB B2431 EWII, red £35.00
3255 RhB B2451, 2nd, green, short length £20.00 (2)
3255 RhB B2451, short, green £18.00
3255 132 RhB B2452 EWI, red, short £28.00
3240 157 RhB B2457 EWII, red £35.00
3282 103 RhB B2463 EWIII Bernina Express, red/black £25.00
3282 114 RhB B2464 EWIII, red £30.00
3282 105 RhB B2465, red/black £28.00
3282 116 RhB B2466 EWII, red £30.00
3294 107 RhB B2507 Panorama, red £48.00
3267 121 RhB BDt 1721, Drivers, red £52.00
3267 133 RhB BDt 1723, Drivers, red £52.00
3293 102 RhB Bernina Express A1292, red/silver, Panorama £45.00
3294 101 RhB Bernina Express B2501, red/silver, Panorama £45.00
3294 113 RhB Bp2523 Panorama Bernina-Express, red £58.00
3294 116 RhB Bp2526 Panorama Bernina-Express, red £58.00
3230 104 RhB C264 4wh coach, green £30.00 (1)
3230 105 RhB C265 4wh coach, green £30.00 (2)
3264 RhB D4028 4wh baggage, green £24.00
3264 182 RhB D4029 4wh baggage, Bicycle graphics special £35.00
3280 100 RhB D4032 4wh baggage, green £24.00
3265 135 RhB D4035 Baggage, 4wh, red £25.00
3265 RhB D4041 4wh baggage, green £18.00
3265 112 RhB D4042 4wh Baggage, green £20.00 (2)
3269 120 RhB D4210 Bogie baggage, red £30.00
3269 122 RhB D4212 Bogie baggage, red £30.00 (2)
3273 131 RhB Diner WR3811 ACDE Gourmino, blue £56.00
7272 134 RhB set of 4 x salonwagen in green/cream £175.00 (3)
3274 113 RhB WR3813 restaurant, red £38.00 (2)

3274 104 RhB WR3814 Dining coach, red £38.00
3262 151 RhB WR-S 3821 Stiva Retica diner, blue/graphics £48.00
3286 133 RhB WS 3913 Velowagen, centre entrance, red £32.00
3238 199 RhB X9079 Mannschaftwagen (2005 yr wagon), red £35.00
7493 100 RhB 4 x wagon set k1 5514/38/47/69 (from 1913) £90.00
2282 172 RhB Cargo Domicil Gbk-v-5502, van, blue £20.00
RhB cement wagon #8084 ..... £22.00
2254 114 RhB E6604, wood open, brown £15.00
2254 173 RhB E6613 wood open, brown £14.00
2251 100 RhB E6668 wood open, brown £14.00
2287 122 RhB Fad 8722 bogie gravel hopper, yellow £38.00
2287 124 RhB Fad 8724 bogie gravel hopper, yellow £38.00
2287 118 RhB Fad 8728 bogie gravel hopper, grey £38.00
2255 173 RhB Fb6518, steel open brown/weathered £16.00
2255 120 RhB Fb6520 steel open, brown £15.00
2255 120 RhB Fb6520 steel open, brown £16.00
2250 179 RhB Gb 5049 van, brown/weather £18.00
2266 130 RhB Gb5100 van 100Yr RhB, brown/graphics £16.00 (3)
2282 143 RhB Gbk-v 5503 van, brown, track cleaner £32.00
2293 124 RhB Gbk-V 5504 van, brown £20.00
2283 136 RhB Gbk-v 5606 Elektro Raetus, white £22.00
2283 120 RhB Gbk-v 5610, Eugenio, white £22.00
2283 131 RhB Gbk-v 5611, Telecom, white £22.00
2282 124 RhB Gbk-v van, Ibacom, white £20.00
2288 123 RhB Haik-qy 5163 Coop, white/graphics £30.00
2288 134 RhB Haik-qy 5164 ..... £35.00
2288 136 RhB Haik-qy 5166 Usego,silver/graphics £36.00
2279 110 RhB Haik-v #5120, bogie van, Rhazunser, green £20.00
2278 115 RhB Haik-v 5115 Usego £25.00
2279 120 RhB Haik-v 5120, silver £35.00
2288 118 RhB Haik-v 5128, Mobel Pfister £38.00
2288 113 RhB Haik-v 5133 Kuoni, white/red £38.00
2288 115 RhB Haik-v 5135 Kuoni bogi evan, white/red £30.00
2288 106 RhB Haik-y 5126 Valser bogie van, green/white £38.00
2250 107 RhB k3 5007 van, brown/silver door £20.00
2257 100 RhB Kk7310 lowside, grey £14.00
2263 2 RhB kk-w 7324 lowside BARIT £14.00
2293 145 RhB Kl 5615 Nostalgic van, grey £28.00
From set RhB Lb-v #7873 Container Coop, white/lemon £38.00
From set RhB Lb-v #7874 Container Coop, white/carrot £38.00
2269 101 RhB Lb-v 7871 Post Container wagon £30.00
2269 102 RhB Lb-v 7872 Post Container wagon £30.00
2263 124 RhB Lowside kk-w 7324, Barit AG £14.00
2267 125 RhB Lowside Kk-w 7325, grey £14.00
2285 126 RhB Uah 8136 bogie tanker, black £30.00
RhB Uce 8006 Cement wagon, silver £18.00
2259 177 RhB Uce 8011 Cement wagon, silver £19.50
2259 132 RhB Uce 8012 Cement wagon, grey £22.00
2252 102 RhB Uce 8014 Cement wagon, silver £19.50
2259 137 RhB Uce 8017 Cement wagon, grey/red £19.50 (2)
2259 172 RhB Uce 8022 Cement wagon, silver £19.50
2259 177 RhB Uce 8023 Cement wagon, grey £18.00
2259 104 RhB Uce 8023 Cement, grey/red £19.50
2259 135 RhB Uce 8025 Cement wagon, grey £18.00
2259 173 RhB Uce 8026, Cement wagon, silver £18.00
2259 176 RhB Uce 8027 Cement wagon, silver £19.50
2259 135 RhB Uce 8028, Cement wagon, silver £15.00
RhB Uce 8030 Cement wagon, silver £18.00
RhB Uce 8046 Cement wagon, silver £18.00
RhB Uce 8079 Cement wagon, silver £18.00
2283 106 RhB Van Gbk-v 5646, brown/silver door £18.00
2268 110 RhB Xk 9340 Material, lowside, blue £19.00
2257 RhB Xk7310 lowside with bulldozer load £18.00
2268 193 RhB Xk8613 lowside, brown £14.00
2265 RhB Xk9021 material van, orange £24.00
243 90430 RhB Xk9043 van, yellow (Pr-Modellbau) £25.00
2293 194 RhB Xk9084 van, orange (2006 Yr wagon) £20.00
2293 197 RhB Xk-v 9077, Material van, yellow £25.00

Please Note loads more stock available in HO European, HO USA, HOm, N European and USA, Z. Please write, ring or e-mail for details.

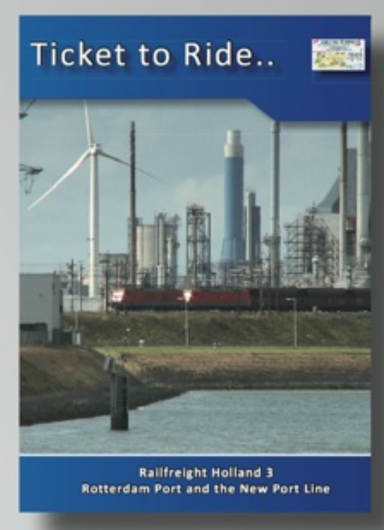
Please Note! Our stock is changing regularly. if you do not see what you require give us a ring or write. We may be able to help and we always enjoy chatting to fellow enthusiasts.

WANTED: We specialise in buying and selling secondhand equipment. Top quality only please in Gauges Z, N, HOe, HOm, HO urgently required. Part exchange a pleasure. Same day quotations. As fellow enthusiasts we pay good prices for European and American Outline. Brass and high quality kit built of all types always wanted. Simply telephone or write with details. We rarely disappoint.
Why not 'Spring Clean' the collection and make cash on those surplus items. Part exchange a pleasure – so give us a try. We are particularly interested in any Z, HO, N or Narrow Gauge as well as European Brass in good condition. European and American 'O' scale always required.

Ticket to Ride.. Railway DVDs & BluRay for the European enthusiast

New TTR172 Railfreight Holland 3 & TTR173 Railfreight Holland 4

TTR172 Railfreight Holland 3 Rotterdam Port & The Port Line. 80 mins.
£24.50 DVD, £27.00 BluRay. P&P - Inc UK, Europe add £2.50, RoW add £3.50 (VAT free)
Rotterdam- one of Europe's natural gateways to the world. The massive Maasvlakte 1 is being joined by Maasvlakte 2. The infrastructure to serve these new developments is now largely in place: new barge terminals, quays for feeder vessels and the New Port Line. We look at the port in its context to world shipping, both bulk (mostly iron ore and coal) and unitised, and how the transport modes 'jockey' for market share. After a look at some of the most important port traffic flows, we follow the railway and the Maas to Waalhaven, centre of activity for the feeder vessels. We look at the Rail Service Centre, and then continue over the new section of the Portline to Barendrecht and Kijfhoek- the largest and most modern freight yard in the Netherlands. Narrated filmed in HD..



TTR173 Railfreight Holland 4 Betuweroute. **90 mins.**
£25.50 DVD, £28.00 BluRay. P&P - Inc UK, Europe add £2.50, RoW add £3.50 (VAT free)
The Betuweroute was part of a strategic plan to maintain the competitiveness of Rotterdam Port and release capacity on the classic passenger train network. The line opened in late 2007, but there was no mad scramble to move trains away from the classic lines (through Venlo and Arnhem). The largest single 'boost' came when RAILION transferred their iron ore and coal trains to the route in 2011. The line is 100km long from Kijfhoek to Zevenaar where it meets the classic line between Arnhem and Emmerich. A fantastic piece of railway engineering, but- because of the environmental protection measures- not the easiest to film! We follow the line east from Kijfhoek yard, visit the major features and its interconnections. To put the line in context - having followed a wagonload train over the route - we follow a car train to its journey's end at Oosterhout. Narrated Filmed in HD.



See video clips of these and more on our website or on YouTube '*Tickettoriderailways' channel*

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RM ANNUAL 2013

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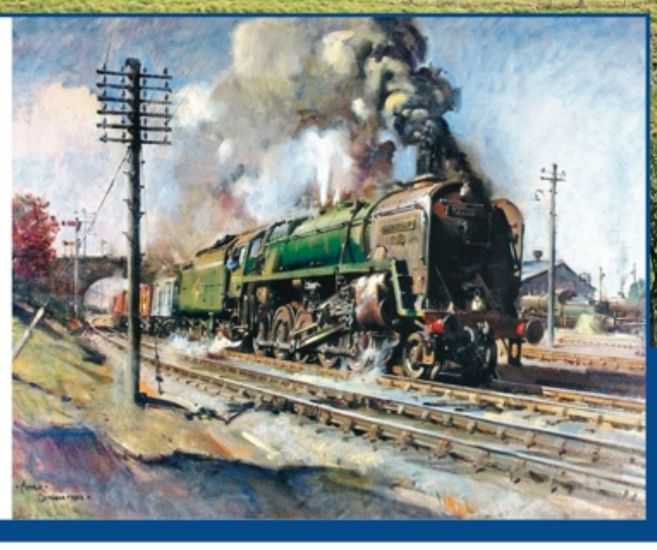
- **Settle & Carlisle Line** - Modelling the classic Pennine route
- **BR Diesels & Electrics** - History and timeline of the fleet
- **Plastic Kit Design** - The methods used to design a new model
- **Modelmaking Skills** - Create buildings in cardboard & plasticard
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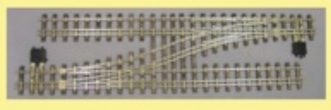
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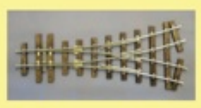
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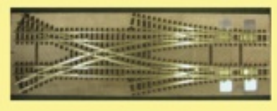


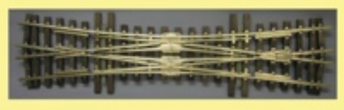




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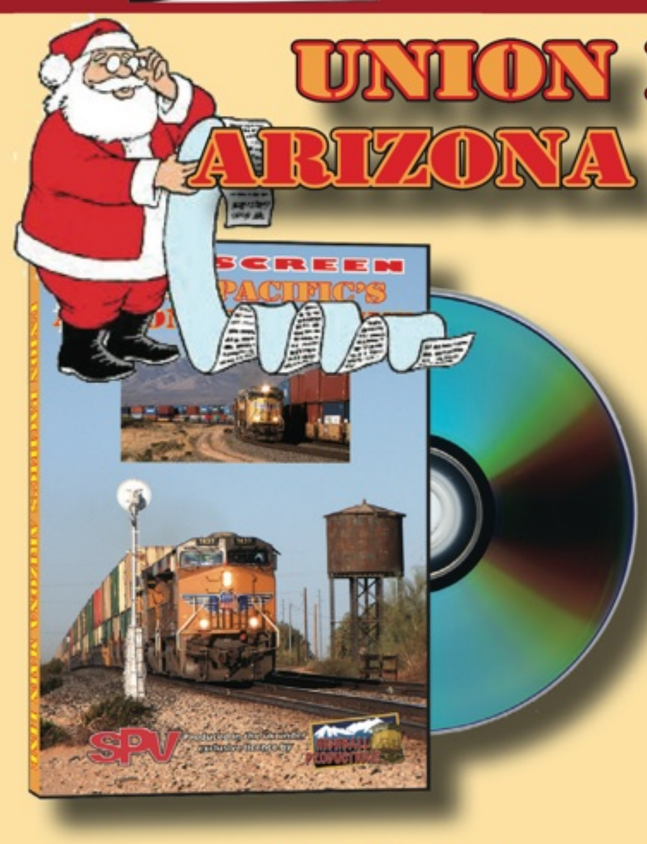
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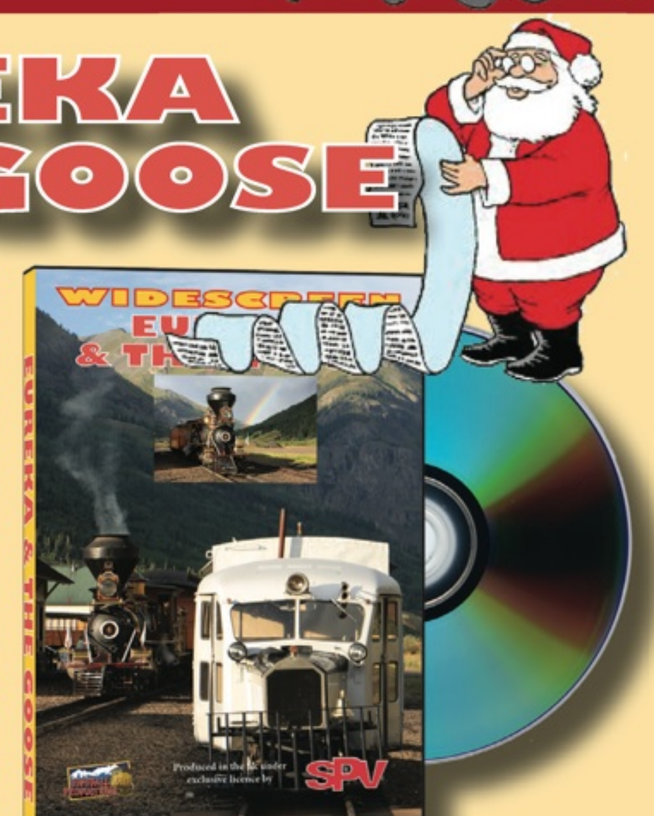
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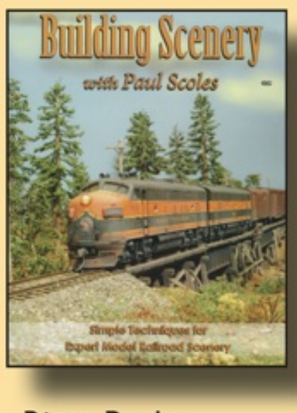
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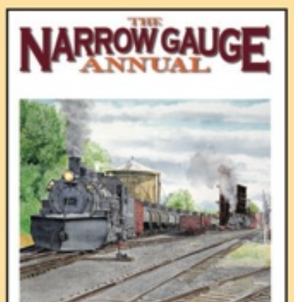
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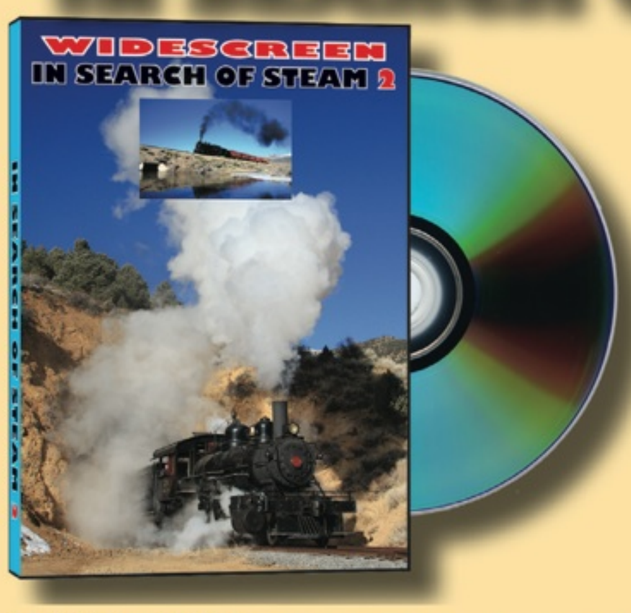


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1. Mal Ferrell begins coverage of the Denver & Rio Grande Western's Fourth Division with 125 photos of the line between Antonito and Chama.
2. Ted Van Pelt's Sn3 Rio Grande Southern layout.
3. Gordon Birrell scratchbuilds a couple of 3/4-inch scale Fordson trucks.
4. Jim Blakeman's 1:20.3 scale RGS Vance Junction coaling pocket.
5. Jim Kottkamp's extensively rebuilt 1:20.3 scale Accucraft C-21 Consolidation.
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