

CONTINENTAL MODELLER

FEBRUARY 2014 | £4.45 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

VOLUME 36



Goultières

French HO

Inside this issue...



Racoon Junction

CF de Provence



On location

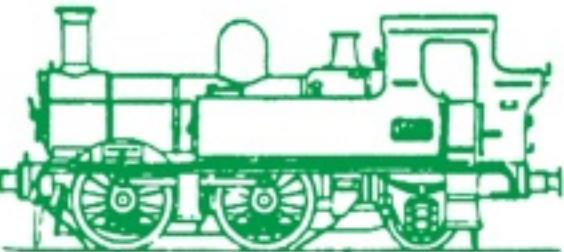
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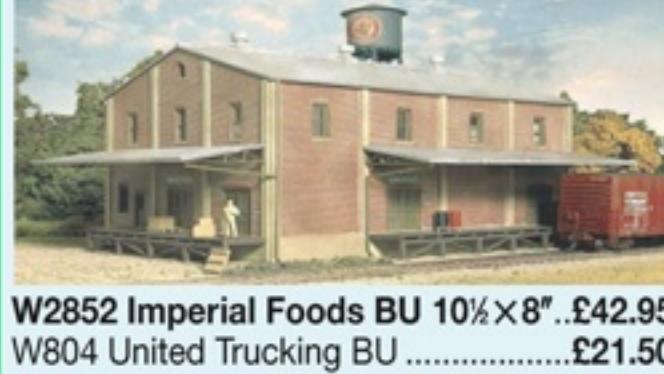
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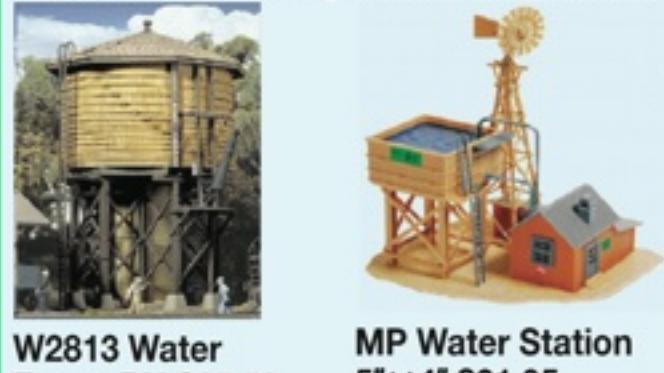
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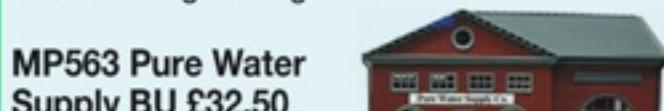
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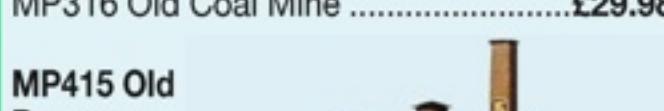
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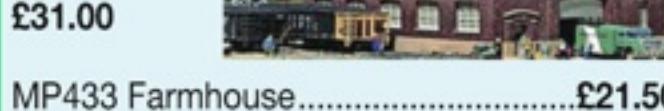
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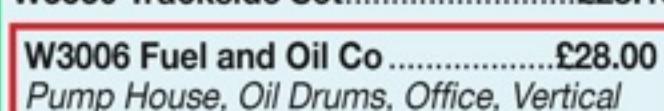
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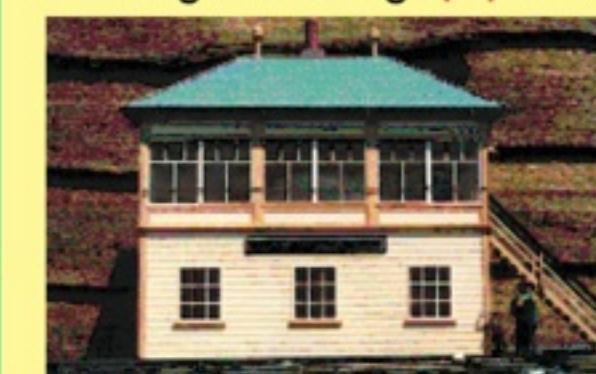
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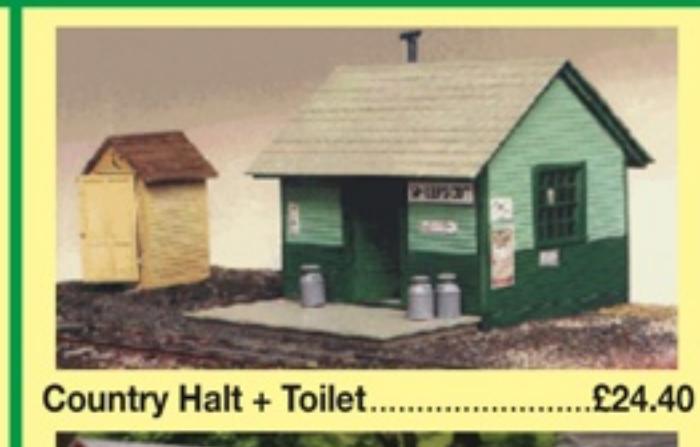
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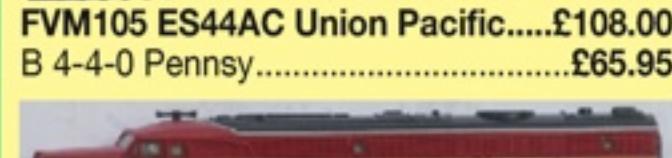


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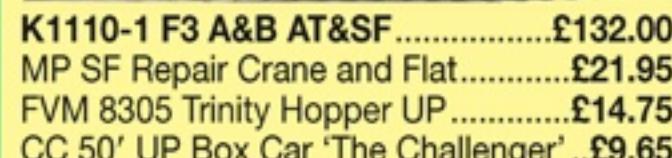
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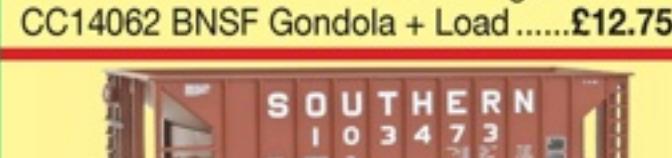


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February 2014

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Number 2

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RAILWAY MODELLER

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



Cover

An X3800 'Picasso' autorail pauses at Gouttières station, a shadow of its former self with now just a simple concrete waiting shelter.

Photo: editor.

Seeing double

Among recent new releases there has been a certain amount of duplication: the Märklin/Trix BR58 and the Piko BR130 'Ludmilla', both reviewed in our January issue, are prototypes which have been modelled before. This may seem wasteful, but the manufacturers must think it is commercially viable. New technology and production methods may offer the prospect of a better model, albeit at a price (note the reappearance of the DR BR243 electric in N, also reviewed last month, formerly Roco and now Fleischmann, with updated features – and price, to match similar models from other brands). Also, we should not underestimate the power of brand loyalty, especially in the German market.

Such duplication is not limited to revisiting models already available but also applies to items which have not been made before – for example, the DB Klv12 track inspection railcar from Hobbytrain (also reviewed in the last issue) is also offered by Brekina.

We have not yet seen the P8/BR38 4-6-0 from Os.Kar or the BR120 electrics from both A.C.M.E. and LS Models, further examples of models which repeat existing favourites – granted that there are many variants and liveries to be exploited. It seems that these suppliers want to try the mainstream German market, after establishing themselves in their 'local' specialities; they may find distribution through model shops difficult, competing with well-established brands, but have pioneered other sales methods (direct sales and online) which do not depend so much on wide availability through traditional model shops. This limits the market, but may be quite well matched to the level of production – we have commented previously on the current trend for smaller batches. Items could be sold out, certainly from the 'manufacturer', even before they are advertised (other than soliciting advance orders) or reviewed.

CM 2013 Cup competition reminder

There is still time – just – to send in your entry for the CONTINENTAL MODELLER Cup for 2013. (The closing date is 31st January.) We want to know the three features that you found most inspiring or interesting. All articles are eligible.

All votes will be entered into a prize draw. The first prize is being offered in conjunction with RAILWAY MODELLER, and consists of the magnificent original painting by Craig Tiley which depicts *Mallard* at speed on its record-breaking run in 1938, an exclusive commission to mark the 75th anniversary. There can therefore only be one overall winner, but six runners-up (for each magazine) will receive a year's subscription.

Full details of the competition can be found on page 21a of the January issue.

Howard E.S.Clarke

As we were completing this issue, we heard the sad news that Howard Clarke, universally known as 'Nobby', had passed away at the age of 72. A former steam locomotive fireman with BR and volunteer on the Festiniog Railway, he was for many years a member of the Macclesfield Model Railway Group and also served on the committee of the 7mm Narrow Gauge Association. His interest in narrow gauge was by no means limited to British subjects, and he embraced American and colonial prototypes with enthusiasm, often ingeniously adapting proprietary models or scratchbuilding when necessary. The processes and the results were then described in detail for the benefit of others, through the 7mmNGA magazine and occasionally the pages of RM and CM. In recent years he had devoted much time and effort to charity work in the Gambia, and despite illness had recently undertaken another visit there. He will be missed. Our sincere sympathies to his family and friends.

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413672 *DRG BR36.0-4 Steam Locomotive II (DCC-Sound)	£375.00	526721 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526337 DR Holsten Refrigerated Wagon IV	£29.50	6209 Profi Track Track Pack K	£42.50
**413701KPEV P6 Steam Locomotive I	£259.95	526722 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526338 DR Holsten Refrigerated Wagon IV	£29.50	6210 Profi Track Track Pack L	£42.50
**413702Franz Nordbahn 3.15 Steam Locomotive II	£209.95	526723 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526339 DR Holsten Refrigerated Wagon IV	£29.50	6211 Profi Track Track Pack M	£42.50
413703 PKP Oi 1-29 Steam Locomotive III	£355.00	526724 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526340 DR Holsten Refrigerated Wagon IV	£29.50	6212 Profi Track Track Pack N	£42.50
413704 DRG BR37 162 Steam Locomotive II	£335.00	526725 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526341 DR Holsten Refrigerated Wagon IV	£29.50	6213 Profi Track Track Pack O	£42.50
413771 KPEV P6 Steam Locomotive I	£445.00	526726 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526342 DR Holsten Refrigerated Wagon IV	£29.50	6214 Profi Track Track Pack P	£42.50
413774 DRG BR37 162 Steam Locomotive II (DCC-Sound)	£400.00	526727 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526343 DR Holsten Refrigerated Wagon IV	£29.50	6215 Profi Track Track Pack Q	£42.50
414304 DRG BR43 Steam Locomotive II	£290.00	526728 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526344 DR Holsten Refrigerated Wagon IV	£29.50	6216 Profi Track Track Pack R	£42.50
414374 DRG BR43 Steam Locomotive II	£355.00	526729 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526345 DR Holsten Refrigerated Wagon IV	£29.50	6217 Profi Track Track Pack S	£42.50
**414405DB BR 54 Steam Locomotive III	£239.95	526730 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526346 DR Holsten Refrigerated Wagon IV	£29.50	6218 Profi Track Track Pack T	£42.50
**414475DB BR 54 Steam Locomotive III (DCC-Sound)	£239.95	526731 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526347 DR Holsten Refrigerated Wagon IV	£29.50	6219 Profi Track Track Pack U	£42.50
415401 KPEV G8.1 Steam Locomotive I	£265.00	526732 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526348 DR Holsten Refrigerated Wagon IV	£29.50	6220 Profi Track Track Pack V	£42.50
415471 KPEV G8.1 Steam Locomotive I (DCC-Sound)	£355.00	526733 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526349 DR Holsten Refrigerated Wagon IV	£29.50	6221 Profi Track Track Pack W	£42.50
415601 *DB BR56.20-29 Steam Locomotive III	£265.00	526734 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526350 DR Holsten Refrigerated Wagon IV	£29.50	6222 Profi Track Track Pack X	£42.50
415671 *DB BR56.20-29 Steam Locomotive III (DCC-Sound)	£325.00	526735 DR 3 Axle Compart Coach B/m's Cab III	£40.00	526351 DR Hol			

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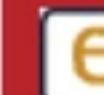
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Locomotives & Rolling Stock are now produced in much shorter runs. Order early to avoid disappointment. These are suggested retail prices. Your local dealer may be even cheaper!

2013/14 Range Listing

All Available from Your Local Dealer

HO SCALE STARTER SETS	62937 CSD T781 Diesel Locomotive IV	£175.00	72456 OBB Rh 1116 RAILJET Electric Locomotive VI	£215.00	72855 DB BR V160 Diesel Locomotive III	£88.00
41356 DBAG BR185.2 Digital Starter Set VI (DCC-Fitted)	62938 CSD T781 Diesel Locomotive IV (DCC-Sound)	£235.00	72457 OBB Rh 1116 RAILJET Electric VI (DCC-Sound)	£275.00	72856 DB BR216 006-7 Diesel Locomotive IV	£88.00
41359 DBAG BR140 Electric Freight V (DCC-Fitted)	62944 DR BR111 Diesel Locomotive IV	£88.00	72458 OBB Railjet Rh1116 175yrs of Austrian Rail V	£215.00	72860 DB BR220 Diesel Locomotive IV	£115.00
41497 Z21 Starter Set: SBB Cargo Freight V (DCC-Fitted)	62976 SNCF CC72000 Multiservice Diesel Locomotive V	£190.00	72459 OBB Railjet Rh1116 175yrs Austrian Rail V (Sound)	£275.00	72861 DB BR220 032-7 Diesel Locomotive IV	£120.00
41498 Z21 Starter Set: Meiningen Freight V (DCC-Fitted)	62982 SNCF CC72000 Diesel Locomotive Blue V	£185.00	**72460 SNCF BB 16000 Electric Locomotive V	£169.95	72865 NSB Di3 GM Diesel Locomotive III (DCC-Sound)	£240.00
41499 Z21 Starter Set: DBAG Freight V (DCC-Fitted)	62983 SNCF CC72000 Diesel Loco Blue V (DCC-Sound)	£250.00	72461 SNCF BB 16000 Electric Loco V (DCC-Sound)	£275.00	72867 DSB MY1148 Diesel Locomotive IV (DCC-Sound)	£240.00
41500 DBAG ICE2/BR218 z21 Digital V (DCC-Fitted)	62986 SNCF CC72000 Diesel Locomotive Isabella V	£185.00	72468 SNCF BB25200 Electric Locomotive V	£215.00	72869 DSB MY1147 Diesel Locomotive IV (DCC-Sound)	£240.00
41502 DBAG Diesel Breakdown z21 Lite (DCC-Fitted)	62987 SNCF CC72000 Diesel Isabella V (DCC-Sound)	£250.00	72469 SNCF BB25200 Electric Locomotive V (DCC-Sound)	£285.00	72870 OBB Rh2016 Diesel Locomotive VI	£140.00
41503 "SBB Cargo Diesel Freight z21 Lite (DCC-Fitted)	62988 SNCF FRET CC7200 Diesel Locomotive V	£190.00	72473 SNCF BB25200 En Voyage VI (DCC-Sound)	£275.00	72871 OBB Rh2016 Diesel Locomotive VI (DCC-Sound)	£205.00
41505 OBB Diesel Freight z21 Lite Starter Set (DCC-Fitted)	62990 DBAG BR212 Diesel Locomotive V	£105.00	72479 SJ Rc5 Electric Locomotive IV	£180.00	72916 CD Rh753 171-8 Diesel Locomotive	£160.00
41506 DBAG 5 Car ICE2 z21 Digital V (DCC-Fitted)	**62991 DBAG BR212 Diesel Locomotive V (DCC-Fitted)	£155.00	72480 DBAG BR112 Electric Locomotive VI	£170.00	72917 CSD Rh753 171-8 Diesel Locomotive (DCC-Sound)	£220.00
41507 "DB Diesel Passenger z21 Lite (DCC-Fitted)	62992 DBAG BR212 Diesel Locomotive V	£105.00	72481 PKP Cargo ES64 Electric Locomotive VI	£195.00	72918 CSD T478 3187 Diesel Locomotive IV	£160.00
41508 DR Diesel Freight z21 Lite Starter Set (DCC-Fitted)	63044 "OBB Rh4010 6 Car EMU IV	£410.00	72482 DBAG BR152 Electric Locomotive VI	£135.00	72920 CSD T478.1 Diesel Locomotive IV	£155.00
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51221 DBAG BR218 Digital Starter Set VI (DCC-Fitted)	63077 DB VT98/V98 Railcar & Trailer III	£160.00	72486 "Angel Trains BR185 616-0 Electric Locomotive VI	£160.00	72923 CD Serie 751 Diesel Locomotive V (DCC-Sound)	£215.00
51222 DBAG Cargo BR294 Digital V (DCC-Fitted)	63078 DB VT98/V98 Railcar & Trailer III (DCC-Sound)	£220.00	72487 "Railpool Carolin BR185 679-8 Electric Loco VI	£160.00	72924 ZSSK Rh752 Diesel Locomotive V	£155.00
51223 OBB Rh2074 Diesel Freight Starter Set (DCC-Fitted)	63105 DB BR602 Gas Turbine 4 Car MU IV	£225.00	72496 "OBB Rh1245 Electric Locomotive V	£205.00	72925 ZSSK Rh752 Diesel Locomotive V (DCC-Sound)	£215.00
51225 SBB Cargo BR294 Freight Diesel V (DCC-Fitted)	63106 DB BR602 Gas Turbine 4 Car DMU IV (DCC-Sound)	£300.00	72497 "OBB Rh1245 Electric Locomotive V (DCC-Sound)	£265.00	72926 "CD 751 Diesel Locomotive VI (DCC-Sound)	£150.00
51250 Extension Pack for Z21 Starter Sets	63118 SBB Ram 4 Car DMU IV	£360.00	72498 DBAG Railion BR152 Electric Locomotive VI	£135.00	72927 "CD 751 Diesel Locomotive VI (DCC-Sound)	£215.00
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62183 DR BR50.40 Steam Locomotive III (DCC-Sound)	**63192 Hunsrückbahn RS1 RegioShuttle DMU IV	£129.95	72523 SJ Dm Electric Locomotive III	£320.00	73509 "OBB Railjet Rh1216 Spirit of Praha VI (DCC-Sound)	£275.00
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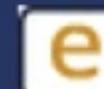
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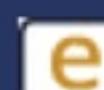
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MORRIS MODELS - www.modelsandhobbies.co.uk

80 Manor Road, Lancing, Sussex, BN15 0HD - 01903 754850



MOUNT TABOR MODELS - www.mount-tabor.co.uk

The Chapel, Cromford, Derbyshire, DE4 3QF - 01629 822294

ONTRACKS

www.ontracks.co.uk

1 Pontrilas Business Ctr, Pontrilas, HR2 0AZ - 01981 241268



OSBORNS MODELS - www.osbornsmodels.com

7 Honestone Street, Bideford, EX39 2DL - 01237 423453

PLUS DAUGHTERS

www.plusdaughters.co.uk

8 Britannia Ct, Burnt Mills Ind. Est, Basildon, SS13 1EU - 01268 726211

ROXLEY MODELS

www.roxleymodels.co.uk

4 Beckley Parade, Great Bookham, KT23 4RQ - 01372 452976



SCOGRAIL - www.scograil.co.uk

719 Woodbridge Road, Ipswich, IP4 4NB - 01473 252009

TRANSPORT TREASURES

www.transporttreasures.com

2 London Road, Aston Clinton, Aylesbury, HP22 5HQ - 01296 631002

WALTONS OF ALTRINCHAM

www.waltonsmmodels.co.uk

30 Stamford Street, Altrincham, WA14 1EY - 0161 928 5940

WINCO

www.winco.uk.com

149 Arlesford Road, Winchester, SO23 0JZ - 01962 869301

64386	DB Silberling 1st/2nd Class Coach IV	£53.00	66197	DRG Refrigerated Wagon Set (3) II	£70.00	67521	DB Cargo Flat Wagon with Load V	£44.00
64390	OBB N28 1st Class Coach IV	£32.50	66198	DB Refrigerated Wagon Set (3) III	£67.00	67530	HUPAC Rolling Road w/Steyr Lorry Load V	£66.00
64391	OBB N28 2nd Class Coach IV	£32.50	66215	OBB Box Wagon IV	£22.00	67531	“OB” Rolling Road with Frikus Lorry Load V	£66.00
64392	OBB 2nd Class Coach IV	£32.50	66216	DR Box Wagon with Brakeman's Cab IV	£18.50	67550	DR Stake Wagon IV	£35.50
64393	OBB N28 Baggage Coach IV	£32.50	66258	DB Box Wagon Kit IV	£16.25	67590	OBB OMV Tank Wagon III	£32.50
64408	“DB” Express 1st Class High Capacity IV	£57.00	66263	SBB Container Wagon III	£29.00	67684	“DB” Van III	£26.50
64409	“DB” Express 1st Class High Capacity IV	£57.00	66268	DB Haus zu Haus Cylindrical Container IV	£57.00	76790	OBB Sliding Wall Wagon V	£27.50
64419	DBAG 1st Class Express Coach V	£49.50	66355	DRG Flat Wagon Narrow Gauge Wagon Load	£44.00	76795	DB Sliding Wall Wagon IV	£27.50
64420	DBAG 1st Class Express Coach V	£49.50	66359	DB Stake Wagon IV	£19.50	76805	SBB Open Wagon V	£30.00
64421	DBAG 2nd Class Express Coach V	£49.50	66451	SBB Wan Hai Container Wagon V	£55.00	76808	GySEV Gondola V	£26.50
64422	DBAG 2nd Class Express Coach V	£49.50	66478	DB Van IV	£22.00	76809	“SBA” Eaos Open Wagon VI	£26.50
64423	DBAG 2nd Class Express with Bike Compt V	£49.50	66492	DBAG Stake Wagon w/Military Vehicle Load V	£32.50	76821	DB VTG Tank Wagon III	£32.50
64425	“OBB” Jaffa 1st/2nd Class Coach IV	£48.50	66493	DBAG Heavy Duty Flat Wagon w/Tank Load V	£35.50			
64426	“OBB” Jaffa 2nd Class Coach IV	£48.50	66499	SBB Bogie Gondola Pink V	£23.00			
64427	“OBB” Jaffa 2nd Class Coach IV	£48.50	66517	SBB Tarpaulin Wagon V	£33.50			
64428	“OBB” Jaffa 2nd Class Baggage Coach IV	£48.50	66518	SBB Wacosa Tank Wagon IV	£19.95	10778	Accessory Decoder (8 Output)	£61.00
64430	DBAG InterRegio 1st Class Coach V	£48.50	66519	STFA Coach Carrier V	£49.50	10810	Multimaus Digital Controller	£119.95
64431	DBAG InterRegio 1st Class Bistro Coach V	£48.50	66557	AAE Van Dieren Double Container Wagon V	£49.95	10820	Z21 Digital Control System	£349.95
64432	DBAG InterRegio 2nd Class Coach V	£48.50	66601	AAE Container Wagon Set (2) V	£68.00	10882	PluX 16 Pin DCC Decoder	£31.00
64433	DBAG InterRegio 2nd Class Coach V	£48.50	66602	HUPAC Flat Wagon with Danzas Trailers V	£59.95	10883	PluX 22 Pin DCC Decoder	£35.50
64434	DBAG InterRegio 2nd Class w/Bike Area V	£48.50	66658	SBB Post Container Wagon V	£55.00	10884	8 Pin DCC Decoder	£31.00
64461	DRB 1st/2nd Class Coach II	£44.00	66659	SBB MGB Planter Container Wagon V	£53.00	10885	6 Pin Direct Plug DCC Decoder	£31.00
64462	DRB 3rd Class Coach II	£44.00	66668	SBB Zingg Frucht Express Pocket Wagon V	£43.50	10886	6 Pin Direct Plug DCC Decoder	£31.00
64463	DRB 1st/2nd/3rd Class Coach II	£44.00	66724	DBAG Flat Wagon with Tank Load V	£37.00			
64464	DRB Baggage Coach II	£44.00	66729	DB Stake Wagon III	£22.00			
64465	DRB MITROPA Restaurant Coach II	£44.00	66730	“SBB” STFA Double Deck Car Transporter III	£57.00			
64466	DRB MITROPA Restaurant Coach II	£44.00	66736	“SBB” Cargo Sliding Wall Double Unit VI	£53.00			
64474	OBBA Ribbed Luggage							

N GAUGE SELECTION

VOLLMER Building Kits

7370 Stone Wall Sheets	£1.25	40223 GTW 2/8 "STADLER" 3-unit Railcar - ARRIVA	£201.90
7422 Meadow Fencing	£6.20	94321 SNCF 1st Class ter "ALSACE" Coach - EpVI	£44.75
7425 Railings	£6.20	94322 SNCF 2nd Class ter "ALSACE" Coach - EpVI	£44.75
7555 Garage Workshop	£14.50	94323 SNCF 1st Class ter "ALSACE" Coach - EpVI	£44.75
7510 "NEUSTADT" Station	£20.15		
7570 Gatekeeper's House with Shed	£29.00		
7632 Antiques Shop	£19.60		
7633 Post Office	£18.05		
7645 Restaurant "LAMM"	£25.15	721102 SBB CARGO Diesel 92 80 1203 125-0 - EpVI	£87.55
7646 Shoe Shop	£16.75	726008 Rail CARGO Austria 2016 Diesel - "Stern Haffner"	£170.00
7681 Pizza Restaurant with Pergola	£25.60	731302 SBB Class 460 044-1 Electric - red	£128.75
7685 Winery	£19.60	731304 BLS Class 465 018-0 Electric	£128.75
7692 Flower Shop	£25.15	731306 SBB Class 460 021-9 Electric "Le Lait KUH"	£132.80
7693 Boutique	£25.15	73207 SBB Class Ae 6/6 No. 11421 Electric - green	£167.75
7695 Cafe-Bistro	£24.75	737208 SBB Class Ae 6/6 No. 11470 Electric - red	£167.75
7704 Village Church	£15.80	737302 OBB Class 1010 Electric - jaffa	£203.70
7711 Restaurant with Butcher's Shop	£29.05	737304 OBB Class 1020.20 Electric - EpIII	£189.35
7716 Cattle Shed	£10.05	738506 BLS CARGO/ANGEL TRAINS Class 185 535	£165.00
7717 Shepherd's Hut	£10.05	738507 BLS CARGO 485 003 Electric - "Die Alpinisten"	£225.00
7724 Modern Post Office	£25.15	781208 OBB 1216 020 "175 Years of Railway in Austria"	£160.95
7740 Alpine Church	£21.00	781302 DB AG Class BR111 066-7 Electric - "ROCO/Bayern Ticket" Livery	£152.90
7741 Mountain Restaurant "Kaiser-Franz-Josefs"	£15.80	867385 Class 185 541 Rail4Chem "EUROPEAN BULLS" Livery	£154.30
7742 "Alpenblick" Restaurant	£28.15	8143 DB RegionalBahn 2nd Class Driving Trailer	£31.45
7745 Alpine Chalet	£18.75	814434 OBB WRmz 88-95 Dining Coach - current livery	£40.00
7746 Chalet "EDELWEISS"	£14.10	816901 OBB 2nd Class Eurofima Coach	£27.15
7747 Country Inn "SEEBLICK"	£17.95	828702 SBB Res Flat Wagon with Prussian Bogies Load	£31.75
7754 Chalet "Edelweiss" with Carport	£17.95	828806 Bogie Flat Wagon Type Res with Ballast Load	£33.00
7762 Modern House with Balcony	£11.15	838812 2 x SBB Telescopic Roof Wagons	£50.55
7763 Sport's Shop	£21.00	845303 SBB HUPAC Well-wagon with "SCHONI" Lorry	£4.25
7766 McDonald's Drive Thru with Restaurant	£16.90		
7779 Police Station	£17.05		
7785 Small Fire Station	£17.05		
7815 Arcades	£4.25		

MEHANO

53260 Bombardier BLUE TIGER - "MKB" Livery	£98.50
53261 Bombardier BLUE TIGER - "ITL" Livery	£98.50
ARNOLD	
2441 DB Class E16 08 Electric - green	£99.50
4675 DB Omm Open Wagon with Coal load	£12.00
ARNOLD (Hornby)	
2004 DB Class E19 12 Electric	£78.20
2010 DB Class V80 005 Centre-cab Diesel	£60.00
2018 DB Class E03 004 Electric - red/cream	£80.20
2019 DB Class V100 2112 Centre-cab Diesel	£60.00
2032 DR Class 243 599-8 - maroon	£75.50
2104 DB-AG Class 146 227-4 Electric "STUTTGART 21"	£116.00
2106 Class 186 149 Electric "ITL" Livery	£115.50
2116 BLS CARGO Re 486 501 "Die Alpinsten"	£121.00

HOBBYTRAIN by Lemke

852309 2 x High Capacity Self-unloading Hopper Wagons Type Falns - "ERR"	£44.20
860701 CityNightline T2S Sleeping Car	£41.55
8615 DB-AG IC/EC Restaurant Coach	£30.90
867601 OBB 1st/2nd Class Express Coach - jaffa/cream	£36.35
867701 OBB 2nd Class Express Coach - jaffa/cream	£36.35
867704 OBB 2nd Class Express Coach - jaffa/cream	£36.35
867705 OBB 2nd Class Express Coach - jaffa/cream	£36.35
8702 DR Guards Van	£24.00
878240 DB 2-axle Container Wagon "Wurth"	£15.45
881102 DB Beer Wagon "Lowenhof"	£21.55
890202 SBB 1st Class EW IV Coach - green/grey	£25.25
890203 BLS 1st Class EW IV Coach	£25.25
890303 SBB 2nd Class EW IV Coach	£25.25
890304 SBB 2nd Class EW IV Coach	£25.25

JAEGERNDORFER

60020 Class 1047 505-1 GySEV TAURUS "Szechenyi"	£108.25
60060 Class 470-501 GySEV TAURUS "Sisi"	£155.95

LILIPUT

265870 DB Bogie Silo Wagon "FELDBINDER"	£30.25
265871 DB Bogie Silo Wagon "ERMEWA"	£30.25

P.R.A.T.A. of ITALY

LC2901 VOSSLOH G2000.34 HUPAC Diesel	£123.75
LC2906 G2000.21 Diesel "FER Ferrovie Emilia"	£123.75
LC6114 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£96.70
LC6115 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£102.10
LC7011 2 x FS "Fabrica Pisana" Bogie Wagons with "Saint Gobain Glass" Loads	£51.80

PI.R.A.T.A. of ITALY

25212 OBB RAILJET "175 Jahre Eisenbahn fur Österreich" Set - 1 x 1st/2 x 2nd & Driving Trailer	£188.35
25213 OBB RAILJET "175 Jahre Eisenbahn fur Österreich" 4 unit Set - TAURUS 1116 249-4/ 2 x 2nd & 1 x 1st Class Coach	£235.45

P.I.R.A.T.A. of ITALY

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LC6115 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£102.10
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LC6115 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£102.10
LC7011 2 x FS "Fabrica Pisana" Bogie Wagons with "Saint Gobain Glass" Loads	£51.80

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LC2906 G2000.21 Diesel "FER Ferrovie Emilia"	£123.75
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LC6115 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£102.10
LC7011 2 x FS "Fabrica Pisana" Bogie Wagons with "Saint Gobain Glass" Loads	£51.80

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LC2906 G2000.21 Diesel "FER Ferrovie Emilia"	£123.75
LC6114 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£96.70
LC6115 2 x FS 1st Class GRAN CONFORT XMPR Coaches	£102.10
LC7011 2 x FS "Fabrica Pisana" Bogie Wagons with "Saint Gobain Glass" Loads	£5

HO SELECTION

LILIPUT Austria (Dolisch Exclusive)

114675 2-unit GySEV/ROeEE Class 5146.02 DMU – green/yellow £268.00

17001 SBB RAM 502 4-unit TEE Set "Etoile du Nord" £236.00
17002 SBB RAM 501 4-car TEE Set "L'Oiseau Bleu" £236.00
17005 SBB Class BM 6/6 No. 1503 – EpIII – brown £202.00
17013 Class BM 6/6 No. 18508 – red £213.95

LILIPUT Switzerland (Swiss Exclusive)

133924 BLS 4-unit KISS Double-deck EMU £428.50
988104 "Rail-in Club" Restaurant Coach £33.30

30011 SNCF 2×Type Gs Wagon Set – EpIV – brown £34.00
30100 SNCF Bogie Container Wagon Sgss STT – "Evals Cargo Care" £35.35

990076 "Bella Italia" Car Carrier £32.65

30120 SNCF Bogie Wagon Type Sgss – 5× "CNC" Containers in orange/1× "EDF" – blue £53.15

LILIPUT

114414 RBDe 4/4 2-Car EMU – "MittelthurgauBahn" £110.00

114424 SOB 2-unit EMU – green/cream livery £120.00

132473 OBB Class 2060.14 Diesel – orange £70.25

133940 SBB 3-unit DOMINO NPZ – RBDe 560/Centre Coach/Driving Trailer £221.00

133941 SBB 3-unit DOMINO "Glarner Sprinter" – RBDe 560/Centre Coach/Driving Trailer £221.00

133942 3-unit DOMINO "RegionAlps" VALAIS – RBDe 560/Centre Coach/Driving Trailer £234.25

133999 SBB 4-unit RABe 524 005-6 FLIRT EMU £310.75

222304 SBB Type Xas Bogie Hopper Wagon £15.80

222306 SBB Type Xas 404-0 Bogie Gravel Wagon £18.60

224613 SBB 4-axle Hopper Wagon "MAKIES AG" £16.90

224699 SBB 4-axle Hopper Wagon "WEIACHER KIES" £20.55

225844 SBB 4-axle Graffiti Tank Wagon "WASCOA" £32.00

225896 SBB 4-axle Tank Wagon "CICA" £15.40

230119 4-unit Oil Tanker Wagon Set – V14.03 Diesel/DB "SHELL" "ARAL" & "ESSO" Tank Wagons £87.50

235574 SBB Twin-Bogie Tipper Wagon – grey £24.95

235581 SBB Twin Bogie Tipper Wagon "HOLCIM" £32.55

235582 SBB Twin Bogie Tipper Wagon – grey £32.55

235962 DB Twin Bogie Tank Wagon "BP" £24.70

235971 DB Twin Bogie Tank Wagon "VTG CASTROL" £24.70

235996 DB Twin Bogie Tank Wagon "ARAL" £26.35

240026 2×SBB Glass Recycling Wagons "VETRO" £27.70

240039 2×SBB "SWISS POST" Container Wagons (Set 5) £62.50

240040 2×SBB "SWISS POST" Container Wagons (Set 6) £62.50

334571 DB 2nd/3rd Class B4i Baden Type Coach – EpIII £36.50

334472 SBB 2-axle Old Timer 3rd Class 6086 Coach £17.75

334945 BLS EW1 1st Class Passenger Coach – green £26.50

334949 SBB EW1 IR 1st Class Coach – multi-colour £25.35

387514 SBB 1st/steel Museum Restaurant Coach – red £26.00

387600 STLB 2nd Class light steel Coach £20.70

387804 SBB 1st Class light steel Coach £22.20

388004 SBB WRm RIC Restaurant Coach – orange £33.00

388204 SBB RIC Sleeper £29.50

388596 BLS EW III 1st Class Coach – NINA £29.40

388614 SBB MITROPA Restaurant Coach – EpV £31.65

388884 SBB EW III 2nd Driving Trailer – SWISS EXPRESS £42.75

388886 SBB EW III 2nd Driving Trailer – SWISS EXPRESS £44.45

388986 SBB EW III 1st/Baggage Coach – SWISS EXPRESS £30.00

388996 BLS EW III 1st/Baggage Coach – NINA £30.00

SUDEXPRESS

142208 DCS Class 1422 Diesel – orange (with Sound) £296.50

144110 Class 1441 Diesel "SOMAFEL" – EpVI £198.85

144910 Class 1449 Diesel "TAKARGO RAIL" – EpVI £219.00

ROCKY-RAIL

Type Sdggmrs Double Wagons with Lorry Trailer Loads

90302 AAE Cargo Crossrail "LKW WALTER" £72.00

90304 AAE Cargo HUPAC "Arce" £72.00

90307 AAE Cargo HUPAC "DSV" £72.00

90308 AAE Cargo TRW NV "DHL" £72.00

90309 AAE Cargo Van Dieren "SAMSKIP-Van Dieren" £72.00

90313 AAE HUPAC "NOTHEGGER" £72.00

HAG

51011 SBB 1st Class EW I Coach – REGIO £70.00

51033 SBB 1st Class EW I Coach – NPZ £66.80

51045 SBB 2nd Class EW I Coach – TILLO £70.00

53007 SOB 2nd Class EW I Coach £71.95

53123 RM 2nd Class EW I Coach £71.95

53125 RM 1st/2nd Class EW I Coach £71.95

59003 SBB McDonald's Restaurant Coach £92.15

59007 SBB "CoOp Railshop" Coach £120.00

433 VHB 1st/2nd Class EW I Coach £36.85

471 WM Coach – Driver end – old short version £42.00

476 MO Coach – Driver end – old short version £36.00

70045 DB Type Rs Flat Stake Wagon £56.50

ACME Swiss Exclusive

90021 Twin HUPAC Sggmrss Container Wagons with 2× "BERTSCHI" Tank Load £69.55

ACME

60031 FS Class E402.002 Electric XMPR Livery £155.00

60040 FS Class E464.008 Electric XMPR EpV £148.00

60041 FS Class E464.126 Electric XMPR EpV £148.00

60042 FS Class E464.901 Electric – "FER" Livery £155.50

60076 Class 119 002 TRAXX Electric – "CargoNet" £194.90

60095 Class E 186 905 TRAXX Electric – CROSSRAIL £186.35

60228 Class E 483.030 TRAXX Electric – SANGRITANA £183.15

60237 Class E 186 241 TRAXX Electric DB-Fernverkehr £188.50

60275 DB Class E146 552 TRAXX Electric – new livery £175.85

60703 MB Citaro G E4 Bendy Bus "TPF" (CH) £24.00

67452 MAN Lions City "Benn Mobil" Bus (CH) £22.75

67465 MAN Lions City Swiss "Die Post" Bus £22.50

68818 MERCEDES Citaro Arbon "Die Post" Bendy Bus (CH) £24.90

69006 NEOPLAN Skyliner II "Univers Reisen" – Wuppertal (CH) £22.75

VOLLMER Building Kits

3646 Shoe Shop £19.65

3648 Plumber's Shop/House £20.65

3649 Housing Estate House with Timber Frame £17.20

3651 Sport's Shop £20.45

3652 Grocer's/General Store £20.45

3653 House £20.45

3654 Housing Estate House with Timber Frame £16.80

3655 Discotheque £30.60

3657 Housing Estate House £15.10

3658 "ALDI" Supermarket £26.70

3659 Housing Estate House £15.30

3660 Supermarket £30.15

3661 "BABYLAND" Shop £29.05

3662 Travel Agents £16.00

3662 "LIDL" Supermarket £26.70

3663 Station Restaurant £30.15

3664 Kindergarten £18.65

3664 "Naturgut BIO" Supermarket £29.30

3665 Playground £9.45

3666 Motor Bike Shop £27.55

3667 Camp Fire with flickering flame £8.85

3668 Adventure Playground £12.50

3669 Book Shop £19.60

3670 House £13.35

3671 House £13.35

3672 Half-timbered House £13.35

3673 Half-timbered House £13.35

3674 Butcher's Shop £20.65

3677 Boutique £27.70

3679 "Villa Vampir" Haunted House £44.80

3680 Wine Festival £26.70

3681 "LUI/GI's" Pizza Restaurant with pergola £29.50

3682 Agricultural Repair Shop (Garage) £29.50

3683 Konditorei £29.50

3684 Carpenter/Joiner's Workshop £24.95

3685 Coach House £18.10

3686 Winery "Rebmann" (Alpine style) £29.05

3687 Grain Mill with Water Wheel £27.80

3688 "EMMA'S" Shop £27.80

3689 House under Construction £20.45

3690 "Furstenberg" Town Hall £39.60

3691 House under repair £27.55

3692 Flower Shop £30.15

Messemodelle

47064 DB Bogie Tank Wagon "MOBIL" (2012) £24.80

Messemodelle</b

N Gauge
Germany
Liliput - Coaches



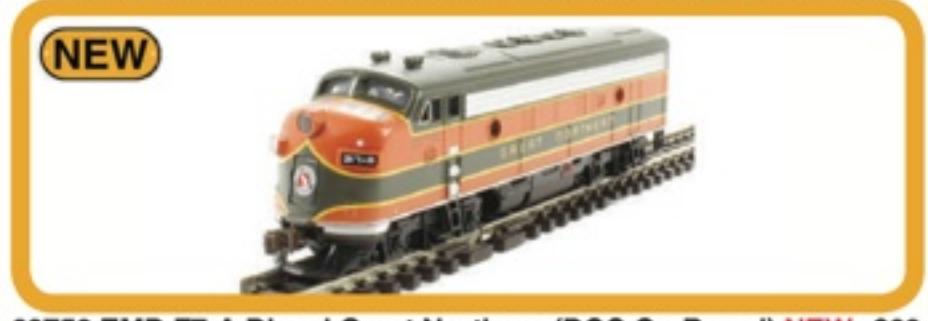
L364557 Baggage van DB Era 4 £35

L364541 Express 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

USA - Bachmann USA - Diesel locos



63152 ALCO S4 Diesel Southern Pacific #1044 (DCC On Board). £65

63155 ALCO S4 Diesel Union Pacific #1156 (DCC On Board) .. £65
63151 ALCO S4 Diesel Western Maryland #145 (DCC On Board) £65
63751 EMD F7-A Diesel B&O (DCC On Board) **NEW** £68
63754 EMD F7-A Diesel Erie Lackawanna (DCC On Board) **NEW** £6863752 EMD F7-A Diesel Great Northern (DCC On Board) **NEW**. £68
63753 EMD F7-A Diesel Norfolk Southern (DCC On Board) **NEW** £6863755 EMD F7-A Diesel Santa Fe War Bonnet (DCC On Board) **NEW** £6863855 EMD F7-B Diesel Santa Fe War Bonnet (DCC On Board) **NEW** £68

82051 GE 70 Ton Diesel - Black - unlettered (list £84.50) BARGAIN . £49

Steam locos



80452 EM-1 2-8-8-4 steam loco B & O #7627 Dual Headlight (DCC On Board) £203



82674 Spectrum® C&O H-4 2-6-6-2 Articulated Locomotive w/ Vandy VC12 Tender DCC On Board #1436. £169

Trams



84651 Peter Witt street car - Toronto (DCC On Board) (list £106.25) BARGAIN . £59

HO Gauge
China
Bachmann China - Coaches

CP00413 25T RW BSP Coach (Shanghai, #553698) £27
CP00414 25T RW BSP Coach (Shanghai, #553721) £27
CP00404 Chinese 25T coach 533710 £22

CP00548 YW22B Air-conditioned Sleeping car #666798

Guangzhou - interior lighting £51

CP00214 YZ25K Coach #345820 Chengdu. £45

CP00212 YZ25K Coach #346230 Beijing. £45

CP00211 YZ25K Coach #346918 Shanghai. £45

CP00213 YZ25K Coach #346919 Shanghai. £45

Diesel locos



CD00908 ND2 Diesel Locomotive Shanghai #0188 £126



CD01006 ND5-1 Diesel Locomotive Beijing #0136 £132

CD01002 ND5-1 Diesel Locomotive Shanghai #0003 £132

Steam locos



CS00306 JS Class 2-8-2 steam loco 8377 Sancha-Luocheng in black & red (list £231) BARGAIN £149



CS00204 SY Class 2-8-2 steam loco 1530 & tender £174

Germany - Liliput - Coaches



L370410 Buffet Coach Zillertalbahn "Zell/Ziller" Era V £15

Containers & Loads



L240040 Special Set Flat Wagon With Container "Swiss Post" Era 5. £43

Electric locos

L162520 Electric loco E10 001 (2-light) DB. Era 3 (18-pin DCC ready) **NEW** £129

EMUs



L133999 Electric Railcar RABe 524, SBB, FLIRT-Geneve. Era 5. £273

Steam locos



L131181 BR 75.1-3 Tank Loco DRG Era 2 £201

Wagons



L235753 Flat wagon brake platform DB Era 4 (list £33) BARGAIN . £24



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

Italy - Lima - Train sets - analogue



HL1030 IL Treno Merci Lima Train Set (list £99.99) BARGAIN £72

Japan - Bachmann China - Diesel locos

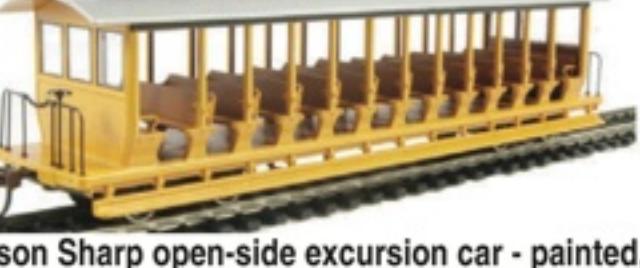


JKS0010 Kawasaki DB3 Class 4-4-4 tank engine in purple and yellow (list £160) BARGAIN . £68

USA - Bachmann USA - Coaches



13005 American 85ft Passenger Car full dome in Amtrak ... £28



19348 Jackson Sharp open-side excursion car - painted, unlettered, yellow & silver £26

Diesel locos



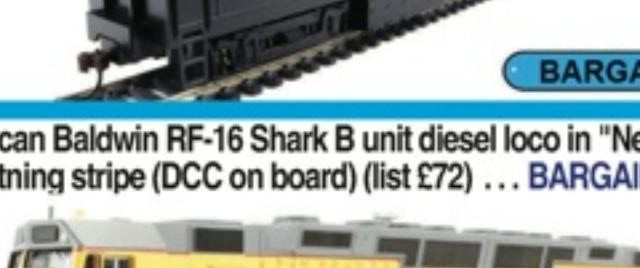
63401 ALCO S2 Diesel Switcher Santa Fe #2354 (DCC Sound) £99

63306 ALCO S2 Diesel Switcher Southern #2230 £55

63404 ALCO S2 Diesel Switcher Union Pacific #1148 (DCC Sound) £99

63307 ALCO S2 Diesel Switcher Western Pacific #562 £55

Rivarossi - Steam locos



52101

Porter 0-6-0 Side Tank "Bethlehem Steel" #2

(DCC On Board) £75

52102

Porter 0-6-0 Side Tank "Midvale Steel" #5 (DCC On Board)

..... £75

HR2469 4000-Class 4-8-8-4 4008 Big Boy steam loco "Union Pacific" .. £270

52109

Porter 0-6-0 Side Tank "Bethlehem Steel" #2

(DCC On Board) £75

52102

Porter 0-6-0 Side Tank "Midvale Steel" #5 (DCC On Board)

..... £75

HR2470 4000-Class 4-8-8-4 4015 Big Boy steam loco "Union Pacific" **NEW** .. £289

52109

Porter 0-6-0 Side Tank "Bethlehem Steel" #2

(DCC On Board) £75

52102

Porter 0-6-0 Side Tank "Midvale Steel" #5 (DCC On Board)

..... £75

HR2477 S100 Type steam loco USATC No.1948 in black .. £163

Peco Products - Track

Code 83 North American



SL-8302 Box of 25 1 yard flexible 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

SL-E8352 Left hand point/turnout #5 radius (660mm) electrofrog .. £15

SL-E8362 Left hand point/turnout #6 radius (1092mm) insulfrog (nickel silver) .. £15

SL-E8382 Left hand point/turnout #8 radius (1702mm) electrofrog .. £17

SL-E8351 Right hand point/turnout #5 radius (660mm) electrofrog .. £15

SL-E8361 Right hand point/turnout #6 radius (1092mm) insulfrog (nickel silver) .. £15

SL-E8361 Right hand point/turnout #8 radius (1702mm) insulfrog (nickel silver) .. £15

Bachmann USA
Track Maintenance vehicles



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



16946 American Speeder Work Crane & Cart (motorised) £48

Trams



84603 American Peter Witt street car full interior & lights in "Brooklyn & Queens Transit" (DCC on board) (list £113.75) £72



80204 Birney Safety Streetcar - New York & Queens £99



61036 Brill Trolley - Desire £30



16904 Hi-Rail Equipment Truck "Union Pacific" (DCC On Board) £56



16903BAC Hi-Rail Equipment Truck - Conrail (DCC On Board) £56

62931 PCC Trolley "Los Angeles Railway" £27

62945 PCC Trolley "Ptc" £27



62932 PCC Trolley - Brooklyn & Queens Transit £27

62947 PCC Trolley - BTC (Yellow & Cream) £27

Wagons



19506 55 Ton 2-Bay USRA Hopper - Clinchfield £17



19133 American cylindrical grain hopper wagon in Canadian National Demonstrator £14

19113 American cylindrical grain hopper wagon in Canadian National £14



18141 Evans all door box car "Canadian Forest" #4541 £14



18929 Western Maryland Steel Load £18

HOe/HOn30 Scale
European
Roco - Train packs



31027 Diesel Freight Train Pack "PO Gertrud" £68

Germany - Liliput - Coaches



L344411 Dome Car SLB Pinzgau Railway Era V £34

Diesel locos



L142122 Diesel shunter VL6 in red Steiermischen Landesbahn small wasp stripes £81

Switzerland - Liliput - Diesel locos



L142101 Diesel Loco - D13 Zillertalbahn. Era 5 £128

OO Gauge
Germany

Golden Valley Hobbies - Wagons



GV6000 Tarpaulined wagon in Norsk Hydro Fertilizers (HO Scale) £28

Republic of Ireland
Murphy Models - Coaches



MM1515 Irish Cravens 2nd class coach in original £39

MM1504 Irish Cravens 2nd class coach in original £39

Diesel locos



MM7071 Irish Class 071/111 diesel loco 071 in IE grey yellow end panels. Ltd production of 250 pieces £135

MM7078 Irish Class 071/111 diesel loco 078 in IE grey yellow end panels. Ltd production of 250 pieces £135



MM0088 Irish Class 071/111 diesel loco 088 in CIE original £125

MM0071 Irish Class 071/111 diesel loco in IE black & silver £125

MM0078 Irish Class 071/111 diesel loco in IE small logo £125

MM0085 Irish Class 071/111 diesel loco in IE orange (weathered) £125

MM0077 Irish Class 071/111 diesel loco in IE orange 077 £125

MM0073 Irish Class 071/111 diesel loco in IR orange & black (weathered) £125

MM0080 Irish Class 071/111 diesel loco in NR orange & black £125



MM0210 Irish Class 201 diesel 210 in CIE orange full yellow ends £126



MM0229 Irish Class 201 diesel 229 in Intercity green and silver £139

Bachmann Branchline - Train sets - analogue



30-051 Iarnrod Eireann analogue train set - 2 car Class 158-style DMU £96

On30 Scale

USA - Bachmann USA - Steam locos



28603 28-ton 2 truck climax wood cab. Unlettered black (list £323.95) BARGAIN £210



28324 4-4-0 Outside Frame Loco Painted Steel Cab steam loco (list £234) BARGAIN £119



28259 Porter 0-4-2 - Tioga Lumber Co. #2 (list £109.50) BARGAIN £79

Wagons



29802BACH American V-dump mining/logging car - Pack of 3. £55



26798 Wood side door caboose (with lighting) - Painted, unlettered (oxide red) £38

1:20.3 "Large" Scale

USA - Bachmann USA - Steam locos

G Scale

Germany - LGB - Diesel locos



L28515 Narrow Gauge diesel loco Number 2 £548



24405 RHB Ge 6/6 Crocodile electric loco 415 in Rhaetian Bahn green (list £930.98) BARGAIN £671

Liliput - Trams



L193502 Motorised Tram Berlin Eras 1/2 £106



L193501 Motorised Tram Dresden Eras 1/2 £106



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

Wagons



L195986 Beer Van Baseler With Spoke Wheels. Era 5 £56

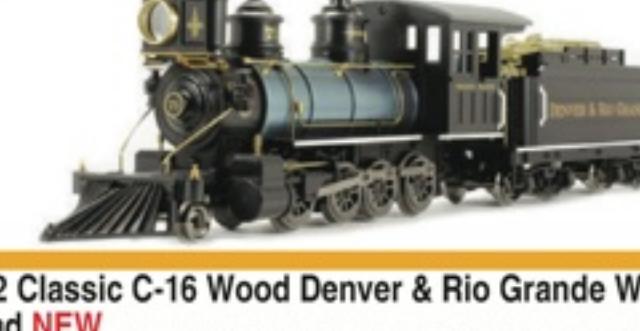
USA - Aristocraft - Steam locos

NEW



A80102 Classic C-16 (coal) Denver & Rio Grand NEW £437

NEW



A80202 Classic C-16 Wood Denver & Rio Grande Western Railroad NEW £437

A20609 Consolidation 2-8-0 USATC NEW £649

A20601 Consolidation 2-8-0 B&O NEW £649

NEW



A20608 Consolidation 2-8-0 NYC NEW £649

A20600 Consolidation 2-8-0 Undecorated NEW £649

A20602 Consolidation 2-8-0 Western Maryland NEW £649

Bachmann USA - Steam locos



91197 Baldwin 2-4-2 steam loco - black unlettered £199



91196 Baldwin 2-4-2 steam loco - Southern Railway #762 £199



80997 Baldwin 2-4-4 Forney Locomotive Sandy River & Rangeley Lake - Inside Frame (list £811.95) BARGAIN £560

80998 Baldwin 2-4-4 Forney Locomotive. Painted, Unlettered - Outside Frame (Black) (list £781) BARGAIN £699



85093 Climax Two-Truck - Clear Lake Lumber #6 (list £876.95) BARGAIN £624

LGB - Steam locos



25196 2-6-0 mogul steam loco 376 in Durango & Silverton black (list £664.36) BARGAIN £479

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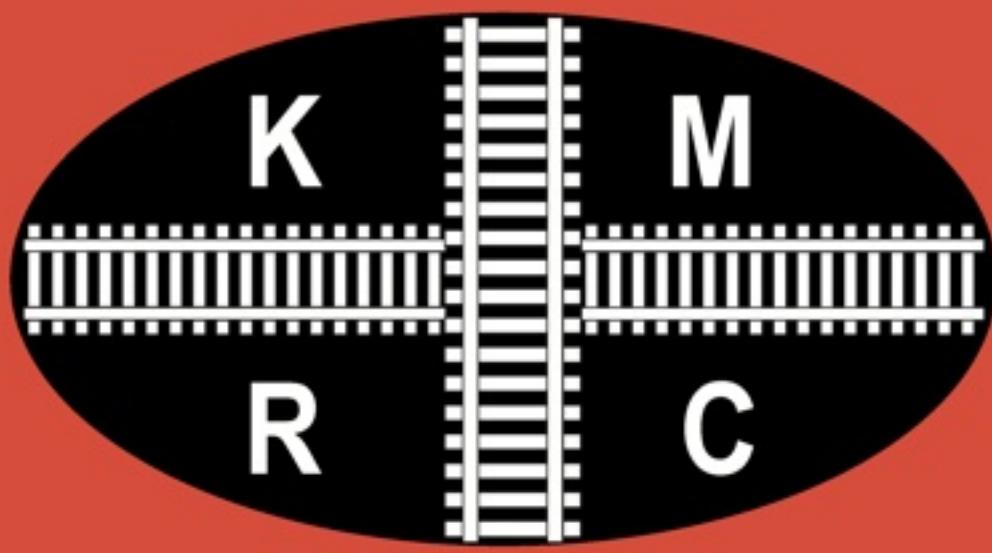
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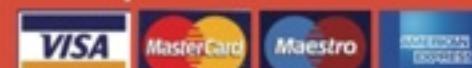
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L102901 0-4-0 Fireless Steam Tank, Henschel.	£120.99
L102902 0-4-0 Fireless Steam Tank, Henschel GEE 3.	£59.99
L102971 0-4-0 Fireless Tank Loco Bauart Henschel - DCC Fitted.	£126.99
L103040 0-6-0 Fireless Steam Tank Bauart Meiningen Type C, OMV.	£69.99
L104030 Express 4-6-2 No. IvH 64.	£197.99
L131001 2-6-2 Tank Loco No. VIC 905 Badische Staatsseisenbahn.	£188.99
L131174 2-6-2 Tank Loco BR No. 71 002, DB.	£179.99
L131181 Class BR 75.1-3 Steam Tank Locomotive No. 75 182 DRG.	£199.99
L131201 2-10-2 Steam Tank No. 84 001 DRG Fotoanstrich Grey.	£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.	£109.99
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L131568 Class 56 Steam Loco No. 56 765 DR.	£240.99
L131730 BR 4-2-10-0 Steam Loco No. 45 010 Museum Version - DCC Sound.	£319.99

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L112441 MAK Diesel Loco, plain white.	£49.99
L112703 2 Car Railcar No. 375 3 376 DRG.	£141.99
L112803 Diesel Railcar No. 137 240 DRG.	£163.99
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L132003 Class 225 Diesel No. BR 225 032-2, Railion DB.	£129.99
L132006 Class 217 Diesel Loco No. 217 014-0, DB.	£134.99
L132473 Class 2060 Diesel Loco No. 2060 14 DRB Orange.	£59.99
L132520 Class E10 Electric Locomotive No. E 10 001 DR.	£139.99
L132521 Class E10 Electric Locomotive No. E 10 001 DR.	£139.99
L132540 Class E44 Electric Loco No. 44 103 DRG.	£113.99
L132543 Class E144 Electric Loco No. E 144 505 DB.	£114.99
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NEW £166.99



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L133543 2 Car Electric Unit ET11901 DR.	£150.99
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L133941 3 Car Electric Railcar DOMINO A+b+B+BD Glamer.	£226.99
L133942 3 Car Electric Unit Domino in Regionals.	£228.99

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L221521 Flat wagon DB with Beer Container load.	£19.99
L221562 Flat wagon Xlfn DB.	£18.00
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L345452 Express Train Coach 2nd Class No. 241-213 DR.	£37.99
L345454 Express Train Coach 2nd Class No. 29-13 022-0 DB with tall light.	£44.99
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L345458 Passenger Coach 2nd Class No. B4ye-29b 72 044 Mu in DB.	£29.99
L345458 Passenger Coach 2nd Class No. B4ye-29b 72 046 Mu in DB.	£29.99
L345459 Express Train Coach 1st Class No. Aye 602 18-43 093-3 DB.	£37.99
L345460 Express Train Coach 2nd Class No. B4ye 29-13 021-0 DB.	£37.99
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Lima HO (Hornby International)

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Rivarossi

Rivarossi HO (Hornby International)

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GV6003 British Military Ferry Wagon No. 254930, DB Brown. £18.99

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HR2010 Class E402R Electric Loco, FS. £142.50

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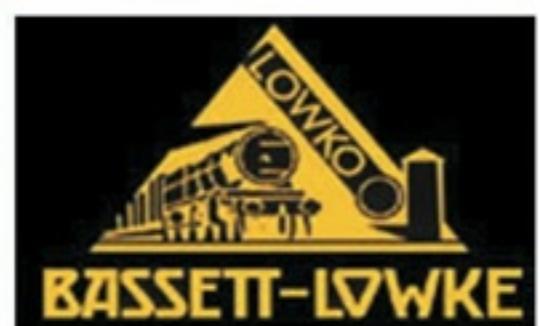
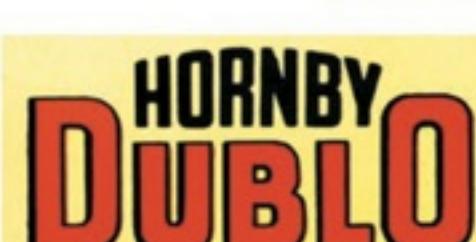
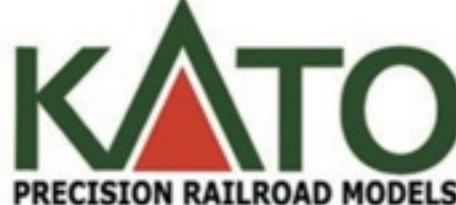
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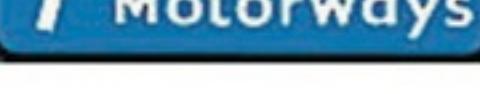
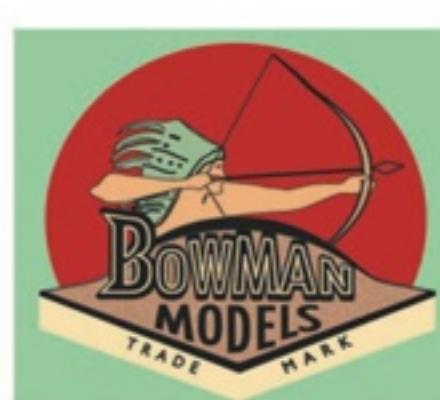
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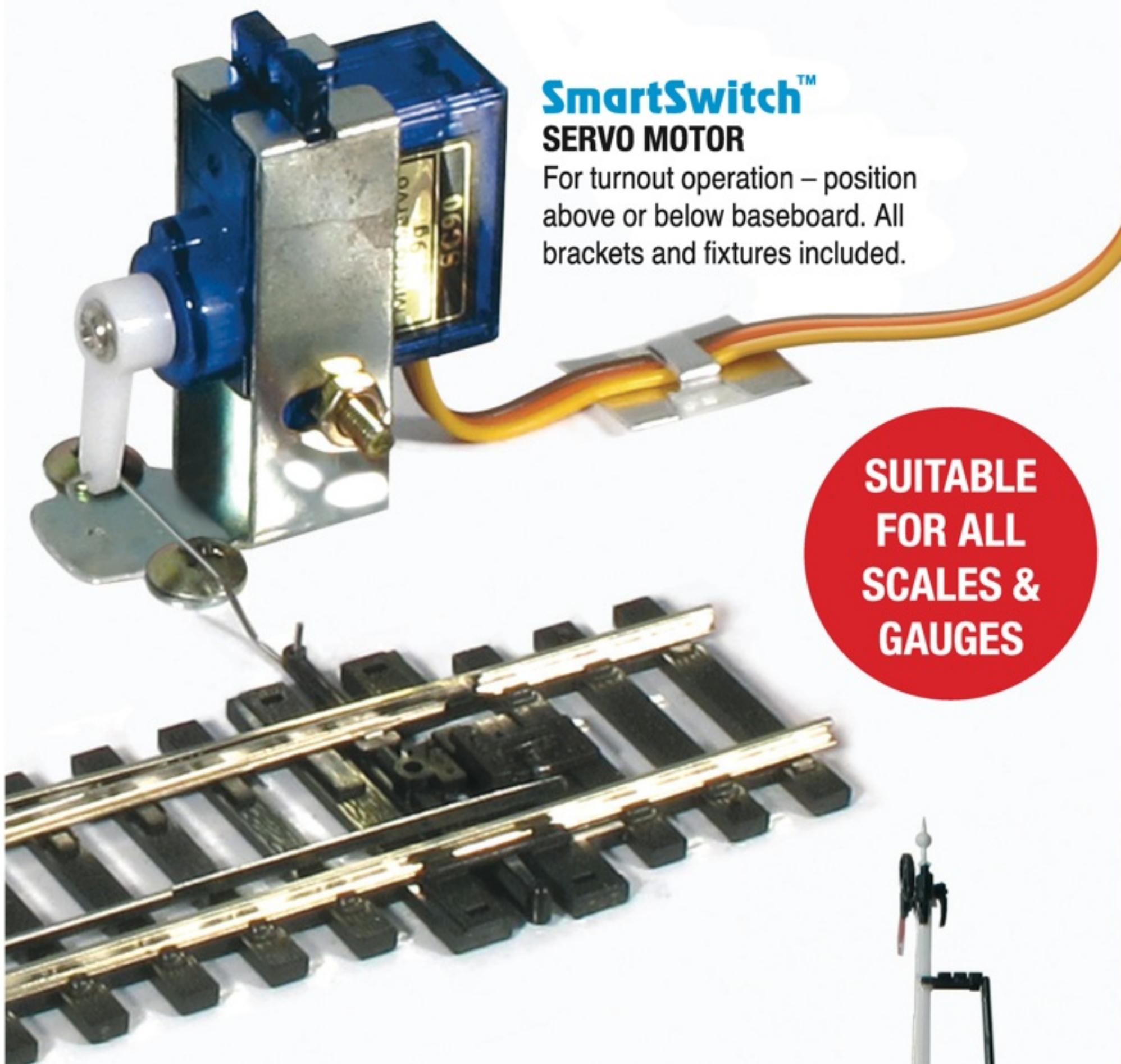
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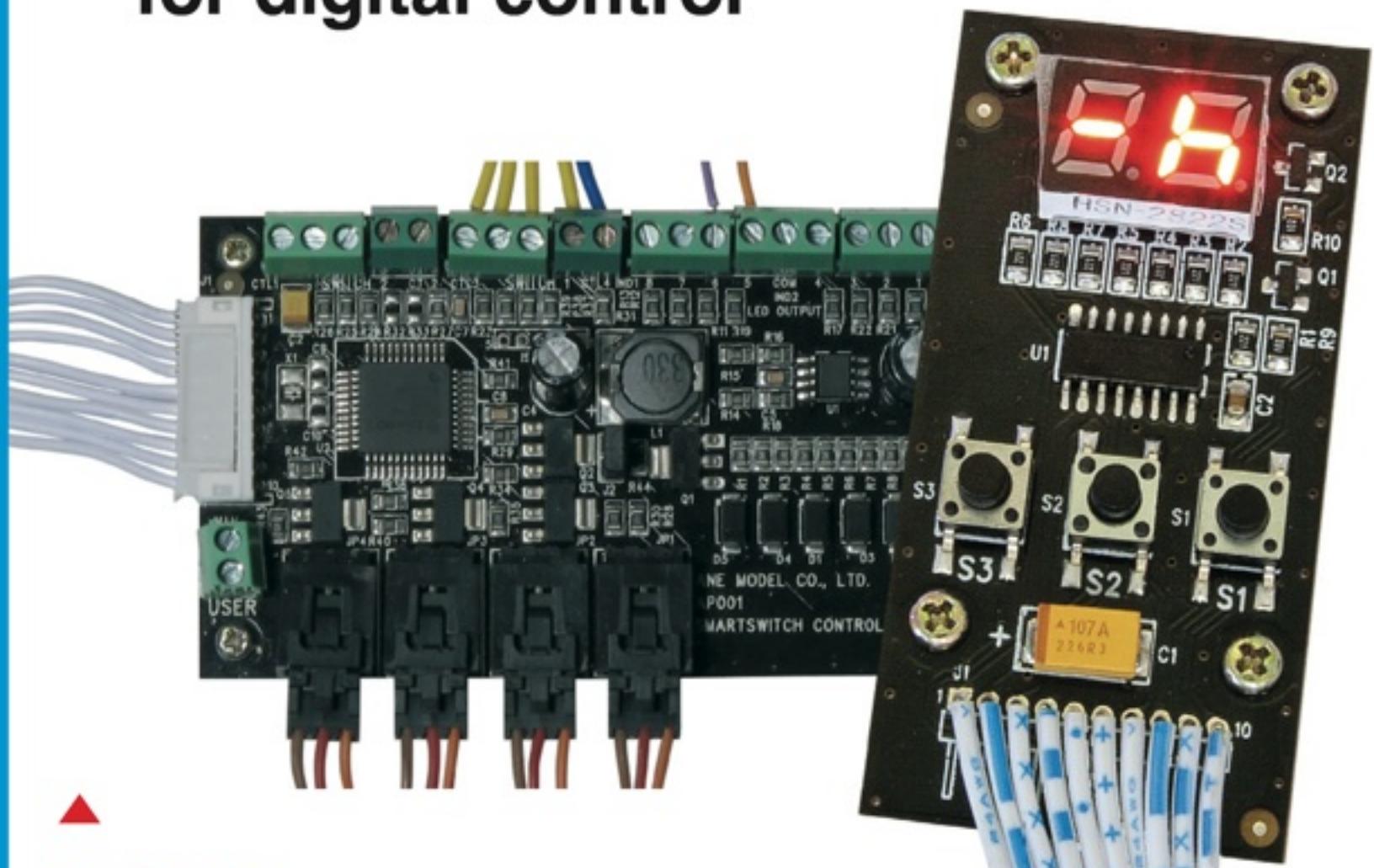
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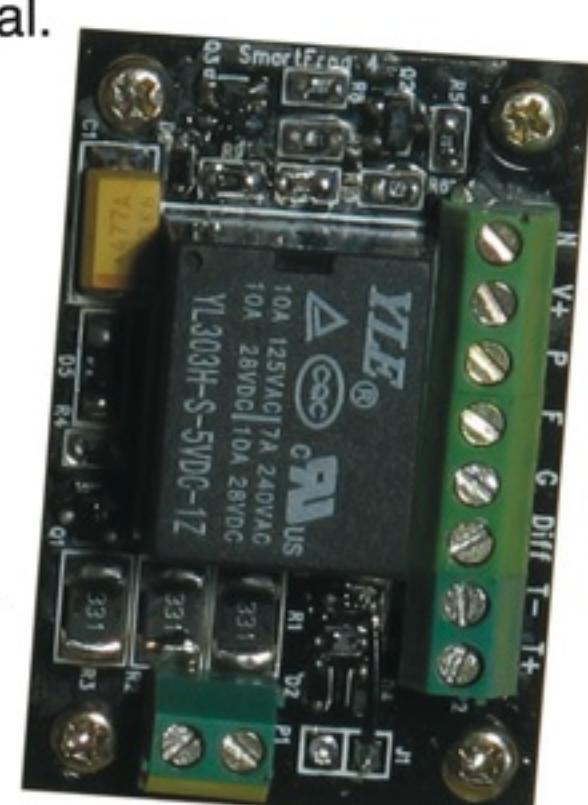
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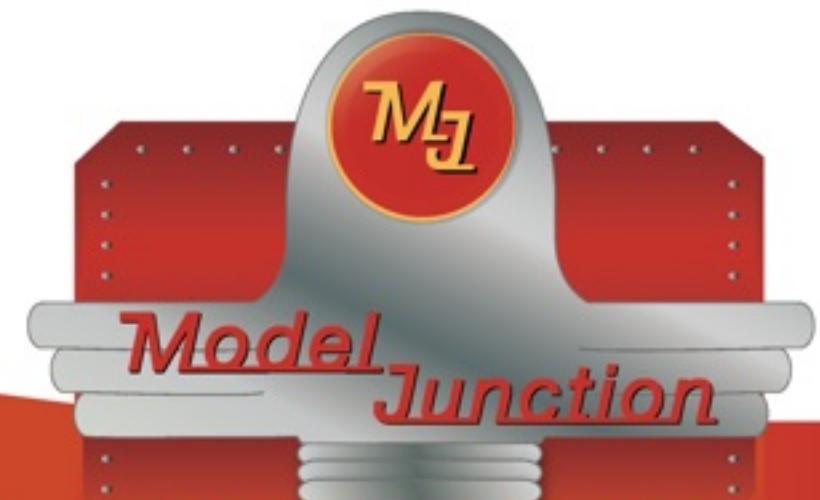


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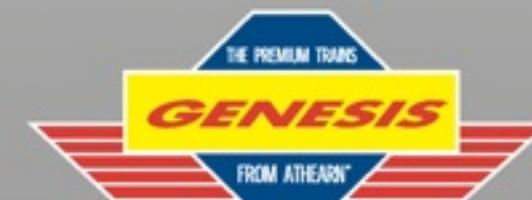
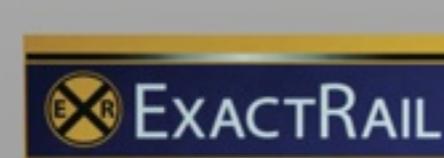
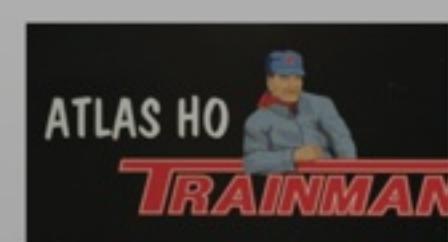
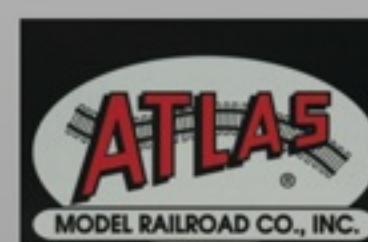
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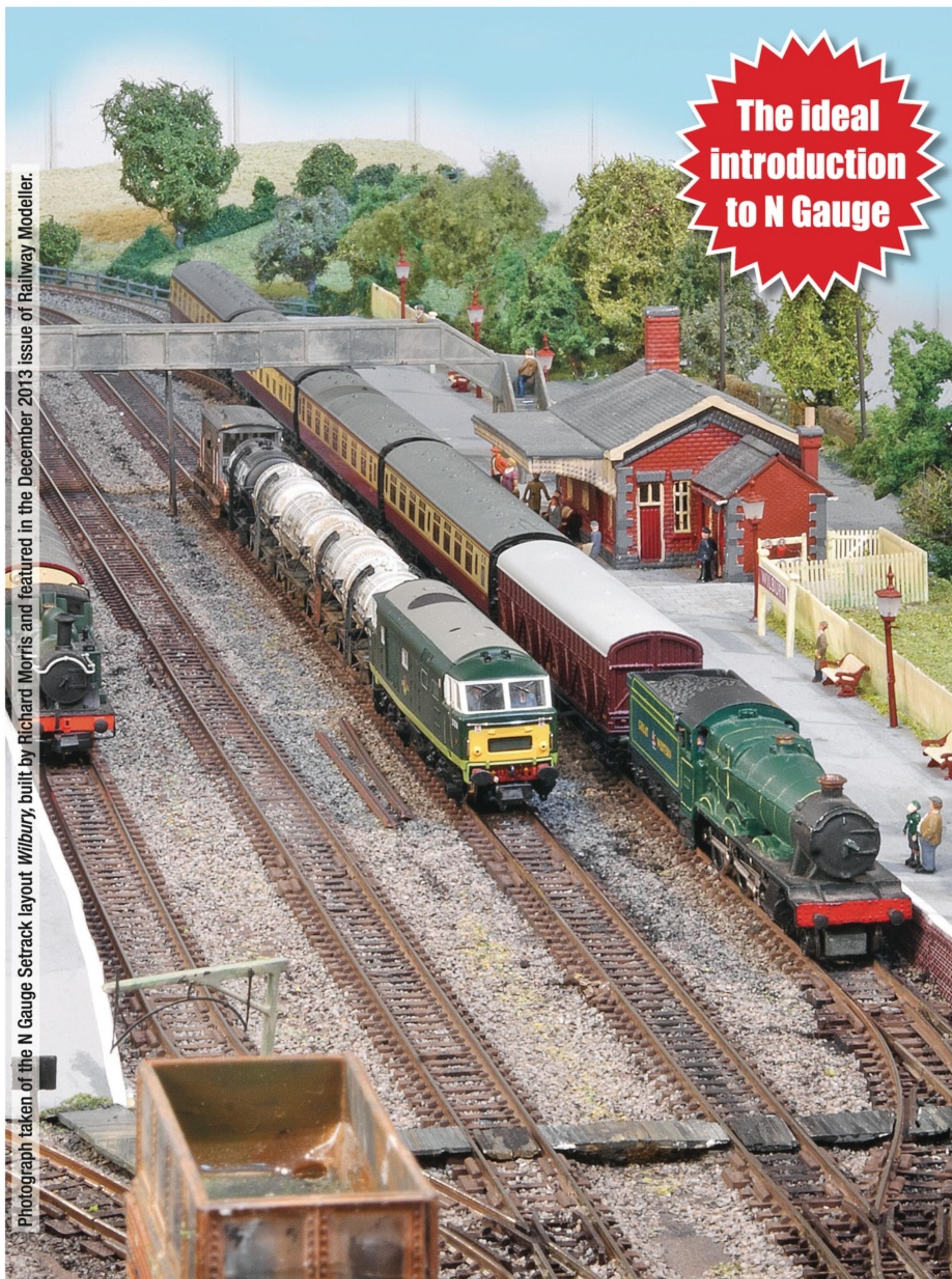
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Jean-Claude Barbut introduces his extensive home layout.

Adapted by Vincent Courtois from the French magazine *rmf*.

Photographs by the author.



Biscattrain

An ambitious long-term project – part 1

Biscattrain is the result of a personal project to create a layout in HO scale which I started in 2001, after my retirement. I have been fascinated by trains since my childhood, and this is the result of all the experience gained during the construction of about ten layouts over fifty years. Unfortunately, they did not survive several moves of house.

The present layout is installed in a room annexed to my home which was built and insulated to house the layout in the best conditions. The room is a long L-shape with walls measuring 7.60m and 4.50m long. Most of the area is now occupied by the layout, which covers some 20m² after adding extensions over the years.

Design

To avoid repeating mistakes made during the construction of previous layouts, a mock-up at 1:5 scale allowed me to correct some errors prior to undertaking the work. A plan to

exact scale at 1:5 was traced, detailing all the elements of the infrastructure, the trackbed, the levels, the gradients, the location of buildings, and the wiring. The electrical side is quite complicated since the specifications required operation in both analogue and digital modes over the entire layout.

Construction

The layout is made up of eight main modules. Each was built and completely sceniced before the next one was started. Previous experience with large layouts taught me to be patient ... so, it was a good six years before the first train could run, in 2007, on a fully connected railway! I do not regret going through these steps as working alone can quickly become tedious when doing the scenery on a layout of this size. In addition, a large one-piece layout does not offer the same ease of access as modules treated separately on which you can refine the last detail.

Above
A TGV Duplex (Mehano)
passing a signal (Zébulon)
as it glides towards
the station of Saint-Gilles.

Below
Saint-Gilles station is busy,
with passenger stock from
several periods in evidence.





Above
Two generations of loco-hauled passenger trains – CC6501 on the *Mistral* and BB26008 with Corail stock in the latest livery. The overhead here is not yet finished.

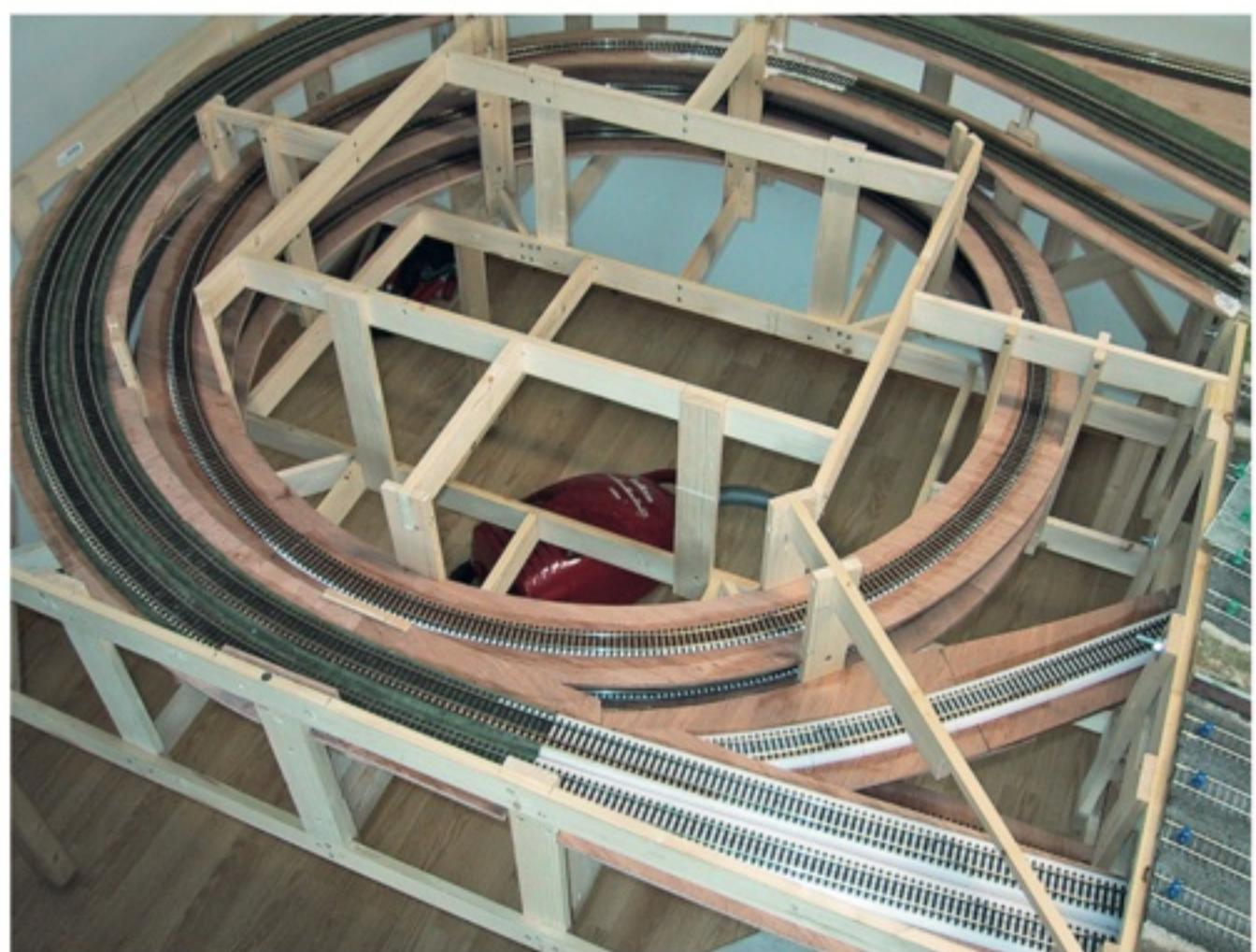
Right
The framework for the third section of the layout during construction.

Below
The Sernam freight shed alongside the large station at Saint-Gilles.

The structure of each module is box, screwed and glued together. Modules are securely connected to each other, to ensure the whole thing is rigid and seamless, with easy access to the underside.

On the subject of access, at the beginning of the project I planned to leave a clear border of 300mm all the way round the layout, but that space is now almost all taken up as I have added ten removable mini-modules to create a better looking backdrop.

Previously, the walls were just painted, up to the ceiling, to represent the sky and part of the mountain pastures. The corners were rounded to avoid any break in the backscene sheets which were pasted in place and formed the rear of the scenery.





Left
The outer station throat at Saint-Gilles.

Right
The large impressive station building at Saint-Gilles was made from a Kibri 'Bonn' kit.

Theme

Biscatrain is purely the product of my imagination: it is not set in a particular period nor does it represent a specific location, freeing me of the constraints faced by those modellers who adopt this type of exercise.

My only concern is aesthetic, a certain consistency in the major structures – terminal and through stations, motive power depot for steam locomotives, goods sidings, town, village, etc. I have also been careful to make a smooth transition between the landscapes of the plain and the rugged mountains, facilitated by the shape of the room, which does not allow the entire layout to be seen from a single spot.

For the main town of Saint-Gilles, with its large terminal station, across the Rhine, I chose Germanic type buildings, while the through station of Clairville and its small town environment are clearly representative of France, and Switzerland

is not forgotten with its alpine chalets and traditional farms.

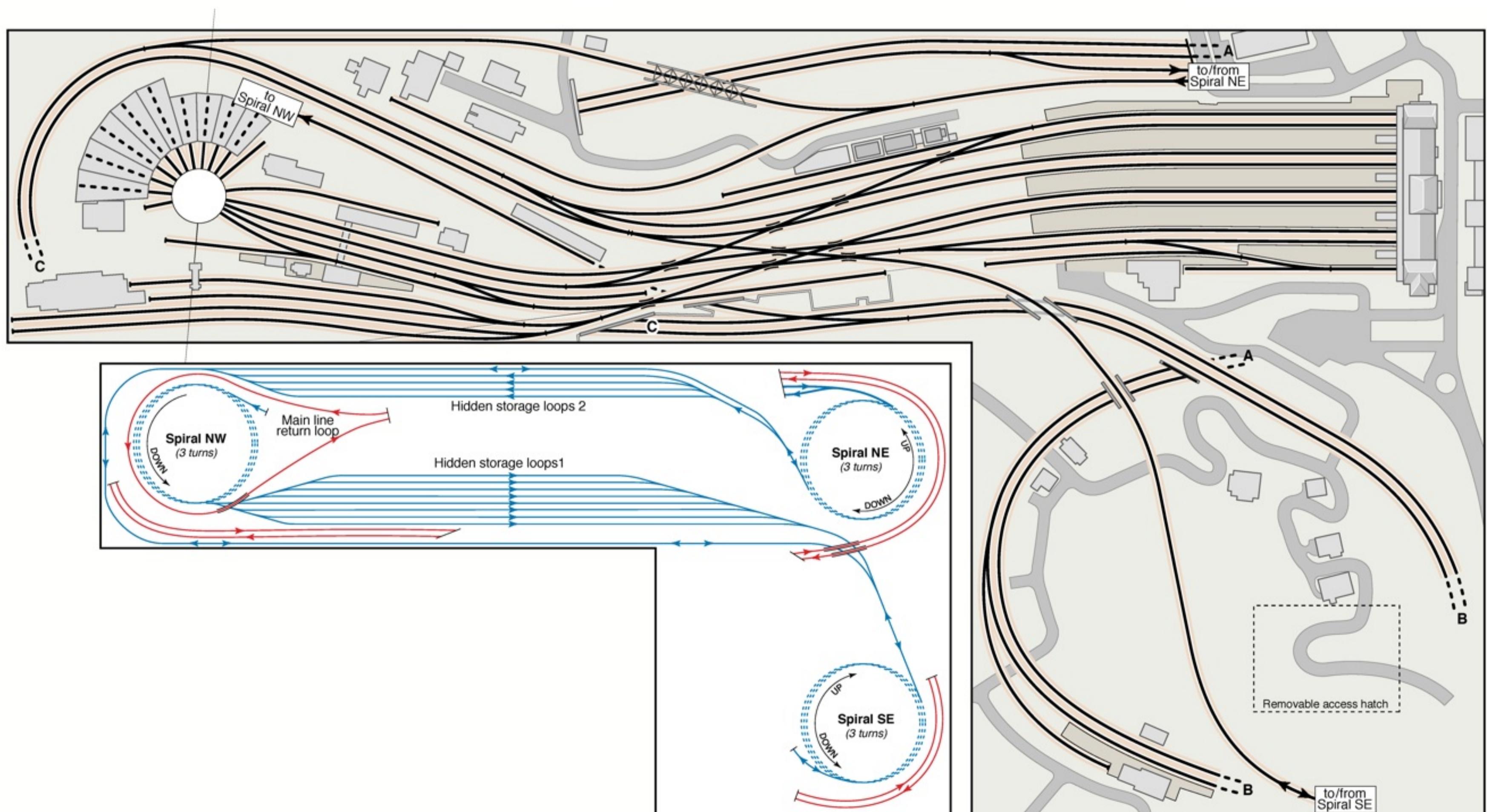
In the same free spirit, motive power and rolling stock from different periods can co-exist on the layout. This allows me to operate any of the beautiful models produced by the various manufacturers, although naturally with a preference for the SNCF.

Track plan

The main route is a circuit of about 100m which alternates between double and single track on four levels (0, +10, +20, and +30cm). Three hidden helical ramps, at each end and at the corner of the L, provide links to two storage yards on the lower level. The minimum radius on these gradients is 55cm with a slope of 23‰ (1 in 44). On the visible sections, the radii are much larger, with curves up to 1.5–2m, and gentler gradients, from 10 to 12.5‰ (1 in 100 to 1 in 80).

Right
Avenue de la Gare behind the station at Saint-Gilles with its urban architecture.

Below right
Saint-Gilles station throat. On the left, in front of the signal box Poste 1 is a Vossloh diesel in Colas Rail livery (Piko) on a work train.





– right-hand side, a large terminal station (level +30cm) features eight tracks with platforms and a track dedicated to mail, all of which can accommodate consists 2–2.5m long.

– left-hand side, a large shed for steam and diesel locomotives with a turntable and a nine-road roundhouse, plus a freight yard with four tracks (level +30cm).

– back left, two private sidings (level +30cm)(extra boards).

– right foreground, a through station on a large radius curve (level +10cm).

– two storage yards on the lower level, with five and eight tracks respectively (level 0).

Altogether, there is about 225m of track. A quick glance shows that there is more track hidden at different levels under the layout than in the visible areas – this was deliberate, to prevent the visible part of the layout becoming too cluttered, which would have spoiled the realistic effect.

The provision of two storage yards allows for alternate movements of trains in automatic mode.





Track, catenary, and signalling

The plain track is Roco-Line code 83. I used flexible track almost exclusively, as it is the only way to create smooth curves with super-elevation. The ballast was made from strips of felt and 5-6mm thick insulation foam cut to the appropriate profile using a circular saw bench.

Most of the points and crossings were home-made, except for some double slips, which are always difficult to produce. This allowed me to obtain the desired track geometry with very small crossing angles, quite difficult to find as commer-

Above
The steam-era roundhouse and motive power depot.

Left
A Nord 231 Pacific (Roco) on the turntable (also Roco).

Below
The coaling facilities (from a Kibri kit).





Above
Autorails à Grand Confort (AGC) running in multiple seen on the large viaduct, one of the scenic highlights of the layout.

Below
Old stainless steel suburban stock under the signal gantry at Saint-Gilles, looking towards Poste 1 beyond.

cial products. This was particularly significant for the complicated pointwork at the terminal station. It also had the advantage of one-piece, not jointed, blades, as in reality, which ensure smooth passage of the trains.

The point motors are former telephone exchange relays, modified and mounted under the baseboard. Such relays are indestructible! They operate at a voltage of 48V DC, have low power consumption (with only about 2-3K Ohms resistance), and have numerous auxiliary contacts for feeding the live frogs.

The layout features electrified lines. The catenary is the north-east type, and was entirely scratchbuilt by soldering 0.5mm brass wire following templates. Masts and gantries come from JV (<http://lybe.fr>), improved for correct operation. The equipment in the terminal station area remains to be completed.

Originally, the signals were all scratchbuilt in brass but have I gradually replaced them with finer products from Zébulon (<http://zebulon-vpc.com>) and ALP2M (<http://www.alp2m.fr>) which I prefer due to their quality.





Buildings and facilities

At the beginning of the project, I opted for a large terminal station with the passenger building located across the end of the eight tracks, all with platforms. I choose the 'Bonn' station kit by Kibri, which I renamed 'Saint-Gilles'.

The city behind was made with buildings of various brands including Vollmer, Faller, Auhagen, and Pola, so the style is rather Germanic. They have been enhanced with floors and internal walls to block any view of the backdrop scenery.

The 'Saint-Gilles 1' signal box was made from three Jouef kits combined and enhanced so it has a perfect view over the whole of the station track layout.

The platforms are home-made. Over most of their length, they have awnings which come from Faller. They continue about half a metre under the passenger building, to extend the arrival and departure tracks. This let me create an under-



Above left

Part of the Moreau factory (Kibri) and its siding.

Far left

The big Continental factory was made from several Cornerstone kits. This and Bisca Steel are on narrow boards added to the original, in space initially left open and intended for access.

Left

Part of the industrial zone. The Bisca Steel factory was adapted from another Cornerstone kit.

Left

As well as the Sernam shed by the station, there is a further freight depot beyond the roundhouse.

Above

A 'Picasso' autorail pauses at the small through station of Clairville. Beyond, the countryside is more open.

Right

A veteran BB25500 hauls an excursion train of modern stock out of the tunnel and rushes through Clairville.

ground environment with lifts and stair wells linking the platforms to the passenger building. I kept the original stairs, although if the station has to be modernised, today it would be escalators!

The motive power depot for steam locomotives is also of Germanic type, with a Roco turntable, a Faller roundhouse, and a Kibri coaling crane and hopper. The second signal box, the sand store, the oil store, and the control office are of SNCF type, and were made from kits by Jouef or MKD.

The industrial area is served by two private sidings. The first goes to the 'Moreau' plant, which is from a Kibri kit; the second serves the 'Continental' factory and the Bisca Steel workshops, which are from different Cornerstone kits considerably modified.

The station building at Clairville, the through station, is a Faller kit. The surrounding small town environment consists of several buildings of French type, from MKD and SAI kits, sometimes modified.

Finally, the mountainous area features many cottages, farms, and a chapel, all of Swiss style; it provides a good opportunity to reproduce bucolic scenes.

All the buildings are lit, and the streets are equipped with many lamps; the room lights can be lowered to show off the night effect.

To be continued – the rolling stock, the scenery, the visual monitoring and control panel unit (TCC-TCO), and operation.



David Eatwell recalls visits in 1977 and 1982 to observe the last working steam locomotives on Turkish State Railways (TCDD). *Photographs by the author.*

Steam in Turkey

Part 2 – inner west

As will be clear from the articles on the Selçuk layout (CM October 2013) and Köprüköy (in this issue), many of the TCDD steam classes could be modelled by relatively simple adaptations of existing products, particularly those of German origin; only the 2-10-2 57001 and the 4-8-0 46001 classes would be more of a challenge.



Above right
No.56506 (Henschel 1943) banks a lengthy sugar-beet train towards Gümüşgün; just visible in the distance are the train engines, G8s Nos.44069 and 44055.

Right and far right
No.44055 (Linke-Hofmann 1924) at Karakuyu, prior to taking a long sugar-beet train to Gümüşgün.







Above

Nos.44069 and 44055 (with 56506 banking) near Karakuyu, and ...

Below

... after arrival at Gümüşgün.





Above
No.44069 (Linke-Hofmann 1923)
has gone off for watering and
No.44055 waits to do the same
at Karakuyu.

Below
Left to right, Nos.44069,
44055 and 44043
(G8, builder's details lost)
take a breather at Karakuyu.





Above left
G10 0-10-0 No.55013 shunts in Afyon marshalling yard. This locomotive was built by Nohab in 1928.

Left
Lightweight 2-10-2
No.57026 (Krupp 1937) awaits the call forward at Afyon. This machine is now on display at Çamlıklı.

Below
G10 0-10-0 No.55009, also built by Nohab in 1928, marshalling goods wagons in Afyon yard.





Above
2-8-2 No.46055 (Henschel 1937) on freight at Meydan. This class is similar to the German BR41 but with a surprisingly small tender.

Right
No.46055 shunts at Meydan.



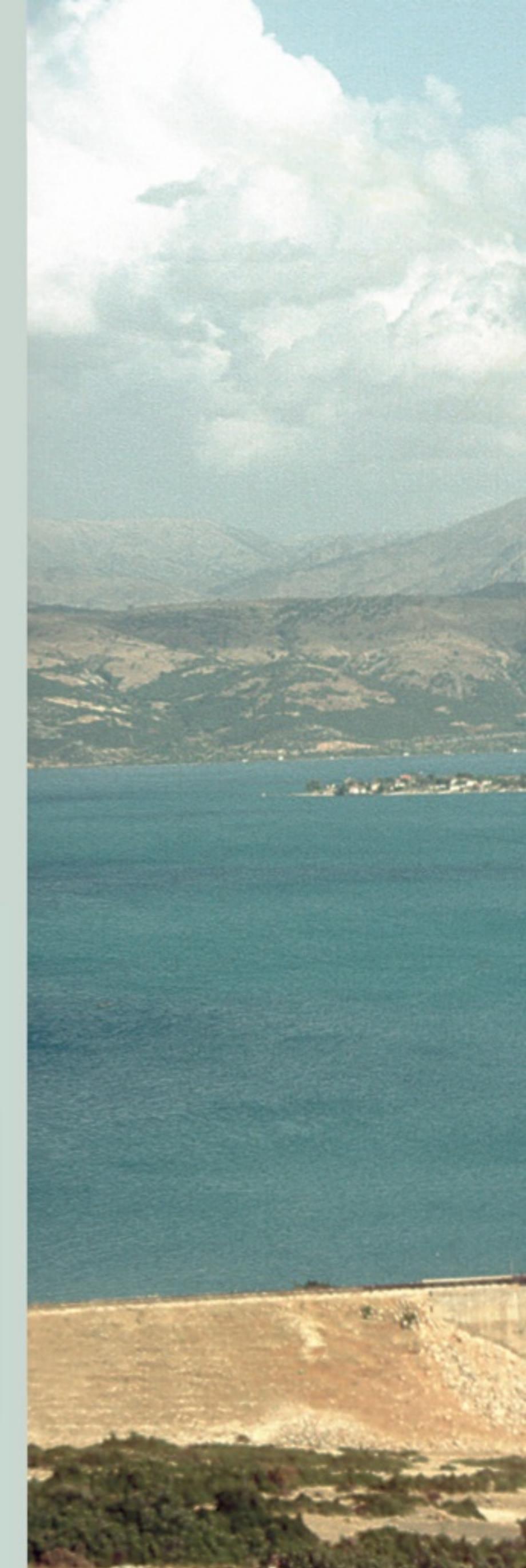


Above
G8s Nos.44043 and 44055
nearing Burdur.

Below
G10 0-10-0 No.55022 (Borsig
c.1912) nearing Isparta.
This loco is now preserved,
externally restored, and on
display at the Rahmi M. Koç
Museum in Istanbul.

Right
G10 0-10-0 No.55043
(Schwartzkopff 1924) partly
circumnavigates Lake Burdur
with a morning train from
Burdur to Karakuyu.

Far right
No.55022 crossing
Egridir Viaduct.
Below right
No.55022 at Egridir.





Erim Güraydin presents his home layout, representing a country station in Turkey in the 1970s with steam, diesel, and electric traction.
Photographs by Lal Güraydin.

Köprüköy

A wayside station with typical traffic



When I started railway modelling in the early 2000s, it was a challenge for me to decide on modelling Turkish State Railways (TCDD) and in particular a typical Turkish small town and its station since there had been almost no commercial models produced for TCDD locos and stock at the time – and nothing much has changed since, other than a few limited edition passenger coaches manufactured by Sachsenmodelle in the 1990s.

The idea of building a Turkish layout came into my mind when I saw what may have been the ever first layout depicting Turkey which was built by Derya Ferendeci, a Turkish modeller focusing on steam power. I decided to build a layout having particular features belonging to Turkey.

Köprüköy is my second attempt at creating a layout depicting the Turkish countryside during the late 1970s as authentically as possible, with features such as a mosque, typical Turkish statues, a school, other buildings, and rolling stock correct for that era.

Köprüköy depicts an imaginary Turkish town in northwest Anatolia during the late 1970s. (It has no connection to a real place of the same name in the far east of Anatolia). The station also has a loco depot and service area for the busy Haydarpaşa (Istanbul) – Anatolia route. This line has been electrified, with the concrete masts which are typical on all the electrified routes in Turkey. I chose that period in order to be able to run steam, diesel, and electric locomotives

Below
The station is busy with freight trains as 56529 (a German BR52 2-10-0) runs through with the Vangolu Express.





Above
DE21500 and DE24000
diesels in the roundhouse.

Above right
DE21505 and 2-6-0 34061
at the old steam shed, now
serving as the repair depot.

Below
DE21508 on the turntable.

simultaneously, although the railways were in real life becoming dominated by diesels during that period.

Construction

I built a small L-shaped permanent layout with dimensions of around 4.5m by 1.2m. It has two levels; the lower level serves as the storage area and is connected to the upper (main) level with a helix. In fact, this helix is not as effective as much as I expected in the beginning. Each level is made of pine boards in three parts. A point at the end of helix on the upper level sends trains in one of two directions, both of which end at the station, the main feature of the scenic area, but from opposite directions. Two tunnels separate the scenic area from the fiddle yard which is hidden by hills all along the back of the layout. Photographs taken in country areas near Istanbul were used as the backscene, and I found these were extremely useful in giving depth to layout.

All track and points are Peco code 100, except around the turntable which is Roco code 83. Noch ready-ballasted rolls



were used for underlay since I found conventional ballasting methods too boring.

Control

The layout is simple DC, with two Gaugemaster controllers; one is a double track unit, the other a single track one which serves the Roco turntable – the shed area is isolated from the rest of the track by plastic joiners.

I did not use point motors as I like switching the points by hand and wanted to keep the layout as simple to operate as possible.

Landscaping

I enjoyed the landscaping of the layout since I was able to utilise many sources.





Overhead masts are from various sources – Viessmann as well as wooden sticks and drink mixers painted in a concrete colour. Overhead wires are Sommerfeldt but for TT – I strongly recommend this trick since the thin appearance is much more realistic than those intended for HO. The overhead system is not operational but does look quite similar to the Turkish prototype.

Buildings are from various well-known manufacturers such as Faller, Kibri, Vollmer, Piko, MKD, and Hornby, adapted to suit. Some of the smaller buildings are scratchbuilt, such as the garage, the coach station, and the mosque which, I believe, adds a good deal of realism to the Turkish town I am trying to represent. I used plain brick sheet which I prepared with a computer and printed out for some of these buildings which are very common in the modest small towns in Turkey. Without such structures, I believe it would have been harder to recreate a typical small Turkish town of the 1970s.

I also tried to emphasise the road vehicles which would have been typical in those years, such as O302 Mercedes Benz coaches and popular lorries – International, Leyland,

Mack, and Ford D1210, most of which were converted from proprietary models.

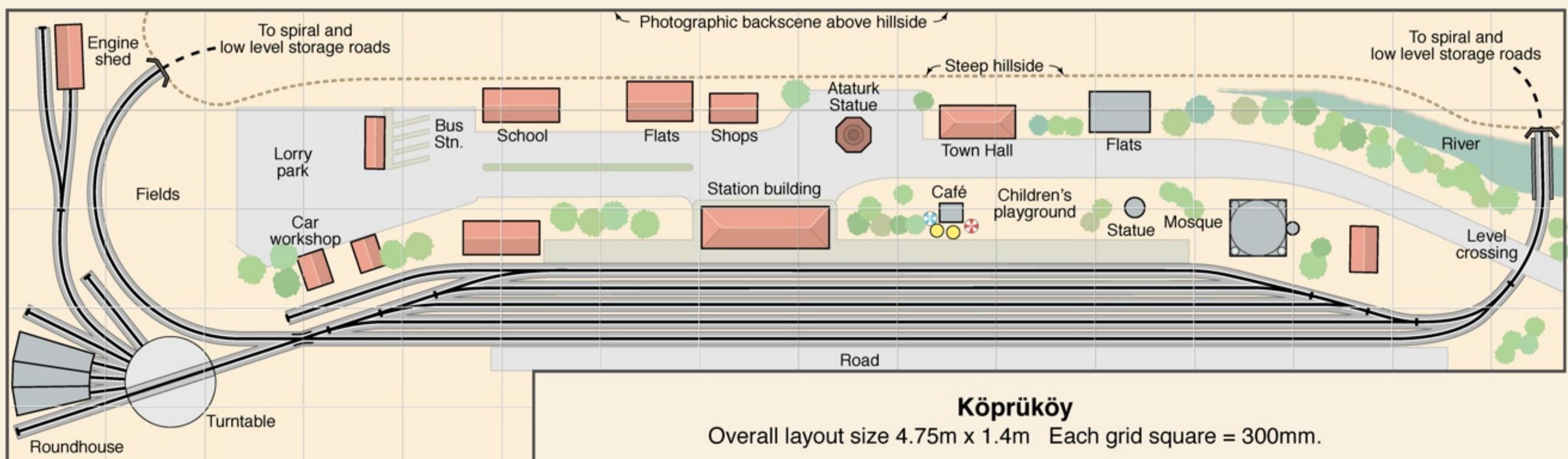
For the statues I used plastic soldier figures in 1:72 scale painted and fixed onto pedestals made of pieces of plastic eraser repainted grey.

Trees and other landscaping and weathering materials are from various sources such as Heki, Woodland Scenics, Busch, Faller, and Gaugemaster.

Rolling stock

Acquiring rolling stock for this layout was the most challenging task, since there is almost nothing on the market ready-to-run far as modelling Turkish railways is concerned. I decided the best way was to transform certain available models of locomotives, passenger coaches, and wagons into TCDD examples based on various prototypes, most of which are still in service – except for the steam locomotives. Conversion involved various tasks such as cutting body shells, remaking cabs, changing bogies, adding buffers, then spray painting and adding new markings (using home-made decals).

Above
The Adapazari Express hauled by E40006 overtakes a DE21500 waiting in the station with a freight.





Above
DH6517 (a Deutsche Bundesbahn BR360 diesel) is on duty as station shunter.

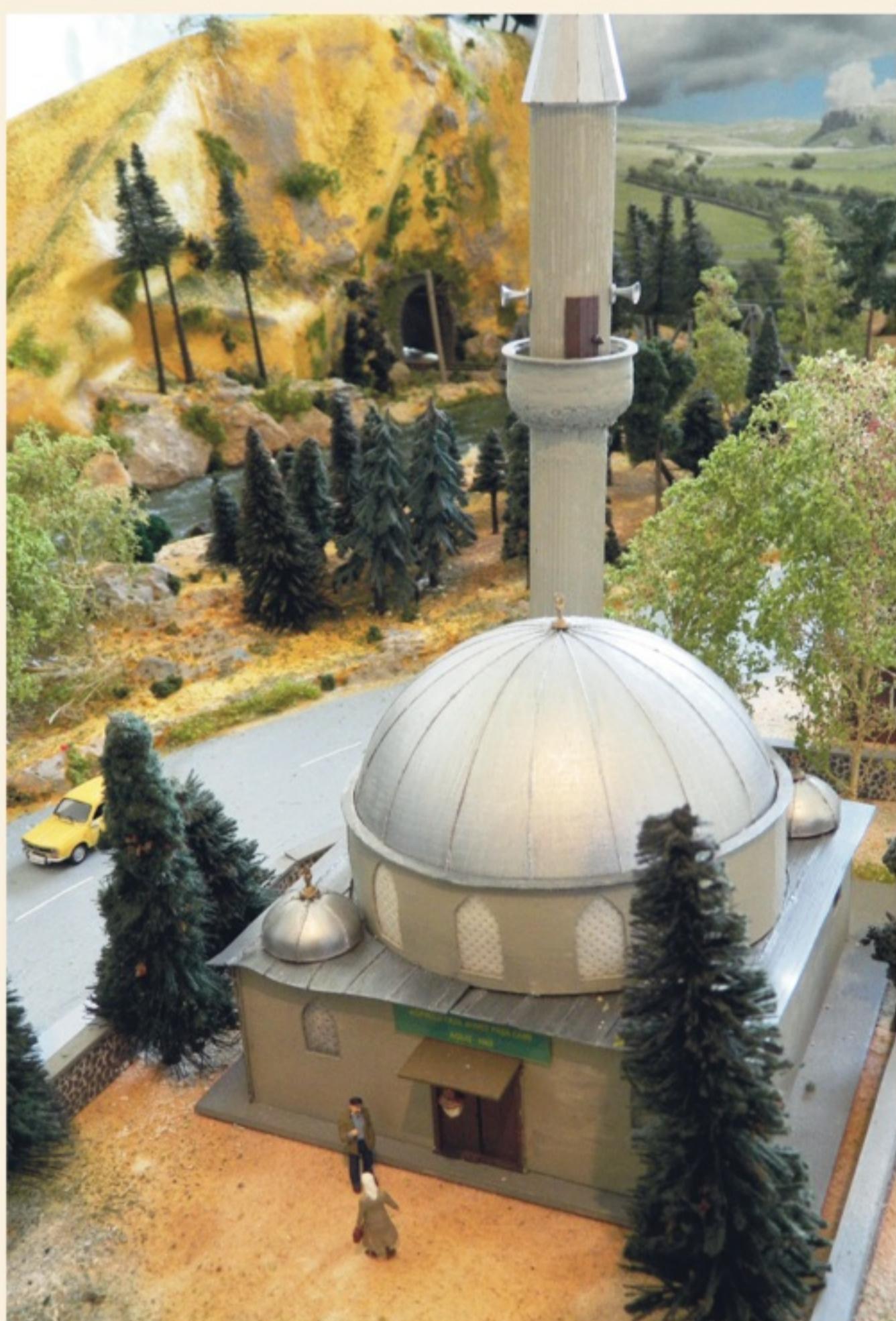
Left
2-6-0 34061 (similar to the German BR24) calls at the station with a local train.



Right
Fazil Ahmet Pasha mosque.

Right
In the park by the mosque is a statue of Fazil Ahmet Pasha.

Far right
The open-air 'buffet' next to the station.



Above left
A statue of Ataturk has pride
of place in the town square
behind the station.

Above
The local car mechanic has
premises in between the
railway and the lorry park.

Below
The town hall houses all the
official services required by
the municipality.





Above
A DE21500 diesel waits at the head of a train of petrol tank wagons.

Left
A grab crane at work in the station yard transferring stone from road to rail.

Below
Two Adapazari Express trains meet at Köprüköy.

The trains working on the layout (and the main source models) include:

Bosphorus Express – the red & white passenger coaches (Roco) are hauled by DE24000 diesels (Atlas) and DE21500s (Frateschi).

Adapazari (regional) Express – coaches (Piko and Roco) hauled by E40000 electrics (Lima, similar to SNCF BB17000).

Vangolu Express – coaches (Piko) hauled by 2-10-0 56529, known as a *Kriegslok* (Liliput).

Various freight trains are hauled by DH11500 diesels (Roco, ex-DB V100), DH6500 diesels (Roco, = DB V60), E4000 electrics (Electrotren,) and 34061 steam locos (Fleischmann, DRG BR24 2-6-0). The amount of modification needed to the proprietary models varied considerably.





Above
The vocational high school
was built very close to the
railway lines.



Above right
E4002 is crossing the
girder bridge over the river
and entering the tunnel.

Right
A heavily-loaded six-wheel
farm truck lumbers over the
level crossing.



Below
A container train hauled by
DE24131 is approaching the
station where it will cross
the waiting fuel train.



On location: **Michael Sanderson** explores a line of contrasts, from urban backstreets to the scenic foothills of the Alps.
Photographs by the author, 18th & 19th September 2013.

CF de Provence

Modern metre gauge in the south of France

I walked from my hotel through the back streets of Nice with a sense of growing anticipation. I was looking for a small, inauspicious building which is the gateway to the 151km Chemins de Fer de Provence (CP). Having been inspired to visit by an article in CM November 2006 and various books by the late W.J.K.Davies, I was also anxious to see some of the recent developments on this scenic metre gauge line.

The new station replaced a much grander facility situated across what is now a car park. The overall roof illustrated in the 1996 article has been demolished, but more positively the main building is being refurbished. Unfortunately trains

will not be returning, as although the restoration is being carried out to a very high standard it will become the home to several public services rather than a working station.

On entering the station, sitting at platform 2 was one of the new two-car diesel railcars. Known as AMP 800 (Autorail Métrique Provence), these smart units provide main line quality on the service over the full line between Nice and Digne-les-Bains. They have large panoramic windows giving grandstand views, with tiered seating behind the driving cabs giving a great view of the line ahead. They have an imposing bulk about them and at 40m long are equal to

Right
AMP 805-806 and AMP 803-804 exchange passengers at Plan-du-Var. AMP 805-806 was running on only one engine and would not be able to keep to time on the steep climb into the mountains, so it ran back to Nice for attention.

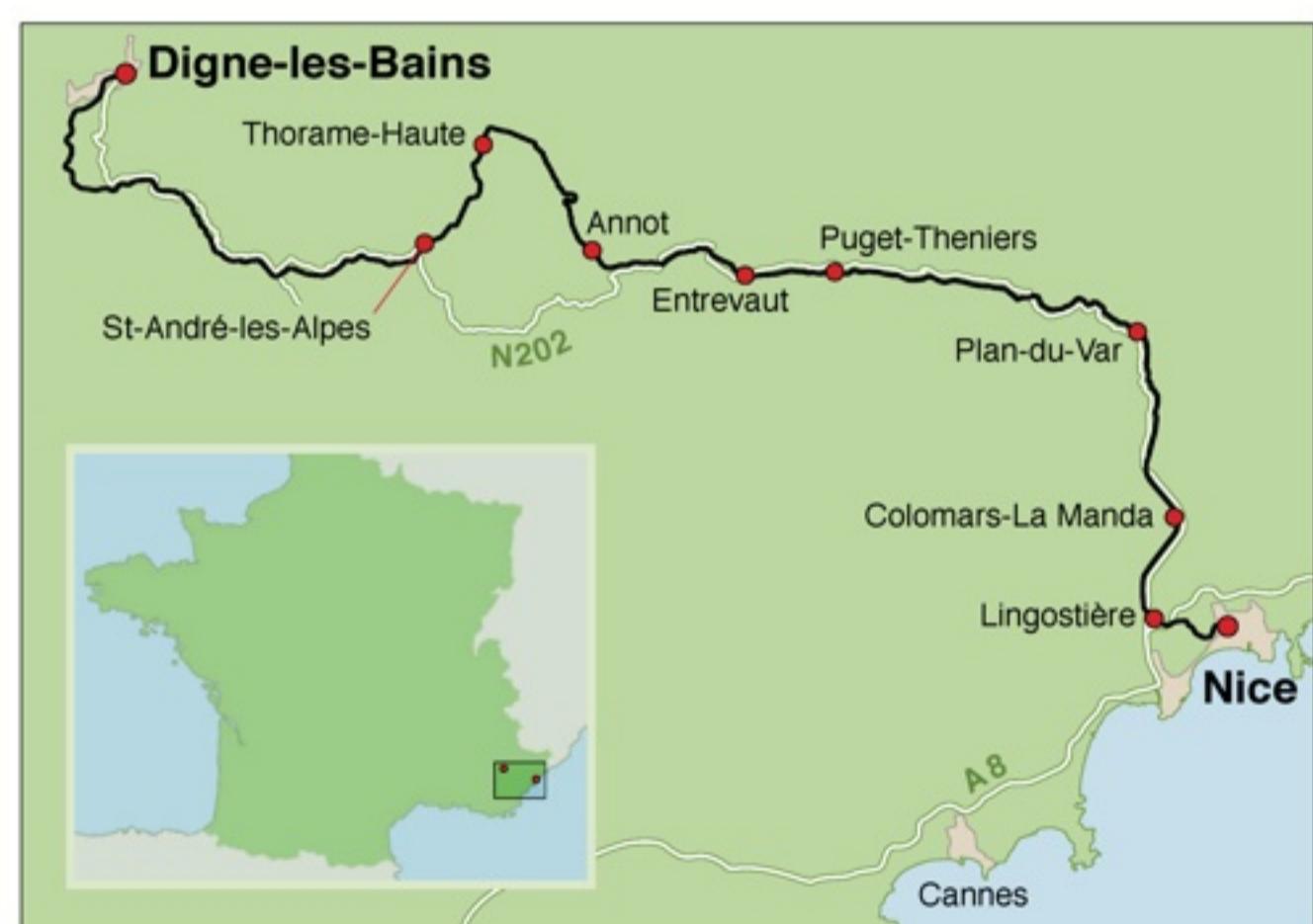
Below
X302 approaching Nice.





many standard gauge units. Painted in a red, yellow, and orange livery reflecting the colours of the Region Provence – Alps-Côte d'Azur, each of the four new units is named after a river crossed by the railway.

My first day in Provence was spent travelling the full length of the line. Leaving Nice itself is an experience not to be missed. From the station the line snakes between apartment buildings and runs through some impressive tunnels as it climbs out of the city. Finally breaking free of the urban area around the line's works at Lingostière, the next 20km are spent in an almost dead straight line next to the River Var and the N202 road. Track here has been replaced and the permanent way looks in fine order.



Below
The old CP station at Nice currently being refurbished as a civic building.

Below right
The new station, which although far less grand is now the gateway to the line.





Above
A second series X300 is dwarfed by the surrounding residential blocks at GAMBETTA, a station only about 200m from Nice CP station.



Above
X307 at Colomars - La Manda station. Despite the CP livery, the 'CFC' on the front shows it was built for Corsica.

Below
Old and new at the new Nice station – a rake of three X300 series on the left and an AMP 800 set on the right.

Continuing to run alongside the Var the line now takes on a more sinuous character, traversing a deep valley along with the accompanying road. At some points all the available space on the valley floor not taken by the river is used for the road and railway, and tunnels and bridges often crossing and re-crossing the river make this section quite a feat of engineering.

Arriving at Puget-Théniers a variety of rolling stock is visible in sidings, including a push pull set of coaches which was

used to provide extra capacity prior to the arrival of the AMP units.

Puget-Théniers is the home of the GECP preservation group which operates a steam service on the section between the town and Annot. This uses a Henschel 2-4-6-0 tank locomotive which was built for Portugal and runs every Sunday from May until the end of October. A former Réseau Breton 4-6-0 tank is under restoration and an 0-6-0 diesel acquired from the Blanc-Argent line is used to shunt stock.





Left
AMP 805-806 is one of four units built by CFD in 2010. They have seats for up to 104 and expected modern features, including wheelchair spaces and accessible toilets.

Each is named after a river, in this case the Verdon. The unit is approaching Nice; the building to the left is used for washing and light maintenance.

Right
At Thorame-Haute station, AMP 805-806 unloads passengers who must continue by bus due to track work.

Below
Motor/trailer set X351 and XR1351 built by Soulé in 1984 has recently been rebuilt; notices on the doors show that the train is under test and thank passengers for their understanding.

The line continues climbing but the valley is no longer so deep, with views opening out of the foothills of the Alps. After passing through the town of Annot, the train arrives at Thorame-Haute where all passengers had to disembark and climb aboard a rail replacement bus to the next station, St.André. The reason for this substitution became clear as we crossed the line at a level crossing which was being rebuilt. Although it was I was disappointed to have missed a section of line, the closure did bring one advantage as the top section was being operated by X300 series railcars. Usually confined to Nice suburban services, these railcars built in the 1970s are full of character, and constant refurbishment means no two are exactly the same.

The X300 series do not have cab partitions, the driver sitting between the entrances on each side with only a small screen behind the driver's seat itself. I choose a seat at the back of the unit which gave me a great view back along the track.

After what seemed like a very short time but was actually an hour after leaving St.André, we arrived at Digne-les-Bains, the end of the line. The station was previously shared with the SNCF line to Saint Auban but this has now closed;



Below left
BB1200 was acquired from FEVE Spain and is a metre gauge version of the DB V160 design; it was built by Henschel in 1966.

Below
Diesel T62 at Lingostière – it is one of two Brissonneau & Lotz locomotives built in the early 1950s and delivered to the CP.





attempts to re-open it or re-gauge it to allow through running by the CP have so far come to nothing. In fact, the whole station was quite run down, with the station restaurant also now closed.

Despite the dereliction, the station is still very interesting with two railcar trailers stored in one of the sidings. The first of these was used for passengers with the second a dedicated parcels trailer. Although this does not seem to be in use any longer, the CP, particularly on the top section, seems to do a roaring trade in packages with more parcels than people travelling from some stations during my journey.

My second day was spent travelling on the suburban section of line on the intensive service. With a train around every half hour between Nice and Colomars, commuters and shoppers are catered for with season tickets and reduced priced travel being promoted to locals.

Right
The view from X304 between St.André and Digne-les-Bains.



Far left
XR1333 is a Billard type R210 trailer which retains its original body, modified for parcels use. Laid up at Lingostière, it is next to locotracteur 51 of 1948.

Left
DU102, one of two Matisa draisines used for track work, at St.André station.



My day also included a stop off at Lingostière, where the CP works is visible from the station. As well as two of the line's three diesel locomotives, also present were X351 and XR1351: this railcar and trailer set was an attempt to build a better quality of railcar for long distance services. Constructed by Soulé, it was never particularly successful, being underpowered; it caught fire in 2008 and has recently been rebuilt. During my visit it was under test prior to a return to service.

As many before me, I was captivated by the CP. The mix of intensive urban service with long distance runs through spectacular scenery was everything I hoped it would be. It was great to see that the line is still developing with refurbished track and new trains bringing it into the 21st century. I would certainly recommend a visit, as even if you only travel a short distance on the suburban service, you will still appreciate something of the atmosphere of this line.

Above
The standard gauge side of Digne-les-Bains station is now overgrown with the track almost completely hidden by vegetation.



Below and right
X300 series railcars X302 – 4 at Digne-les-Bains. These, along with X301, are the first batch built in 1971-2 by CFD and have blunt ends.

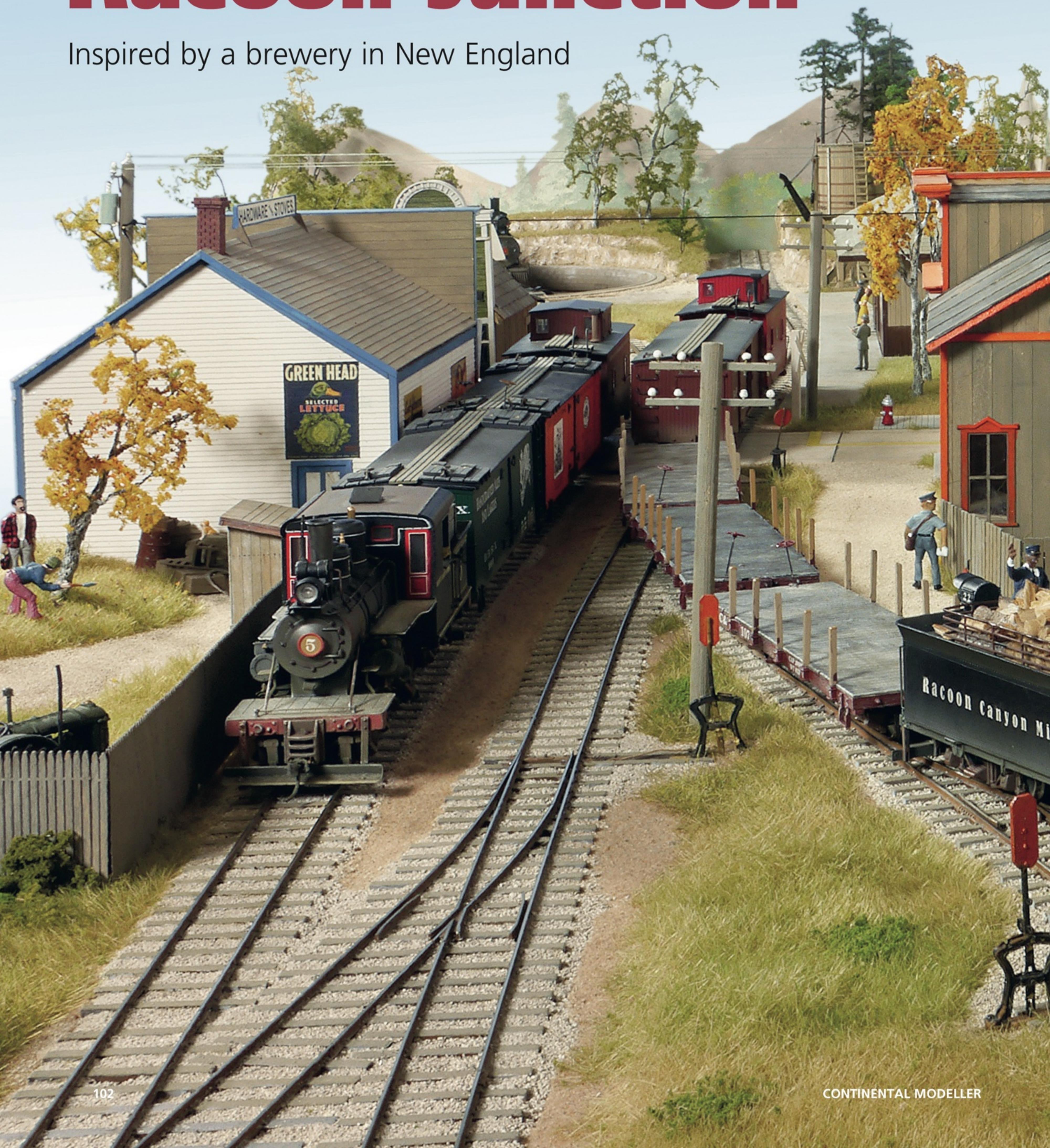




Tony Kell describes his new layout, a deliberate change of scene. *Photographs by Derek Shore.*

Racoon Junction

Inspired by a brewery in New England

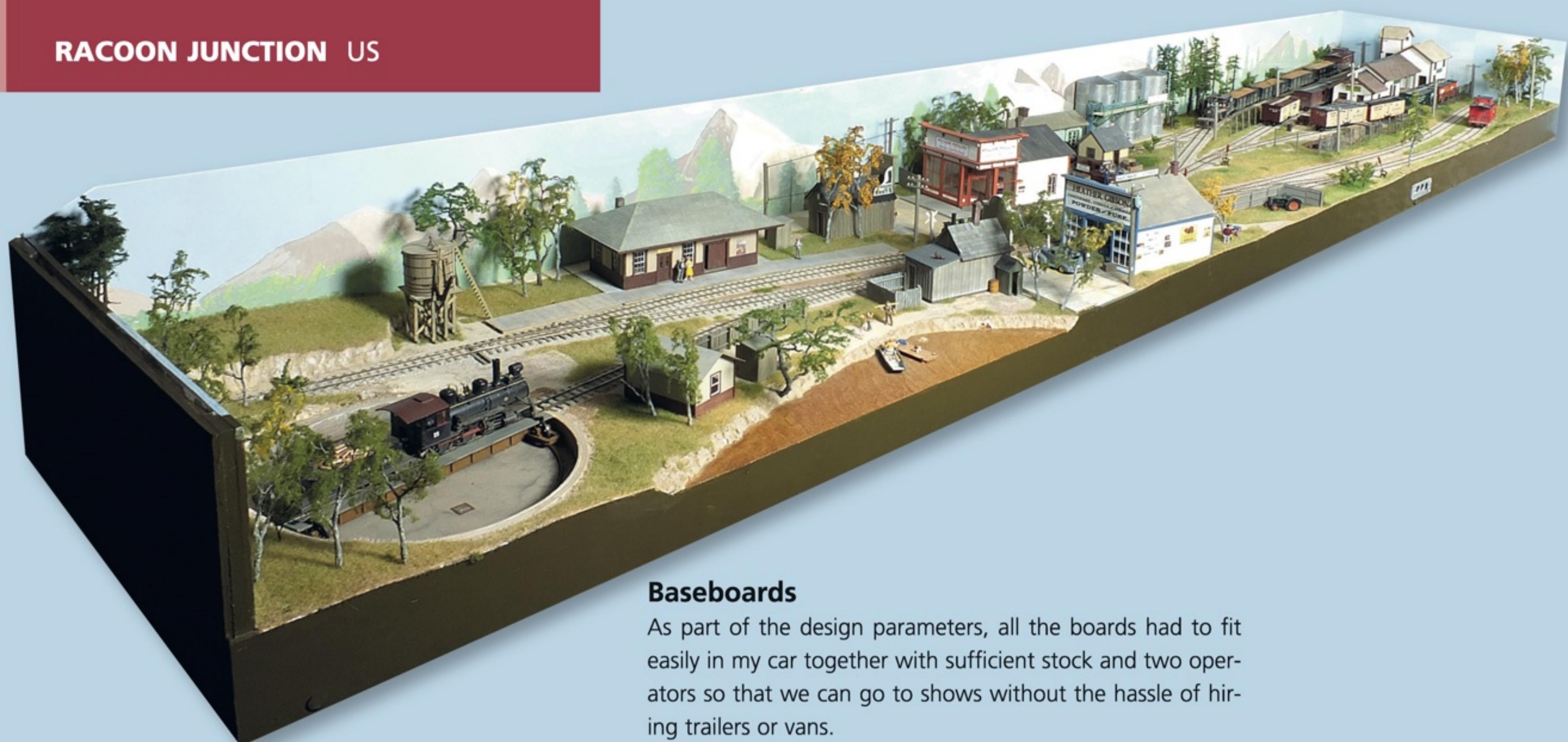


After building my *Racoon Canyon Mining* layout in 2008 (CM February 2009) which depicted a dry, dusty mountainous area in America, I wanted to try something different. I wanted somewhere green and, in addition, I wanted to experiment with a cassette style fiddle yard. Thus *Racoon Junction* was born. This time I based the layout somewhere in New England where it is wetter, greener, and, oh yes, wetter – a bit like here in England!

So now I needed a 'raison d'être' and after visiting New England and seeing a micro-brewery in Woodstock, I needed no more encouragement – a brew house and cooperage it had to be. I decided that the line was to be set in the 1950s right at the end of the narrow gauge era in New England. It is not entirely prototypical as the lines in this area were actually 2' gauge but I have employed my much-abused "modeller's licence" to use 16.5mm gauge as track and stock is

Below
Two-truck Climax No.5
switches some reefer
on the run-round road as 2-8-0
No.22 sets off up the grade
with a mixed goods train.





readily available ready-to-run. In addition, I already had already done that with my previous layout so I could use the same stock.

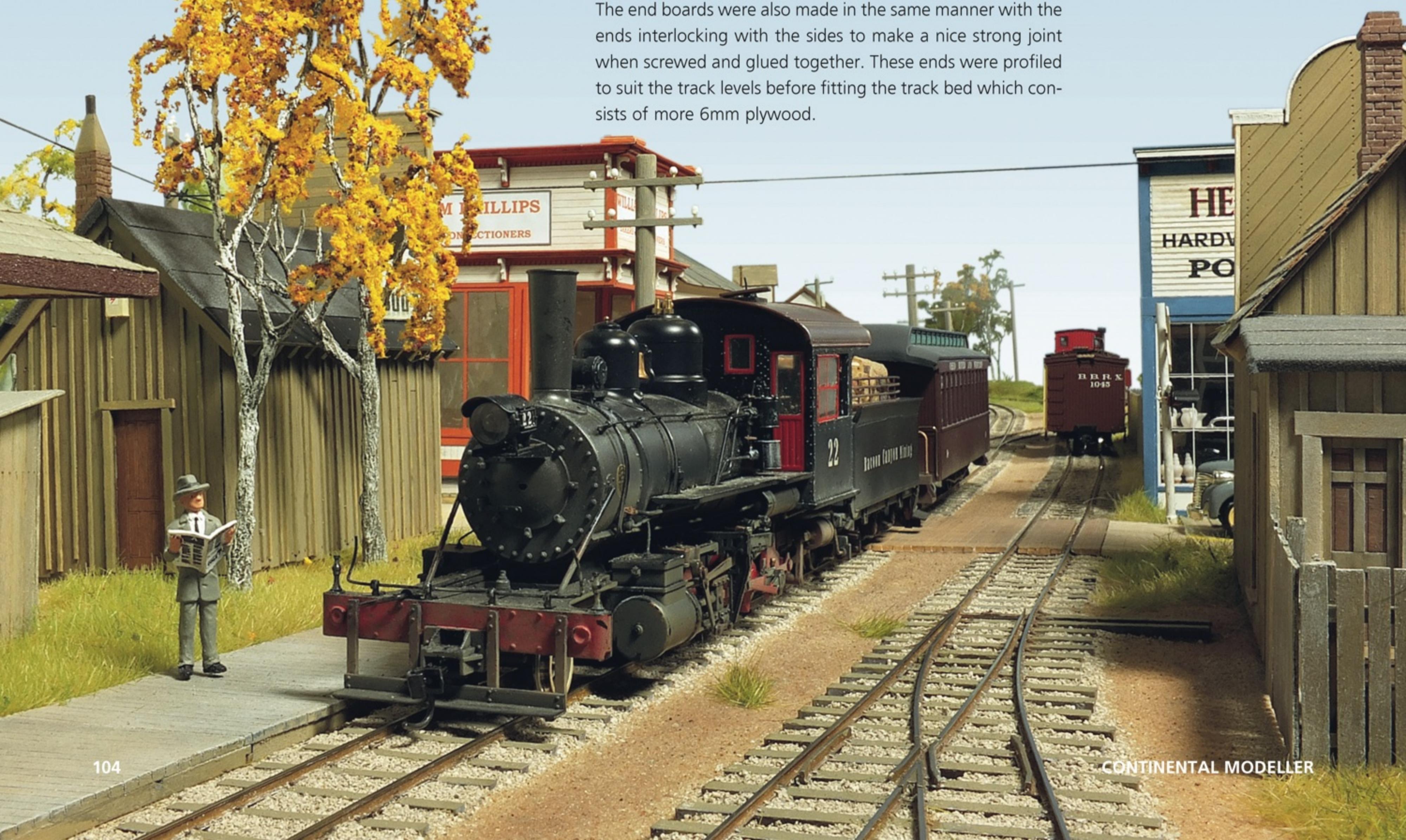
At home, I am now blessed with a dedicated railway modelling room which is 13' (3.9m) long and 9' (2.9m) wide. I decided to make the layout fit into the room but with a curve (not used when exhibiting) between the layout and fiddle yard. This allowed just 11'3" (3.375m) for the layout. Dividing this by three gets 3'9" (1.125m) sections 2' (0.6m) wide.

Baseboards

As part of the design parameters, all the boards had to fit easily in my car together with sufficient stock and two operators so that we can go to shows without the hassle of hiring trailers or vans.

The baseboards were designed to have legs built in (so that I could not forget to take them with me) and were constructed from 6mm and 9mm birch plywood. I have found that quality birch plywood is much stronger than the cheaper ply and you can get away with a lighter section for equal rigidity.

I wanted the layout to last the rigours of being transported to shows and to be light enough to lift by myself if the need should arise. I used a tried and tested method of laminating two pieces of 6mm plywood spaced with 4" (100mm) squares of 9mm plywood to make girders 21mm wide. These were simply glued together and held in clamps until set. The outer layer of each longitudinal front girder was made 6" (150mm) high whilst the inner layer was 4" (100mm) high. The rear girders were made in a similar manner but incorporating the backscene 12" (300mm) high for the outer layer. The end boards were also made in the same manner with the ends interlocking with the sides to make a nice strong joint when screwed and glued together. These ends were profiled to suit the track levels before fitting the track bed which consists of more 6mm plywood.





Above
Two-truck Climax No.5
switches some reefers
in the brewery yard.

Left
A gent reads his paper while
waiting for Consolidation
No.22 to bring his train
home into the platform.

Track layout

The track layout was the result of many hours scribbling on paper to scale, then full size onto wallpaper lining paper that I got in a roll. I actually placed my locos and stock on bits of track and points on the plans to judge fouling points and lengths of sidings before any construction started.

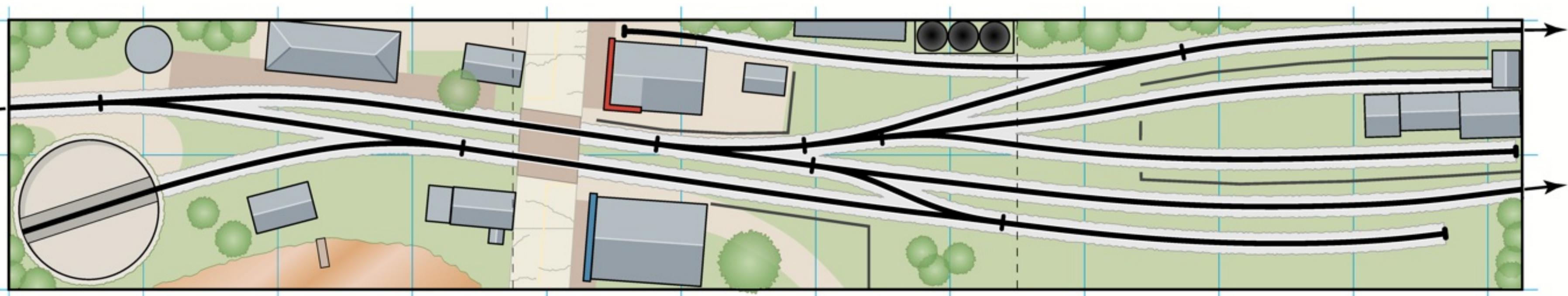
Finally I settled on a main line running from the fiddle yard past the brewery then over a grade crossing into the station. Just before the crossing it is joined by a branch line coming down from the mountains (fiddle yard). There is a turntable opposite the main platform to turn locos as necessary. Off the branch are three sidings. One feeds a small oil terminal and the other two pass into the brew house yard. There is a run-round loop to allow trains from the branch to turn round before heading off along the main line.

I have used Microscale Engineering code 82 On30 track and points on the layout to get more true to scale. The points are actuated by a mixture of Cobalt and Tortoise point motors. I initially bought enough Cobalt motors for all my points but

three failed shortly after fitting. They persistently clicked at the end of their run. I removed them and replaced them with three Tortoise motors I had in stock. The original Cobalt motors have been replaced under warranty but have yet to make it back onto the layout – why fix what is not broken?

I have improved the electrical continuity of the points by soldering jumper wires from the blades to the stock rails to ensure that dirt in the pivot point will not stop electrical continuity in the blades. In the past, I have found that these are the areas where locos will fail if there is insufficient electrical bonding. To ensure continuity I always solder a dropper wire onto every rail before laying the track. I then feed them through small holes in the baseboard under the rail so that they are invisible once the track is laid and ballasted.

Once the track was laid, I soldered cosmetic fishplates to the side of the rails and introduced dummy rail breaks. The fishplates were a strip of thin copper riveted from the back with a scribe. They are just about invisible, but I know they are there!





Above

Baldwin 2-6-0 No.18 has just been turned and is ready for service.

Below

Baldwin 4-4-0 No.6 takes away the empty tank cars.

Wiring and control

The wiring was then done and the control panel made. The layout is operated with DCC and so two bus bars run the length of each board and carry the power to all parts of the track except the crossing vees on the points. These are fed from switches on the point motors. The boards are electrically connected using 25-way computer cables which carry the DCC power, the DCC X-Bus (control bus bars), and the point motor control wires.

I have now used a Lenz control system for about twelve years and have over the time got used to its foibles. My system has been used on HO, OO, On30, and O gauge layouts at different times and has not failed, although I did have to send the LH90 handsets back for repair when the control knobs started to respond oddly! Lenz repaired them free and returned them to me very quickly – I cannot fault the service.

Scenery

At this stage, as bare baseboards with track on, running trains, in 2012 the layout appeared at the Gauge O Guild summer show in Halifax: the show manager had invited me to take it in that state with the proviso that I returned in 2013 with the layout completed. Now there was a challenge. Yes, I made it, and it appeared in June at the 'new Halifax' at Cleckheaton.

After the first showing, I then spray painted the track a rusty colour using an airbrush to dirty it down. I then used white and light grey enamel paints to dry-brush the sleepers to bring out the detail features.

Once all was dry, I ballasted the track using a spreader from Green Scene using Woodland Scenics ballast. I tried to take care when I glued the ballast down to try to prevent overspill but I failed and had to do a lot of cleaning up and re-painting afterwards. This took a lot of time and patience, and a few beers!

Once that was done, I put masking tape over all the track



Below
An ore train pulled by Climax No.5 heads off down the line. The brewery yard holds a few reefers while a train of box cars drawn by Baldwin 2-6-0 No.18 arrives from the mine line.





and ballast before starting the scenery. This was to try to prevent the nylon fibres in the flock and crumbs of insulation getting stuck in the ballast.

I used builders' insulating foam board glued down with a type of glue that does not require nails ... I have tried using PVA glue before but this seems to take several weeks to go off; this other glue sets within 24 hours. If you decide to use it, do not forget to get the solvent free stuff as it will not dissolve your foam board so much. (Learning can be fun! It is just a pity I have to learn the hard way ...)

I then used the ex-kitchen knife to hack the rock faces and coated all the foam with a thin layer of Artex mixed with PVA glue. Once set, I painted the rock faces using household emulsion paints to tone down the whiteness.

At this time I also painted the backscene. Luckily, my daughter and her husband had been trying to decide a colour for the rooms in their new home and I acquired quite a few unwanted half empty match pots.

Next, I glued fine sand to all the surfaces to be covered in flock. Then came the flock. Boy, what fun! Once I had the technique right and used the right glue, it was easy. I tried the NOCH glue and the Green Scene



glue, and prefer the latter as it is more 'gloopy'. I do small sections at a time introducing handfuls of different colours into the Green Scene electrostatic sieve as I went along. Once the base layer was dry, after a day or two, I went over some sections again but using hairspray as an adhesive. This built up the depth of the grass. In some places, I went over a third and fourth time using different colours to give real depth to the grass.

The trees on the layout were made by a very good friend, Charles Shearn, who can be seen at exhibitions demonstrating the construction of trees using very fine steel wire as a core. They are very robust and flexible and really look the part. I am very grateful to him for supplying them. It is surprising how many you need to cover only a small area!

Structures

Most of the buildings on the layout are from laser-cut wood kits but some (the brewery and the oil terminal) are scratch-built using a variety of materials. Many were built whilst away on holiday in my caravan. My dear wife sits and knits or does cross stitch and I paint and stick together buildings. Guess who makes most mess?

Talking of my wife, she is responsible for the purchase of several 'privy' kits that 'had' to go on the layout. As she pointed out, these are features often missed on other layouts.

The pipework in the oil terminal is made from Cornerstone HO scale plastic parts. The oil terminal building is a resin kit from Unit Models modified to make it a low relief structure.

The telegraph and electricity supply poles are simply dowels, and dressmakers' beads form the insulators. When I visited America, the one thing that stood out to me was the plethora of overhead cables and I have tried to capture this feature. The wires are latex 'EZ wire' bought in America and shearing elastic bought at the local haberdashery.



Above
Baldwin 2-6-0 No.18
rolls into the station
with a train of box cars.
Converted Forney No.8
pulls onto the turntable spur.

Above left
Climax No.5 rumbles across
the grade crossing.

Left
Climax No.5 switches stock
as a passenger train arrives
at the station.

The turntable is a modified Peco OO item, driven with a ABC motor-gearbox unit. This is run from a DCC decoder and addressed as loco 9999 so I can work it from the DCC handset. The only trouble is the system has a bit of slack in it and you have to line it up by eye. It can be quite a challenge!

Fiddle yard

The fiddle yard is basically a flatbed made in a similar manner to the other baseboards. I have made four cassettes using 9mm plywood for bases and 23.5mm equal aluminium angle screwed to them. I made a track gauge and used this to ensure a consistent width between the rails (16.5mm). Each cassette is 4' (1,200mm) long and I fitted two L shaped handles to each of them to aid lifting. The cassettes plug in to docks fitted to the end of the fiddle yard. These docks are also made of the same angle but have a piece of nickel-silver strip bolted to the outside of the angle – these strips are connected to the track bus bars so that the cassette only becomes live when properly plugged into the dock.

Stock

All the rolling stock on the layout is Bachmann Spectrum suitably weathered with enamel paints. The locos are also mainly Bachmann Spectrum but they have been modified and repainted/weathered and had Soundtraxx Tsunami sound decoders fitted.

Lighting

The lighting pelmet is the same one used for my previous layout with a cover plate added to mask the words 'Canyon Mining' replacing them with 'Junction'. I have been to quite a few exhibitions over the years and have seen many fine layouts marred by the lack of suitable lighting. My ethos is to provide public entertainment at shows and enjoy myself whilst doing so. In order to be entertained, the paying public must be able to see the show! The pelmet holds twelve low energy (14W) bulbs which makes it quite bright, ideal for a very bright sunny day but a bit too bright for the new layout, so I remove a few bulbs to get the light level down a bit! The pelmet is made of three 4' long sections bolted together and supported at each end. It is, like the rest of the layout, made of plywood.

Conclusion

I have thoroughly enjoyed building this layout. It is often said that a layout is never finished and this is true. I am slowly adding interior details and furniture to the various buildings and adding lighting, using LEDs with resistors which get power from the track bus bars. The grade crossing lights are powered by a Modelex module also powered from the track bus bars. At the moment they flash permanently but I plan to obtain a lighting decoder so that I can switch them on and off using DCC.

Keith Harcourt and **Mark Jury** have created a small but intricately detailed scene which captures the essence of a halt on a line soon to be closed, as **John Hooker** reports. *Prototype photographs by Keith Harcourt.*



A French landscape with trains

Keith first encountered the Montluçon to Clermont-Ferrand line in 2008 while on holiday, when he visited the small village of Gouttières. He found it hard to ascertain whether the line (which is some distance from the village) was open or closed as all the ancillary equipment was

in such good working order. A comprehensive photo survey showed plenty of potential for an interesting layout, so Keith approached Mark Jury (a member of the SNCF Society) for information about historical detail. After a couple of evenings of discussion, the concept of a working model of Gouttières emerged.

Below
A 'Picasso' autorail approaches Gouttières with its simple waiting shelter.



History

Gouttières is a small village (population 368 in 2008) on the line from Montluçon to Clermont-Ferrand in central France. Altogether there were twenty-two stations on the line, constructed by the Paris-Orléans company, with Gouttières being the twelfth station north of Clermont-Ferrand. The line was started in 1866; its original purpose was to serve the coal mines at Saint Eloy les Mines, and it did not reach Gouttières until around 1902. There are some fearsome inclines on the route and the viaduct at Les Fades, of which more below, has proved to be the line's Achilles heel.

For a brief period between 1931 and 1939, Gouttières was the junction for a line to Pionsat which led to the expansion of the station layout and the building of a single road engine shed.

The station building at Gouttières was replaced in 1992 but in 2000 the passing loop was cut and most station buildings demolished, leaving just the small white shelter and the engine shed (not modelled) which is now a grain silo. The line was 'suspended' on December 9th 2007. (Interestingly, Keith found evidence of recent maintenance when he re-visited Gouttières in 2013.)

The viaduct of Les Fades was built between 1901 and 1909 to span the Sioule river gorge. At the time it was the highest railway viaduct in the world – it is now ranked tenth. Unfortunately, time has wreaked havoc with the viaduct's infrastructure and it was therefore closed due to safety concerns. Repairs would have cost around 8 million Euros (in 2008) and no-one seems willing to find the money, despite its status as a French 'Monument Historique'. It is rumoured that a weed-killing train crossed the viaduct after suspension of the service, but latest reports suggest it has been barricaded off with barbed wire to prevent members of the public from accessing its decaying walkway. A small portion of the bridge was repainted white in 2008 for use in a French TV advertisement. The line from Clermont-Ferrand to Volvic remains open, but only for freight.



Above
A view towards Montluçon from the D18 road crossing. The low green bushes on the left, opposite the shelter, border the site of the former station building; when that was demolished, the crossing walkway was added.

Right
Eight months of rust coat the rails. The station name board can clearly be seen.

Below left
The standard French pre-cast concrete waiting shelter.

Bottom left
The dip in the centre of the platform and the wooden walkway across the track.

Below
The original P-O platform.





Construction

Gouttières is constructed to be at eye-level height, following the ideas of Iain Rice in his book 'Approach to Model Railway Layout Design: Finescale in Small Spaces' published by Wild Swan.

Once the concept was decided, Keith approached our friend Paul Giles, a modeller and professional joiner, for help in constructing the layout. It was decided to build it in modular form so the Gouttières module and two fiddle yards were constructed first. This would allow the addition of future modules depicting other features of the line (such as Saint Eloy les Mines) at a later date. It would also mean the length of the layout could be changed for a specific space at an exhibition if necessary.

Each module was constructed using 9mm plywood reinforced with softwood or mahogany strips. The main (display) module is 122cm (4') long, with the fiddle yards being 91.5cm (3'). All the modules are 30cm (1') deep and bolt together using pattern-makers' dowels as locators.

The eye-level viewing height is achieved by legs of 5cm x 2.5cm (2" x 1") softwood. They are cross braced and secured to the modules with back-flap hinges (pins removed), drilled out to allow the insertion of 'R' clips. This method allows for swift erection and dismantling of the layout at exhibitions.

The two fiddle yard modules have sub-bases on which rest the fiddle yard cassettes. These cassettes slide on plastic wardrobe runners, allowing three tracks to line up with the single central track which runs through Gouttières station. We can therefore marshal four trains to run through

Gouttières and back quite easily without having to constantly lift and re-rail stock.

Both fiddle yards are masked from public view by two hinged 9mm plywood screens designed by Paul, allowing a continuous frontage. The entire front of Gouttières is painted black, focussing the observer's attention on the scene and exhibition panels about the line's history. A curtain below the whole assembly completes the view presented to the public.

Track and electrics

Peco code 100 track is laid on a bed of chamfered, shouldered cork. This track allows the use of older rolling stock with deep flanges.

Where the track crosses the baseboard joints and at the end of the fiddle yard roads, we used a method of fixing the rails first seen at a Eurotrack exhibition at Ciney in Belgium. All clubs in the Eurotrack Association follow the same standards to build modular baseboards which can then be bolted together at shows to give extremely long layouts. They use copper-clad sleeper webs to bring the rails to the edge of the baseboards. These sleeper webs are usually arranged for a pair of tracks, but as we only have a single line we used them individually. The webs were glued to the cork with epoxy resin as well as being pinned through the holes provided with track pins. The plastic sleeper base was next removed from four sleepers at the ends of the rails which were then soldered to the ready-tinned copper-clad sleeper web. This system has proved very sturdy; it also disappears once ballasted.

Above

The proscenium arch frames a 'Picasso' autorail waiting at the station.

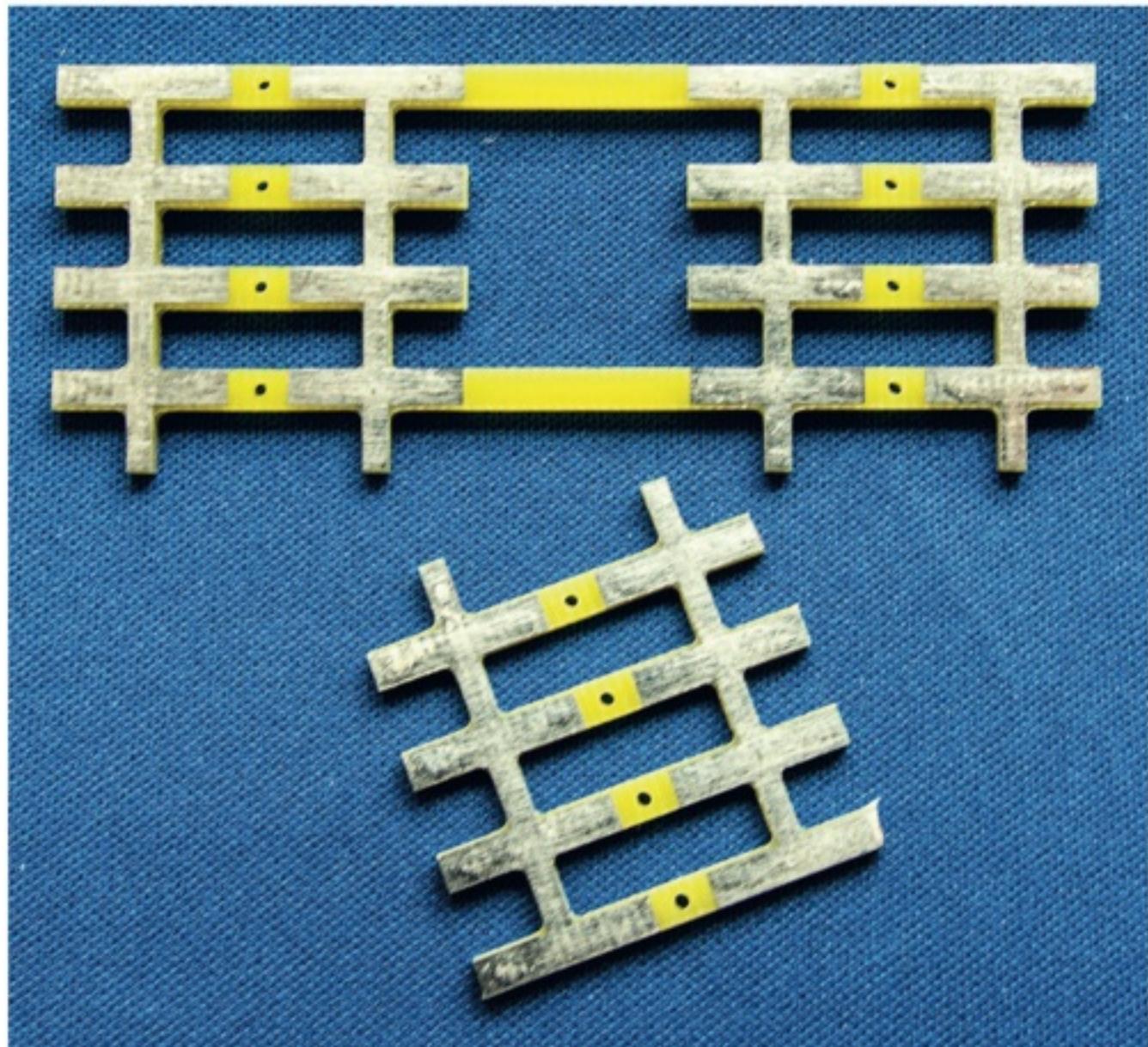
Below left

The Eurotrack sleeper web used at the end of each module, as supplied for double track and modified for single track use.

Below

One end of the scenic module – the web between the sleepers has all but disappeared in the ballast.

Photos (2): Keith Harcourt.



Yet another friend, Keith Nock, installed the electrics for the layout. Power enters via the left fiddle yard then is fed by ribbon cable and D connectors to the other modules. Each fiddle yard track is automatically activated by a contact switch when the cassette is slid into position, preventing two trains from moving simultaneously. Keith also installed a shuttle, used during exhibitions, to allow the operator (usually John, who sits unseen behind the layout) to have an occasional break. A webcam will be installed soon to enable the operator to see what is happening within each display module. This will replace the current low-tech mirror! (It is difficult to stop the Picasso *autorail* at the platform when you cannot see what you are doing!)

Control is analogue using 12v DC Modelex controllers. There are currently no turnouts on the layout, so wiring is basic.

Scenery

Following the concept of a stage set, the backscene is a photographic panorama stitched together from multiple images. This scene, printed professionally onto inkjet paper as one piece, is the full height of the layout module box. The rear corners of the layout box were curved in order to remove the 'corner in the sky' effect using pieces of 1mm plywood curved round the corners at a 10cm (4") radius, then sanded down until they were completely feathered in. The backscene was cut and folded around the track entrance holes in the box, thus making them easier to disguise.

The backscene and the fluorescent lighting were put in place before the main scenic elements were built so that the



colours could be well matched under the lighting in which the public would see the finished result.

To avoid shadows on the backscene, we needed a reflector for the fluorescent tube light, so silver-plated plastic gift wrap was stuck flat to the inside of the roof and the rear of the proscenium arch. When the 3' fluorescent tube was put in place, the sheer amount of light deflected meant that even trees that were close to the background cast no shadows. Another trick that helped lose shadows was that the scenery actually stops 1.5" before the background as the viewer sees it and drops almost vertically to baseboard level which means that shadows simply do not reach the backscene.

The scenery, like the prototype, is very simple as Keith imitated the prototype photos. The banks representing the ruins of earlier platforms, the pile of rubble that once was the station building, and the path that leads to the shelter were all formed from half-inch blue builder's insulation foam cut and carved then stuck down with spray glue. It was then covered in plaster cloth and filler.

Above
A BB63000 rolls slowly through Gouttières station with a freight train.
Note the apparent depth given by the backscene.

Below
This BB63000 has been extensively weathered.
The modern light standards were specially made.





Above
A Y8400 *locotracteur* hauls
a weathered TPCF hopper
through Gouttières station.

Right
The driver – complete with
striped jumper – can be seen
seated in the cabin of the
X3800 Picasso *autorail*.

The track was then laid, ballasted, and painted. The whole surface of the 'ground' was painted in a mixture of shades of browns, yellows, whites, and dark reds, based on Keith's 2008 observations and photos.

Great care was taken to make the scenery at the front of the layout as detailed and accurate as possible in order to draw the eye to what we wanted exhibition visitors to look at. Four feature trees and static grass clumps were placed here to give the impression that you are looking through a wood into the scene. Grass in a wide variety of shades and lengths was applied with an electrostatic machine, especially at the front of the layout.

Most of the trees are based on 'sea foam', from Green Scene. Each tree was carefully prepared by dabbing PVA glue onto the branches with a fan-shaped brush, thus avoiding 'leaves' growing on the trunk. This technique also allowed the application of multiple colours of the finest scatters, starting with darker shades on the inner branches and working outwards to the lightest shades on the outer branch tips. The trees were then planted in holes using brown coloured PVA. Keith spent a whole week making and planting trees! All the scenic materials, insulation board, and glues (other than the 'sea foam' trees) were sourced from Realistic Modelling Services.

The platform lights, being modern, could have posed a problem. However, we saw Kytes Lights at a show, sent them one of Keith's pictures, and the lamp standards came back by return. The station nameplate boards mounted on the lamps are photographs of the real thing printed out on inkjet photo paper and then, when fully dry, laminated and glued to the lampposts with superglue. An A4-sized print of the station sign, produced in the same way as the small ones, forms the layout's exhibition name board mounted on the proscenium arch.



The standard French prefabricated concrete waiting shelter was scratchbuilt from white 1mm plasticard painted and weathered to match the real thing; painting it and then weathering it to try and match the original was quite a challenge, but the addition of prototypical plants growing alongside makes it look quite convincing.

The platforms follow the prototype and the two sections either side of the central walkway were modelled on the different eras from which they came. The left-hand side, on which the shelter stands, is the only surviving element of the original station and is edged in sandstone (modelled in card); the right-hand section is a later addition, the edging being precast concrete, which we represented using plasticard. The foot crossing timbers were made from wooden coffee stirrers cut to size and then weathered with wood dyes and acrylic paints.

Rolling stock

Our principal item of rolling stock is a Jouef Junior Line X3800 'Picasso' *autorail*, heavily weathered and detailed by Keith Harcourt using a photograph published in *Les autorails unifiés, tome 1* (a special from *Le Train*). A driver has been added to the *cabine*, complete with the same red and white striped jumper seen in the photo! He sits sideways on the non-swivelling seat on top of the Renault diesel engine – neither quiet nor comfortable!

Tractive power is also provided by a Roco Y8400 *loco-tracteur*, a Roco BB63000 diesel (both heavily weathered), and a Piko BB63000 (in ex-works condition).

Goods wagons are a mixture of Roco, Jouef, and REE Modèles, all again weathered. The REE model is a special edition, representing the hoppers used by the Train du Pays Cathare et du Fenouillèdes. There is also an early green Jouef OCEM carriage, with rear running lights installed by John Hooker, to represent a coach in the 1980s.

Exhibitions

Gouttières was first exhibited at Eurotrack (Eastleigh), and was subsequently seen at the SNCF Society 'Rendezvous' at Lenham and the Uckfield show. In early 2014 it will appear at St.Albans (11th and 12th January), Tonbridge (15th February), and Eurotrack, Eastleigh (22nd and 23rd February). See *Exhibition Diary* for further information.

Another module is under construction, so the layout should be expanded from 10' to just over 13' before these exhibitions.



Exhibition managers can contact us at
gouttiere@arwen.com

A short video of the layout (before weathering) can be viewed on YouTube – search for 'Gouttière model'.

Acknowledgements

We would like to thank all the people who have helped with this layout, particularly Ian Howe (Eurotrack and Solent MRC) who helped source the track web connectors, and Keith Warren of Realistic Modelling Services for his invaluable advice.

Above
A BB63000 (Piko) approaches the station with a short passenger train.

Below
As the train pulls away from the original P-O platform, the working tail light on the coach can be clearly seen.
Model photos by the editor.



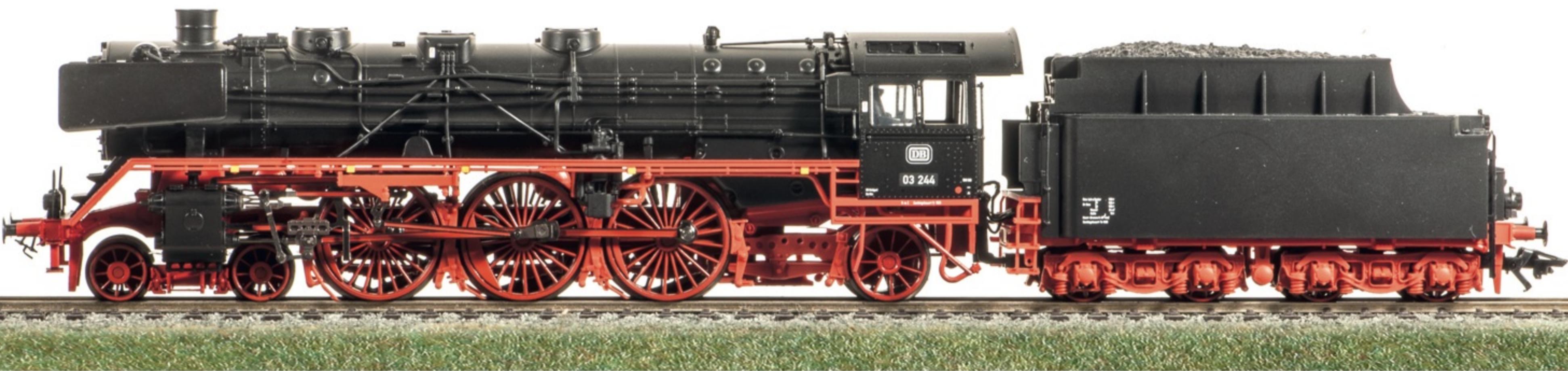
Reviews

Evaluated by our own specialist staff



HO

Deutsche Bundesbahn BR03 Pacific new from Trix



New from Trix is a limited edition model of the BR03 light Pacific in Deutsche Bundesbahn form (c.1965, Epoch III), still fitted with the old boiler, with small Witte smoke deflectors, DB reflector lamps, Indusi track signalling magnet, and white warning rings on the buffer heads, running with a type 2'2'T34 box tender.

Between 1930 and 1938, 298 were built. After the Second World War, the Deutsche Bundesbahn inherited 145, and some remained in service until 1971. The Deutsche Reichsbahn got 86.



The model is accurate according to published dimensions, and very well detailed with many separately applied parts. The boiler, chassis, and tender body are cast metal, the cab and running boards are plastic, with effective rivets that are not over-emphasised.

Most of the pipework is separate, in either plastic or wire.

Other added parts include the cab side handrails, feedpump, brake pump, generator, safety valves, whistle, and many small spoked handwheels. The cab interior is detailed.

Fine moulded brake hoses and piston tail rod covers are provided for the modeller to fit.

The flat black finish is good, and all markings are excellently printed in the correct styles and colours; they give an overhaul date for 03 244 of 13.6.64 and show that the loco is based in the Stuttgart area and allocated to Ulm shed. There is even small stencilled data on the buffer beams.

The main bar frames are well detailed, with springs and brake shoes on the keeper plate, and the model has fine motion that is a combination of metal and plastic parts which do not differ greatly in colour.

Loco and tender are permanently close-coupled, with a gap slightly

greater than prototype to accommodate model curves.

Drive is from a high-efficiency motor with flywheel in the boiler via reduction gearing to the rear axle; that pair of drivers has traction tyres. The other drivers are linked by the coupling rods and allowed some sideplay. A minimum radius of 360mm is recommended.

The whole unit weighs c.510 grammes, so haulage capacity should be ample.

The model runs very nicely, starting (in DCC) at around 5km/h on the first speed step, while on maximum (128) it achieves rather more than the prototype's 130km/h.

The headlights work, using warm-white maintenance-free LEDs, and are directionally controlled; they can be switched under digital control.

The model can be fitted with a smoke unit, which can be switched under digital control.

This version of the model comes equipped with a DCC digital sound decoder; the circuit board and speaker are mounted in the tender.

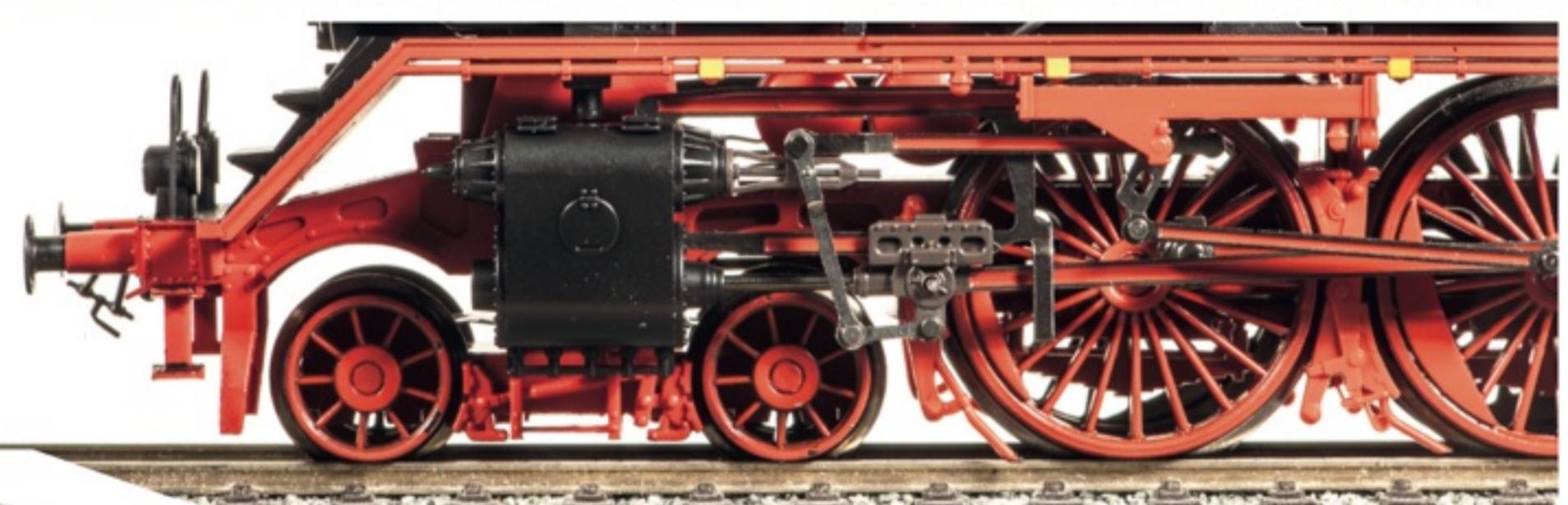
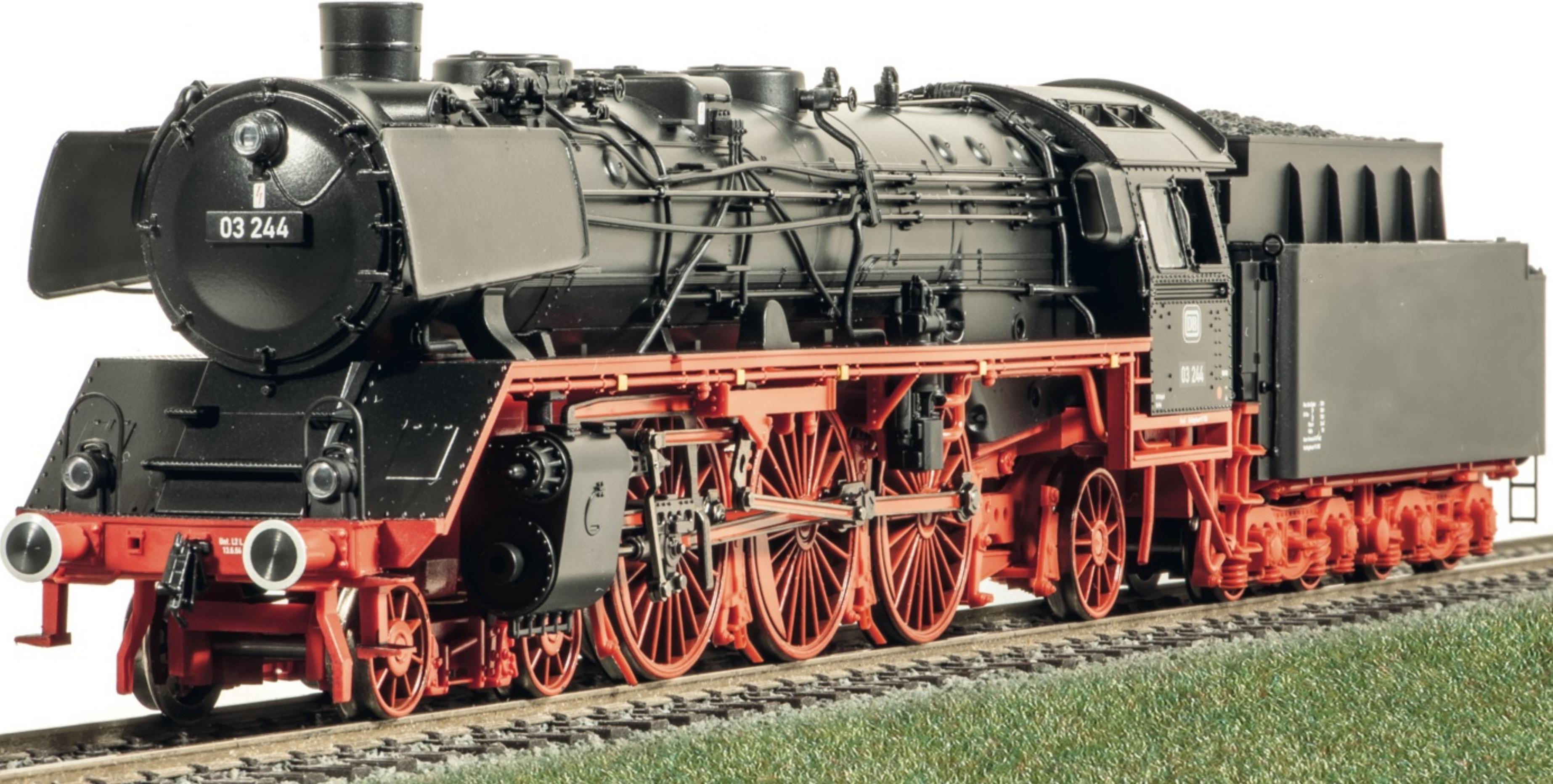
As well as the exhaust and running sounds, the whistle, bell, brake squeal, air pump, blowing off, injectors, water pump, grate, coal shovelling, and generator can be triggered by the function

buttons, depending on which controller is used.

There is a Märklin coupling in a NEM coupler pocket on the rear of the tender, but there does not appear to be any provision for a coupling at the front.

A parallel model is available in the Märklin three-rail AC range (ref.37956).





Manufactured by

Trix Modelleisenbahnen GmbH,
Stuttgarter Straße 55-57,
D-73033, Göppingen, Germany.
www.trix.de

PRICE ref.22950 €399.95.

HO

DRG BR751-3 (former Baden VIb) 2-6-2T new from Liliput



Liliput have recently released a brand new model of the Baden VIb 2-6-2T, later BR751-3; the first version available is in DRG Epoch II form.

These locos, the first of this wheel arrangement in Germany, were designed for branch line mixed traffic

duties and supplied to the Baden state railways in nine batches between 1900 and 1908, first by Maffei and then Karlsruhe (the local preferred manufacturer); two more batches (with piston valves, single slidebars, and sloped tank fronts) were built in 1920-21, so the class eventually totalled 173.

One having been withdrawn and eight handed over as reparations after the First World War, 164 of these locos came under DRG control, becoming BR751-3 and remaining largely on home territory. Withdrawals began in the 1930s, and some were sold to private users. After 1945, most of the survivors passed to the DB and only nine to the DR. The last in traffic was withdrawn at the start of 1962.

The new model is accurate, according to published dimensions, and the body shell (largely cast metal) is enhanced with a large number of separately applied parts, including whistle and safety valves, handrails, control rods, pipework, air pump, lubricator, front steps, shunters' grabs, and lamps. Rivets on the cab and bunker sheets and the chequer plate finish of the front deck are



nicely rendered and not too prominent.

The upper backhead is detailed, the cab windows are flush glazed, and the steps are finely moulded in resilient black plastic.

The buffer heads are slightly too small (rolling stock size).

The model has a good even satin black finish, and all markings are very neatly executed.

Parts supplied for modeller to fit include full length dummy scale couplers and brake hoses to replace the attenuated versions fitted if only used for display, piston tail rod covers, and under-cab toolboxes.

The valve gear and motion is mostly metal, nicely fine, and blackened. The wheel tyres are also blackened, and

brake blocks are in place, in line with the wheel treads.

The flywheel-fitted three-pole can motor is mounted within the boiler and drives through a gearbox concealed in the firebox onto the trailing axle; the other axles are linked by the rods. Current collection is by wipers on the backs of all driven wheels, and the model runs well – it is quiet, smooth, and responsive to the controller, from an almost imperceptible crawl to a maximum that may be more than the 75km/h of the prototype but does not seem too excessive.

Traction tyres are fitted to the rear drivers, and the model weighs 200gr.

The headlights front and rear work with warm-white LEDs and are directionally controlled.

No minimum radius is recommended; the centre axle is allowed some sideplay, and our sample had no trouble on 360mm radius curves. If the under-cab toolboxes are fitted, the swing of the rear pony truck and close-coupling mechanism is restricted.

The model has a 21-pin socket for a digital decoder on the cab floor, and it should be possible to fit a small decoder below the window line. A speaker can be fitted in the rear of the firebox. The upper part of the cab can be unclipped for access. There is no provision for a smoke generator.

Regular couplers are provided in NEM pockets on sprung close-coupling mounts at either end. The buffers are not sprung.

Liliput have again produced a little gem which we are sure will appeal far beyond its strict geographical limitations. DR and DB versions are due to follow, the latter representing the last two batches.

Manufactured for

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

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

PRICE ref.L131181 £189.00.

N

DRG E44⁵ Bo-Bo electric new from Liliput

For their first locomotive model in N, Liliput have chosen to repeat from HO the E44⁵ Bo-Bo electric.

There were just eight of the E44⁵ class, supplied in two batches, following successful trials of one of the three prototypes competing in response to the E44 specification.

The first batch (numbered 44.102-105 until 1938, when series production of the standard E44 reached 100) were delivered in 1933, with mechanical parts by BMAG and electrical components from AEG. Four more (506-509) followed in 1934 – somewhat more powerful, with larger motors, and slightly longer. All were used mostly on the steeply graded and sharply curved line from Freilassing to Berchtesgaden, though at least two spent some time based at Garmisch, and they were known to work to Salzburg and Innsbruck. The first was withdrawn in 1960, but others lasted until between 1977 and 1983. Two survive – 502 as a static memorial at Freilassing station, while 508 is now in the Lokwelt Freilassing museum.

We illustrate a DRG Epoch II example; a DB Epoch IV version is also available (ref.162543).

It is very well finished, with sharp lining and very clearly printed markings.

The moulded plastic body shell is detailed with rivets, beading, integral handrails, and ventilation louvres. The windows are flush-fitting. There are no cab interiors – hardly apparent in this size, and with this prototype.

The roof has all isolators and cabling present and correct, and fine SBS10 pantographs, with different contact strips according to period. Added details include the bell, whistle, and access walkways.

The bogie side frames are also well-detailed, correctly not identical, and with differences according to period.

The lights are on the buffer beams, on the bogies, as per prototype, and work using LEDs, directionally controlled.

Power comes from a can-type motor with twin brass flywheels in a cast metal chassis, driving through brass worms and plastic gears to all axles. All wheels collect current; there is no provision for use of the overhead.

Running is smooth, quiet, and controllable: the model moves off at about 4km/h on c.2 volts, and the top speed is over 130km/h; the prototype maximum (80km/h) is achieved on about 8 volts.

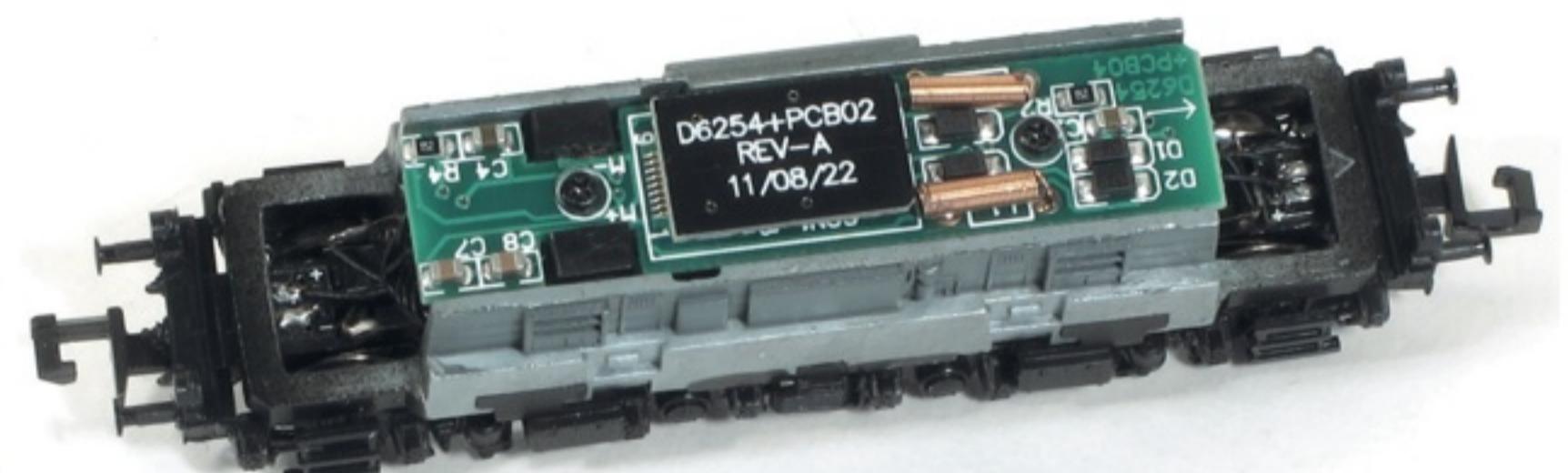


A Next-18 socket is provided for a digital decoder.

Traction tyres are fitted to one inner wheel on each bogie; the model weighs 55gr and while pulling power is therefore not massive, it should be sufficient for realistic consists.

Standard couplings are fitted in NEM pockets.

A commendable start in a new scale for this brand.



Manufactured for

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

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

PRICE ref.162540 £125.50.

**HO**

roadside strawberry sales stall by Busch

New from scenic specialists Busch as a finished model in the 'scene in a box' series (supplied in a blister pack) is a complete strawberry sales stall, including a matching transport vehicle.

The pack contains sales tables with umbrella, the salesperson, signs, boxes of strawberries, and a Piaggio Ape three-wheeler in 'strawberry' livery.

The miniature scene, with prototypically accurate details, comes ready to be installed on the layout.



Distributed by

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

PRICE ref.7725 £25.99.



In 1917 and 1920 the Nordhausen Wernigeroder Eisenbahn took over two almost identical 0-6-0 tank locomotives, one saturated and one superheated, which had been built by Henschel in 1914 as test machines for the military. For use on the NWE, they were fitted with vacuum brakes and numbered 6 and 7. They were used primarily to shunt the transfer yards at Nordhausen and Wernigerode, and for trip workings to factory sidings. Under the DR, they became 99 6101 and 6102; 6101 was used at times for passenger trains on the Selketal line. They were due to be withdrawn in 1986 but survived to become part of the stock of the privatised Harzer Schmalspurbahnen. Thanks to the HSB and Selketal support societies both have



been overhauled and are available for special trains, such as goods charters.

The new model from Tillig has been much anticipated, and does not disappoint. It is an accurate representation of the machines as they appeared in the 1960s. The clearly printed markings show the loco shedded at Wernigerode Westerntor in the Magdeburg administrative area, with an overhaul date of June 1967.

The body is highly detailed, with many separately added parts. Some of these are very fine and fragile, especially the whistle; the cab steps, which just plug in, are also prone to being knocked off. The instructions also warn against handling by the motion, which is very realistic.

Optional accessories are supplied for detailing the buffer beams as required (some of which are fitted to our sample) – blanking plates, central buffers, side coupling hooks and links, and brake hoses.



wagons using a common 2.7m wheelbase underframe: a type Rw lowside (99-04-30), a type Ow open (99-03-51), and a type Gw van (99-02-40). These are not authentic Harz stock but former Spreewald vehicles (models originally produced under the Bemo-Zeuke label not long after re-unification), no doubt in the interests of offering the set at a price which might attract new converts to metre gauge.

The lettering is very neatly printed, down to the small data on the deeply-recessed solebars; the overhaul dates are all in 1968, and the home station is given as Perleberg.

All wagons are fitted with double-spoked wheels.

The underframes have locating holes for brake hangers and shoes, but these are not included. The only supplied extras are side stakes for the flat wagon.

Regular narrow gauge couplers are fitted on flexible mounts; standard NEM 358 pockets are supplied as alternatives.

The loco was due for release as an individual item (ref.02920) early in 2014.

The model will also be offered in HOe (9mm gauge) – this needs a completely different chassis, not a simple wheelset change. Be warned – this may be a small loco by Harz metre gauge standards, but is quite bulky compared to narrow gauge machines.

Manufactured by

Tillig Modelleisenbahnen GmbH,
Promenade 1,
D-01855 Sebnitz, Germany.
www.tillig.com

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

PRICE set ref.01272 £248.00.

HO

'Steinbach' station and water tower kit new by Auhagen

Auhagen have recently released a new kit for the combined station building and goods shed plus the distinctive water tower at Steinbach on the 750mm gauge Pressnitztalbahn. These structures were not typical of the Sachsen narrow gauge, but the popular success of the preserved line makes them familiar, while the modest size should make them suitable for many compact layouts. To broaden their appeal, Auhagen have made certain components taller so they are also suitable for use with standard gauge stock, but these can easily be cut down to scale size.



The parts are moulded in ten different colours – three shades of grey, beige, white, medium and dark brown, brick red, green, and clear; the example illustrated is unpainted. Clear foil is provided for most of the glazing; the moulded windows have printed frames. Neat printed signs are also included, along with interior decoration; the water gauge is about 20% too large. The railings by the station door steps are very fine laser-cut card. A small sachet of foliage material is supplied to help blend the base into the layout.

The plastic components are well moulded, with a good level of detail, and the feeds are not very thick, so can be easily cleaned up. There is virtually no flash, and the parts fit together very well – the decorative brickwork under the eaves of the water tower is particularly notable.



The finished station is quoted as occupying an area of 268mm x 55mm, and its height is either 75 or 85mm (narrow or standard gauge). The water tower is 76mm x 66mm, and 88 or 98mm high.

The water crane is movable, and the goods shed doors can be made to slide; they should be installed with the notched corners to the top.

The two parts of the main building, the station and the goods shed, could be assembled as separate structures (with some modification to the roof).



Several of the sprues are standard mouldings and include spare components.

As usual, the instructions are in the form of a sequence of clear 'exploded' diagrams on both sides of a folded A3 sheet, with the parts numbered, so there should be no language difficulties. The sprues are shown on a separate A4 sheet, with parts numbered to aid identification. Liquid solvent is recommended as adhesive. Completely separate sheets are provided for the standard and narrow gauge versions, although the only differences are trimming the height of some parts for the narrow gauge structure – clearly indicated by moulded lines on the reverse of the relevant components.

A reasonably competent modeller should be able to complete the three elements (water tower, goods shed, and station building) in about an evening for each, or the whole thing comfortably over a weekend.

Manufactured by

Auhagen GmbH,
OT Hüttengrund,
D-09496 Marienberg/Erzgebirge,
Germany.
www.auhagen.de

PRICE ref.11 435 €34.90.

DB BR64 2-6-2T new from Piko



The latest addition to the Piko large scale range is a model of the BR64 2-6-2T in Deutsche Bundesbahn Epoch III form, with three headlights and welded tanks, as 64 491.

The neatly printed markings show this machine was last overhauled in 1966 and is based at Heilbronn the Stuttgart administrative area.



The BR64 was one of the *Einheits* or standard types developed by the DRG, and 520 were built by various manufacturers between 1928 and 1940. They were used all over Germany. After the Second World War, 115 went to the Deutsche Reichsbahn and 278 to the Deutsche Bundesbahn; 60 were still in service with the DB in 1968, and the last was withdrawn in 1975. Others remained in Austria and Poland. Twenty have been preserved, of which five are currently in working order.



Comparison with published dimensions suggests the model has been made to a scale of c.1:26, but with the gauge narrowed.

The model has a finely detailed plastic body, with many added parts (e.g. pipework and conduits, handrails) – it is far from being merely a simplified and robust toy. All fittings are present and correct, all joints and flanges represented, with spoked handwheels on the control valves. The open front deck, fine steps, and frame detail add to the effect.

The motion, mostly made of plastic, is well detailed.

The cab is open, with a detailed back-head, including firehole door and regulator; a driver figure is included.

Some handwheels, piston tail rod covers, and the bunker ladders are supplied for the modeller to fit. Alternative buffer beams with narrow gauge centre buffers are also provided.

The smokebox door can be opened, revealing the switches for the factory-fitted smoke generator and the running gear lights.

The headlights work, using warm-white LEDs, and are directionally controlled.

The model is ready to accept a digital decoder, and a sound module with a loudspeaker, for which there is space in the firebox.

The wheels have fine spokes, and stainless steel tyres, though the flanges are rather deep – no doubt a concession to reliability in the garden. A minimum radius of 600mm is recommended – the chassis is articulated between the centre and rear driving axles. Traction tyres are fitted on the centre drivers, and there are pick-up skates to supplement the wheels.

The model is powered by a seven-pole roller bearing Bühler motor; the three driving axles also run in roller bearings.

Standard G scale couplers are mounted on the pony trucks.

Suitable coaches, in the form of the six-wheel *Umbauwagen*, are already available from Piko.

Manufactured by

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

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

PRICE ref.37210 £420.00.
ref.36222 sound module c/w
weatherproof speaker £120.00.

Rhätische Bahn Arosa line first class coach new by Bemo

Bemo have recently released a new version of their model of a standard RhB coach representing As 1256, modified with large windows as a first class *Salonwagen* for use on the Arosa line.

The model is very nicely finished in the latest livery, with clearly printed markings including specific destination boards and the canton name in the waist band.

It was formerly available in the blue livery with decorations used for Arosa line vehicles.

The body has interior fittings visible through the tinted flush glazing.



The underframe is detailed with battery and equipment boxes.

The bogie side frames are moulded in deep relief, with axleboxes and suspension components well represented.

Detailing parts supplied for the modeller to fit include plastic brake hoses

and various electrical connectors, plus pre-formed bright metal handrails.

The model rolls freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by plastic centre bushes.

Standard couplers are flexibly mounted on the bogies.

Sample supplied by

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

PRICE ref.3268 166 £52.35.



The new releases from Micro-Trains® this month are all alternative finishes for familiar freight cars.



Number eight in the brewery reefer series is a 36' wood sheathed ice reefer with truss rod underframe used by the Manhattan Brewing Company, road number GARE 9900 (ref.058 00 190, US\$26.95).

This car was built in January 1911 by General American and runs on Bettendorf trucks. It was a single car repainted in July 1934 for the Manhattan Brewing Company of Chicago, brewers of 'Old Manhattan' lager.



Third in the tank car series, this 39' single dome tank car depicts a vehicle owned by White Star Petroleum bearing the 'Staroline' gasoline brand, road number WSRX 438 (ref.065 00 750, US\$26.95).

This car was built in August 1931 by American Car & Foundry and runs on Bettendorf trucks.

The 33' twin bay hopper with rib sides appears as United States Air Force road number DAFX 55175 (ref.055 00 500, US\$19.05).

It was built in October 1950 and runs on roller bearing trucks.

The reporting mark DAFX for U.S. Air Force signifies this car is not intended for use on commercial trackage for interchange service.



Pennsylvania Railroad road number 376771 is the new identity for the 50' steel gondola with low cover (ref.106 00 080, US\$20.40).

It was built in May 1957 by American Car & Foundry and runs on Bettendorf trucks. It was in use until the early 1970s.

Some of the cars in this series were equipped with racks for handling automobile frames, but this vehicle was most likely assigned to general commodity service.



The three-bay Centerflow covered hopper with elongated hatches becomes Southern Pacific road number SP 496167 (ref.094 00 380, US\$28.75).

It was built in February 1983 by American Car & Foundry and runs on Barber roller bearing trucks.

This hopper is an AAR-designated Class LO Special Car Type, a self-clearing permanently enclosed car, having fixed roof, sides, and ends. Openings are fitted with weather-tight covers or doors.



There are two new Atchison, Topeka & Santa Fe road numbers for the 60' box car with double plug doors, ATSF 37349 and 37360 (refs.122 00 061 and 062, respectively, each US\$28.95).

They were built in September 1963, and run on coil elliptic trucks.

Although they display the XAP designation, these cars had a 180,000lb capacity for handling automobile engines and other heavy components.

These models have couplers mounted on the frame.



The 50' standard box car with plug and sliding doors and no roofwalk appears as Canadian National road number CN 557688 (ref.076 00 010, US\$23.95) with lettering in English on one side and French on the other.

It was built in December 1972, numbered in the 557020 – 557739 series, and runs on Barber roller bearing trucks. The brake wheel is mounted high.

The model has sliding doors which can be opened.

The new finish for the 56' general service tank car takes us south of the border with Zahori road number GATX 1705 (ref.110 00 150, US\$35.80).

It was built in January 1988 and runs on roller bearing trucks.

Industrias Zahori began operations in 1984 in Mexicali, Baja California, Mexico; it is dedicated to manufacturing and marketing waterproofing and roofing materials. It also has a division specialising in the maintenance of asphalt highways, and airports.



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. The working knuckle couplers come ready fitted with the magnetic trip pin for automatic operation.

These cars all come fitted with regular profile one-piece plastic wheelsets.

The bottom openings are equipped with tight fitting covers or doors to prevent leakage of such commodities as sand, etc.



Norfolk Southern road number NS 157342 is a 57'6" converted Trailer-On-Flat-Car (ref.064 00 050, US\$17.70).

It was originally built as a box car in the late 1950s, and converted in June 1987 to an intermodal car with a single TOFC hitch. It runs on roller bearing trucks. In the early 1990s it was refurbished again and renumbered into the 157000 series.

A lowered hitch is provided as an option.



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.

Rhätische Bahn 'Allegra' electric multiple unit new from LGB

Brand new from LGB is a model of the three-unit 'Allegra' railcars built by Stadler, classified ABe8/12, which have been placed in service with the Rhätische Bahn between October 2009 and March 2011. This variant of the Allegra is a dual supply unit which can operate anywhere on the RhB network, and with a power rating of 2,300kW (equivalent to the Ge4/4^{III} locomotives) it is capable of hauling other vehicles, as traffic demands. So far fifteen have been built.

The first release of the model represents No.3508 *Richard Coray*, and is very well finished with all markings and lining very clearly printed.

The model has been designed and produced at the new Märklin group factory at Györ in Hungary.

The body is well detailed, with pantographs, insulators, air tanks, and aerials on the roof. There are neat metallic kick plates and separate handrails by the cab doors.

All doors can be opened – the inward-opening cab doors are sprung shut, but the main bodyside plug doors need the aid of a suction cup (provided) to open outwards; they do not work very smoothly.



The ends are particularly well fitted out, with rear view mirrors, windscreens, wipers, handrails, electrical sockets, multiple unit connectors, brake hoses, step treads, and snowploughs.

The cabs have full interiors, with internal lighting and an illuminated console. There is a driver figure at one end. The passenger compartments also have interior fittings and working indirect lighting, just like the prototype, achieved using small LEDs. The glazing fits flush and has separate frames.

A large sheet of self-adhesive stickers is supplied providing a choice of authentic destination boards as well as many other small warning signs and notices, but there is no advice on placing them.

The bogie sideframes are enhanced with added fittings such as the anti-roll shock absorbers.

The model is impressive at just over two metres long, but even so it has been slightly shortened (by about 7%) to make a practical model which will negotiate 600mm minimum radius curves.





The body shell mouldings are nevertheless among the largest single components produced for an LGB model.

The unit is driven by two powerful Bühler motors – each end car has a self-contained motor bogie at the outer end, fitted with two traction tyres (one each side on alternate wheelsets).

Current collection is by sprung plungers on the backs of all wheels on both end cars as well as the standard LGB rail skates. Current collection from the overhead is an option; there is a selector switch within the centre car, along with the power control mode switch – although shown in the instructions, the location is not specified, and they are awkward to reach, through the door on the opposite side.

Multi-way cables are provided to connect the elements of the train, which will only work when all are wired together.

There is a socket for a digital decoder in the centre car; it is likely that, as with other dual-motor LGB models, a device with a capacity of 3 amps would be required but this is not mentioned in the instructions.

The model has working directionally controlled lights; as well as normal headlights there are high beams, plus red tail lights. The destination boards are also illuminated. The various lights are separately switchable under digital control.

The pantographs can also be raised and lowered under digital control.

The coupling bars between vehicles can be adjusted according to the minimum radius.

The low floor centre car has equalised bogies for optimum trackholding.

The traditional electrical connector on the end to link to other LGB models is concealed behind the canton shield.



The centre buffers are sprung, and working LGB couplers (supplied) can be fitted in place of the snowploughs – the unit should be able to haul up to seven bogie coaches.

A digital version is also offered, in the special Bernina 100th anniversary livery.

Manufactured by

LGB (Gebr. Märklin & Cie. GmbH),
Stuttgarter Straße 55-57,
D-73033, Göppingen, Germany.
www.lgb.de

PRICE ref.20220 €1,499.95.
digital ref.20225 €1,899.95.



Das Raw Görlitz

by Wilfried Rettig

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 160pp
Hardback €35.00
ISBN 978-3-88255-771-8
German text order no.771

The Reichsausbesserungswerk (Raw) Görlitz was latterly best known as the central workshops for narrow gauge locomotives in East Germany, but its history goes back to 1909, when it was opened as the loco depot for the adjacent marshalling yard at Schlauroth servicing steam locos from both Saxony and Prussia, as it lay at the end of the Silesian electrified network.

After 1955 it was graced with the title 'Deutsche-Sowjetsche Freundschaft' (DSF), German – Soviet Friendship. The works was eventually closed in 1997.

After an account of the history of the site, this book provides a comprehensive survey of the narrow gauge 'patients', far more varied than might have been supposed.

The process of loco overhaul is described in detail, department by specialist department, and of course the reconstruction (which amounted to new builds, which were not officially sanctioned) of locos in the 1960s, notably the IVK, VIK, and Einheits 2-10-2T.

The workshops also dealt with transporter wagons, and latterly diversified with some standard gauge machines, fireless locos, and certain types of wagon, as well as brake retarders for hump shunting yards. Somewhat sadder is the chapter on scrapping.

The works locos and internal wagons are not omitted, and there is consideration of the working conditions and social facilities for staff.

The author is a former railwayman from Görlitz, so is well-qualified; many of the illustrations are his.

The work is copiously illustrated with over 300 photos, the majority in black & white but with some in colour. The colour is concentrated in a sixteen page section late in the book, in which most are presented large, two or at most three to the page. Throughout, the standard of reproduction is excellent, and every image is fully captioned and credited.

Photos range from views of the works at various times and scenes of locos receiving attention through close-ups of specific details to locos under test and portrait record shots. Many have been drawn from the work's records and other official sources.

Much statistical information is presented in tables.

This is not just a history of the works but a record of an important but rarely covered aspect of the use of narrow gauge steam locos in East Germany.

However, modellers should beware of gleaning information from photos of locos awaiting attention, as they are usually damaged or missing components!



Baureihe 103 Eisenbahn Journal Extra 2/2013

by Konrad Koschinski

Verlagsgruppe Bahn GmbH
Am Fohlenhof 9a, D-82556 Fürstenfeldbruck
Germany,
www.eisenbahn-journal.de
295mm x 210mm 116 pp
Softback €15.00
ISBN 978-3-89610-382-6
German text ref:701302

This latest issue in the *Eisenbahn Journal* 'Extra' series of specials is devoted to the well-known and popular Class 103 electrics of the former Deutsche Bundesbahn (DB), first introduced in 1965 with the four prototypes E03 001 to E03 004 and ending with the final unit of the series production, 103 245, in July 1974. With their striking TEE livery and aerodynamic front ends, they were a symbol of the new age of travel on DB, and with them came a new network of Inter-City services.

This is a highly detailed work on this iconic class. A full account of the four prototypes is given in the first chapter, together with photographs in both black & white and colour of their construction. Also included are a number of the covers of publicity material of the era, compete with an E03 on the front. An outline drawing of an E03 is also included.

The series production, first introduced with the delivery of 103 101 in January 1971, is then covered. Here too their construction and deployment is described in detail. An outline drawing is also provided together with a plan of all the equipment contained within the body. Colour and black & white photos include views of the cab interior, main transformer, bogies, axles, and buffer beam detail.

Next the colour schemes carried by the class are described and there are pictures of all of the liveries from the original TEE-style crimson red (RAL 3004) and ivory (RAL 1001) to orient red, the Lufthansa 'Airport Express' yellow and grey 103 101, the 'Touristikzug' multi-coloured 103 220, and the traffic red (Verkehrsrot) 103 233, sponsored by Roco in 2000. There is also a colour picture of 103 109, which in TEE livery was adorned with an aluminium-coloured contrasting section on the bodysides around the air-intake grilles. The end of this chapter shows a list of the modifications undertaken on individual members and a list of liveries, complete with RAL numbers – very useful for modellers.

The following section provides an account of the everyday service of the class, accompanied by a wealth of photographic material in both black & white and colour, plus examples of DB publicity material with the class featured from the late 1970s and early 1980s.

We then take a look at the class during the final days of regular service with Deutsche Bahn. Their deployment on the new high speed lines (Neubaustrecken) and in former East Germany is covered.

This is followed by 'Chronik der 103', which lists all the major events in the history of the class from 24th September 1963 (ordering) through to 2013. There are again a number of colour photographs of the class at work, including some heading specials and the continued use of two on IC diagrams.

The work is completed with a look at the eighteen locos which were still operational at the beginning of 2003 through to 2013. There are many colour photo-

graphs showing both TEE and orient red liveries, and a list of all surviving machines together with their location as at August 2013 is given. The work is rounded off by a list of each locomotive with builder (Henschel, Krauss-Maffei, or Krupp), works number, first depot of allocation, last depot of allocation, and date of withdrawal.

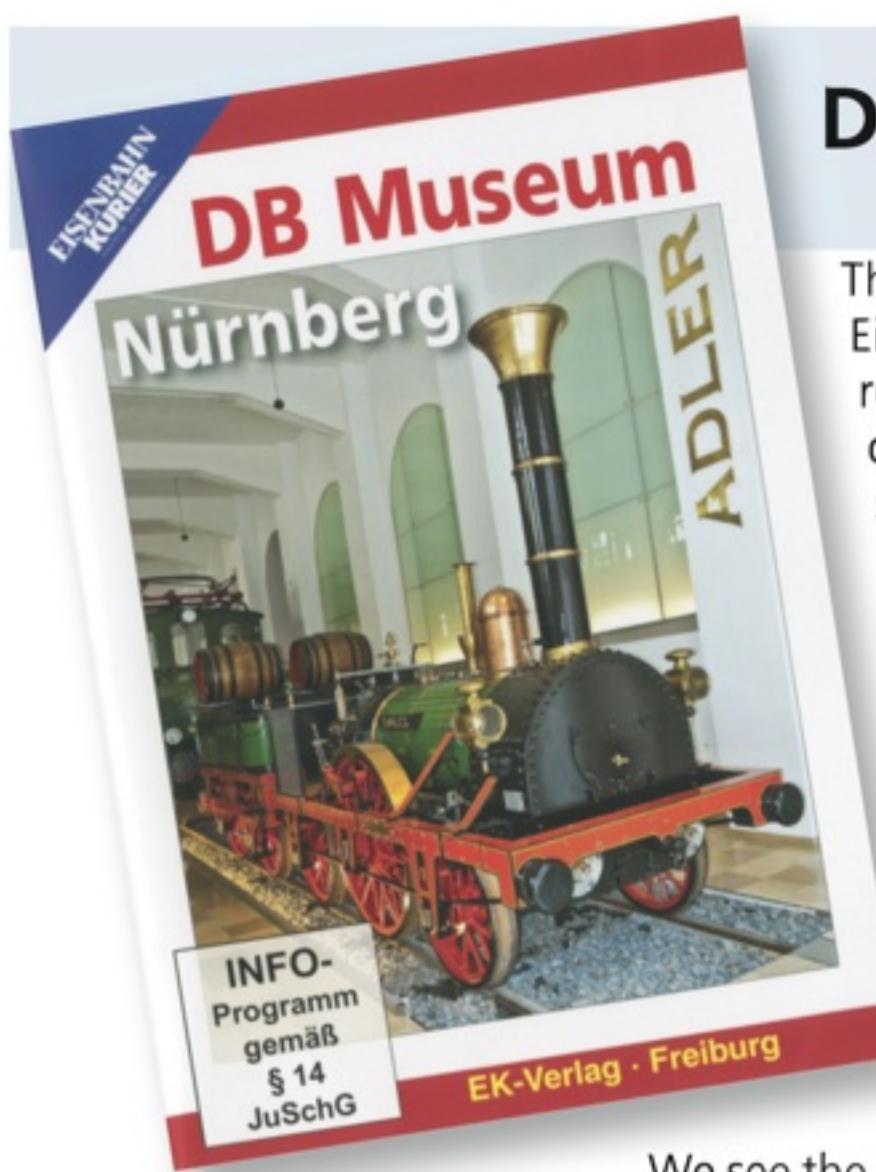
This is an excellent and well-researched history of this much-loved class. Whilst a good knowledge of the German language will be needed to get the most out of this publication, the photographs alone should whet the appetite of all those with an interest in DB electric locomotives and should be particularly useful for the modeller.

An accompanying DVD presents *Die Baureihe 103*, a 29 minute feature which shows the class in action, drawn from a number of films in the ER-Video-Express archives. As a bonus there are a number of trailers (c.30 minutes) of programmes in the Rio Grande series.

103 234-1 speeding an IC train south from Hamburg between the Süderelbe bridge and Hamburg-Harburg station in May 1987.

Photo: Benno Wiesmüller.





DB Museum Nürnberg

The Königlich-bayerisches Eisenbahnmuseum in Nürnberg, the forerunner of today's DB Museum, opened its doors in 1899. This programme tells the story of this museum showing its many and varied exhibits, together with a look at the smaller satellite sites at Koblenz and Halle (Saale).

The film begins with scenes of the city of Nürnberg and we see the castle, the half-timbered buildings (*Fachwerkhäuser*), and the main station (*Hauptbahnhof*) before visiting the station at Fürth, once the terminus of the line from Nürnberg, the first in Germany, opened in 1835.

We see the recently restored replica of the locomotive *Adler*, the first locomotive to run in Germany, which was built and shipped over from Britain, at work in preservation.

Next the curator, Dr Rainer Martens, takes us on a tour of the exhibits inside the museum itself. We start with the *Adler* and see archive film from the 1930s recreating its first run in 1835. There are further scenes of the current replica of this famous locomotive in preservation, and in the museum we see a surviving coach from 1835. Further views of locomotives in the collection are then shown, including *Nordgau*, dating from 1853, a Maffei-built Bavarian S3/6 from 1906, which achieved the world rail speed record of 150km/h in 1907. This is followed by a look at two coaches from König Ludwig II's royal train.

The next sequence takes us outside the museum and there are scenes of a locomotive parade around the turntable at Nürnberg Gostenhof shed, including examples from other museums in Germany, Austria, and the Czech Republic. Locomotives shown include DB Pacific 01 164 (with new boiler), former DR Pacific 18 201 in red livery, and the diesel V200 002.

100 years of the museum's existence was marked in 1999 and we next see film from the celebrations staged that year in Nürnberg. There is again a parade of locomotives, including DR Pacific 01 509, DB diesel-hydraulic V160 003, DR V180 diesel 118 749, a type Hamburg *Schnelltriebwagen* from Leipzig, a V60 diesel 360 150, *Kriegslok* 2-10-0 52 8195, Pacific 01 1066 of the Ulmer Eisenbahnfreunde, 23 105, the last steam locomotive built for the DB, and the replica *Adler*.

EK Eisenbahn Videothek DVD c.58 minutes ref. 8314 €19.80

We then witness the aftermath of the devastating fire which engulfed Nürnberg Gostenhof depot on the night of 17th October 2005, in which many of the museum's preserved locomotives were destroyed or severely damaged. At Dampflokwerk Meiningen we see the restoration work undertaken on the replica *Adler*, one victim of the fire, and its reappearance in working order again in 2007.

Also at Meiningen we see the work being carried out on another fire victim, 01 150, complete with new boiler. Later we see the locomotive on a special at Göppingen and on a test run from Meiningen to Arnstadt. In May 2013 it left Meiningen in her present form and we see the Pacific in action around Schweinfurt.

DB Museum Koblenz-Lützel is a sub-shed of the museum with a large collection of mainly preserved electric locomotives, although in recent years a number of withdrawn diesels have also found a new home here.

We then move on to look at the other museum location, at Halle (Saale), where there is a replica of the first steam locomotive built in Germany, *Saxonia*.

Back at Nürnberg we are shown a new section of the museum looking at the part the railways played in the holocaust, and the development of the two railway systems following the division of Germany after the Second World War. Several of the 1:10 scale models in the museum's collection are also shown.

In the second motive power hall we take a look at diesel 280 005 (a replacement for fire victim V80 002), along with a selection of both electric and steam locomotives, including the streamlined 05 001, which in 1936 achieved a record speed of 200.4 km/h. We also see the area to the rear of the museum where a signal box, signalling equipment, and permanent way maintenance vehicles are displayed. Replicas of the *Adler* and *Rocket* are shown in a new section which tells the story of the early days of railways and how Britain played a part in the development of railways in Germany.

The locomotive parade held at Nürnberg Gostenhof depot in 2010 is then seen with a variety of steam, diesel, and electric locomotives, including V200 007 (based at Lübeck), 50 3501, 01 1066, 41 018, and 23 105.

The final section takes us back to Koblenz-Lützel where we watch a parade of preserved electric locomotives of the following classes: E10, E40, E41, E50, E60, 111, 113, 120, 181.2, and newly-restored diesel-hydraulic locomotives 216 067, 217 014 and 218 137.

The commentary, which is in German, is clearly delivered and informative. The DVD is rounded off with approximately 45 minutes of trailers for other programmes in the Eisenbahn Kurier series.

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

www.eisenbahn-kurier.de



Wehrmacht Dieselloks

The Wehrmacht (army) class V36 diesels, first introduced in the 1930s, have become legendary. These 360hp 0-6-0 shunting locomotives were equipped with hydraulic transmission, came in a number of different varieties, and were built right up until 1950. They remained in service on German railways until the early 1980s. Parallel to the V36 was the 0-4-0 version, the class V20, also built for the Wehrmacht.

The film begins with V36 123, one of a batch fitted with a *Kanzel* (pulpit, extended height) cab now preserved, working on the Wiesental line with a rake of four- and six-wheeled coaches.

This is followed by Eisenbahnfreunde Wettau No.2, another preserved V36, at Bad Nordheim Nord. This locomotive was built in 1942 by Maschinenbau AG in Berlin. The EFW have owned it since 1993 and it now carries a dark blue livery.

Next we look back over the history with black & white photographs of the first successful main line diesel-hydraulic locomotive, V140 001. We see drawings and plans of the V36 and V20 locomotives. Views of the power units and locomotive cabs are also shown, as well as an 0-8-0 version. There are scenes of the locomotives at work during the Second World War and afterwards with both Deutsche Bundesbahn and Deutsche Reichsbahn. Further footage (in colour) is also shown of the locomotives in service on DB, together with black & white stills.

The next film sequence is in colour and shows preserved V36 005 undertaking shunting duties in Bruchhausen-Vilsen and then at the head of a train of vans. There are scenes inside the locomotive's cab and along the lineside as the train makes its way to Heiligenfelde, assisted at the rear by a blue-liveried ex-DB Kof III. At Heiligenfelde the train is shown arriving.

EK Eisenbahn Videothek DVD c.58 minutes ref. 8303 €19.80

Colour footage dating from 1989 is then shown and here we see red-liveried V20 No. ML00601 with a train formed of six-wheeled coaches of the NME. This loco dates from 1941 and was built by the Berliner Maschinenfabrik AG. There are good views of the loco in action along the line, some of which were taken from a road vehicle running parallel to the railway.

More preserved locomotives are then shown at the site of the Braunschweiger Verkehrsfreunde, including V36 311, V36 225 and V20 035. At DB Museum Nürnberg V36 108 is shown in the yard and at the Deutsches Museum in Berlin another V36 is seen before attention is focussed on Bochum-Dahlhausen where we observe V36 231 at work.

In Messel, on the line from Darmstadt, we watch V36 406 depart with a rake of four-wheeled coaches, mostly of the *Donnerbüchse* (thunderbox) type, with electric locomotive E41 001 at the rear.

We next move to Neustadt (Weinstraße) where we see V36 127 shunting in the museum yard and then providing assistance to a heavy steam-hauled passenger service on the preserved *Kuckucksbähnel* line. Then V36 235 is shown with a passenger service formed of four-wheeled coaching stock in the Wiesental.

On the Dampfbahn Fränkischer Schweiz, V36 123 is shown again, this time at Ebermannstadt. The loco is seen departing with a train formed of *Donnerbüchsen* and six-wheeled coaching stock. This particular V36 survived in DB service until 1977 and has been loaned to this railway from the DB Museum in Nürnberg.

The programme ends with V36 005 again, this time at Uenzen, where the locomotive is shown departing with a goods train. This is followed by EFW Lok No.2 again, first running light and then at work with a heavy train of logs.

It is a shame that there is not more archive content in this programme, but the filming of the locomotives in preservation is very good and the commentary is both clear and informative. There is a little background music but this is not too intrusive.

Like most other DVDs in the Eisenbahn Kurier series, there are about 50 minutes of trailers for other titles.

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

www.eisenbahn-kurier.de



Portuguese HO steam loco new from Comboios Eléctricos



The Portuguese model railway retailer, Comboios Eléctricos, has commissioned the Spanish manufacturer Mabar to produce a Portuguese 0-6-0 steam locomotive model in HO. Finished as Portuguese Railways (CP) Nos.110 and 117, the models represent two members of a class supplied by various builders in the late 19th century, used on passenger and freight services until the mid-1950s.

Illustrated here is a pre-production sample of the new model, revised with boiler bands and cylinder covers in burnished metal.

The models will be available for either two-rail DC or three-rail AC; they will be digital and sound ready, with a 21-pin socket and a mounting box for a loud-

speaker. DCC sound-fitted versions will also be offered. Features will include lights that change with the direction of travel, a flickering red LED inside the firebox, and opening smokebox doors.

The models – which will be limited to just 350 units – are scheduled for delivery during early 2014, with an anticipated price between €250.00 – 300.00.

For further information, or to order in advance, contact:

Comboios Eléctricos MHIpt Lda.
Av. Miguel Bombarda lote 3,
Loja B,
2780-343 Oeiras, Portugal.
Tel. +351 214415077
Fax. +351 214415078
www.comboioselectricos.com

Update on PKP liveried Lxd2 for HOe from Schmalspurbedarf



In the January CM we reported that Schmalspurbedarf, the German supplier specialising in German and Austrian narrow gauge railways in HO scale, has commissioned an exclusive version of the Faur L45H diesel locomotive model from Bemo in Polish railways livery as PKP Lxd2 #257, suitable for Epoch IV/V. The HOe model will share the same features as the original releases (fully reviewed in our October 2013 edition), including LED headlights and Next 18 decoder socket..

We are now able to illustrate an early decorated sample of the model, which is subject to some revisions before final approval. Delivery is currently expected early in 2014.

Advance ordering is recommended as the quantity will be limited. The price is €249.95.

Schmalspurbedarf
Höninger Weg 36,
D-50354 Huerth, Germany.
post@schmalspurbedarf.de

'Smart Switch' servo system new in Peco Lectrics range

The Peco Lectrics range of electrical and electronic components for modellers is being expanded with the addition of an innovative new 'Smart Switch' servo control set and associated components.

The 'Smart Switch' is described as a versatile servo-controlled motorising system which, although primarily intended for fitting to points, can be used for other applications such as operating semaphore signals or level crossing gates, as well as many other animated features on layouts in all scales and gauges – limited only by the modeller's creativity!

Each servo (photo A) is powerful enough to throw a Peco point without the need for any modification, such as removal of the over-centre spring.

The compact design makes it suitable for installation in small spaces.

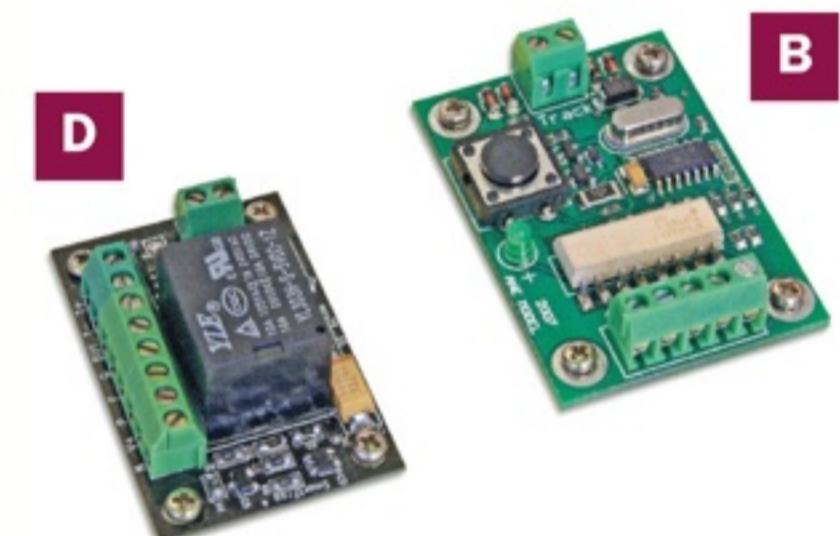
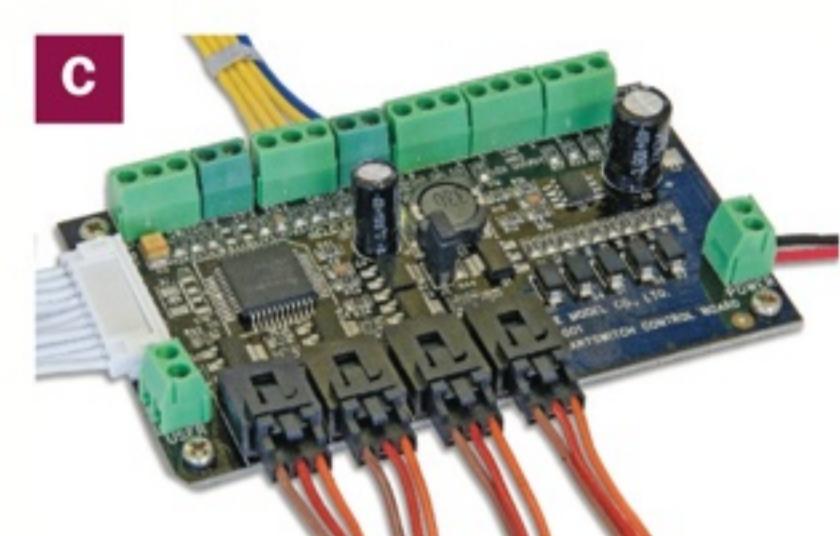
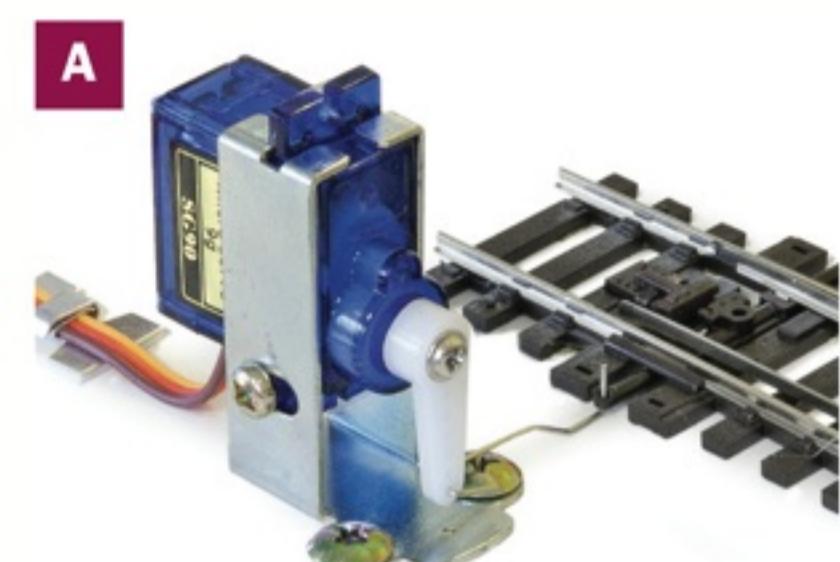
User-friendly programming allows for straightforward setting up

The set can be used independently with 12V DC systems or, when fitted with a Stationary Decoder (ref.PLS-135, photo B), operated from digital control systems.

The 'Smart Switch' set (ref.PLS-100) kit comes complete with a control board (photo C), four servos (complete with mounting brackets and connecting wires, etc.), four toggle switches, a programming board (photo D), four 1m extension cables, a comprehensive instruction manual, and all fixtures and fittings required for installation.

The set can operate up to four servo motors simultaneously, and each can be individually programmed to set the exact start and stop positions required, together with a choice of nine operating speeds.

Released in parallel with the 'Smart Switch' will be a 'Smart Frog' (ref.PLS-130, photo E) which can be installed on electrofrog points to automatically change the frog polarity of points motorised with the 'Smart Switch'.



Available separately will be a 'Smart Switch' board (ref.PLS-120), single servo motor (ref.PLS-125), and 1m extension cable (ref.PLS-140).

All items will be available from Peco stockists, with delivery planned for early 2014. Prices are to be confirmed.
www.peco-uk.com



New digital sound decoders from SoundTraxx

SoundTraxx has added the General Electric GEVO-12 prime mover to its range of TSU-GN1000 Tsunami digital sound decoders for Athearn Genesis ES44AC diesels and similar HO models (ref.828059). The TSU-GN1000 is designed to replace the factory-fitted light board and includes the necessary hardware to accommodate 1.5-volt bulbs. The suggested retail price is US\$99.95.

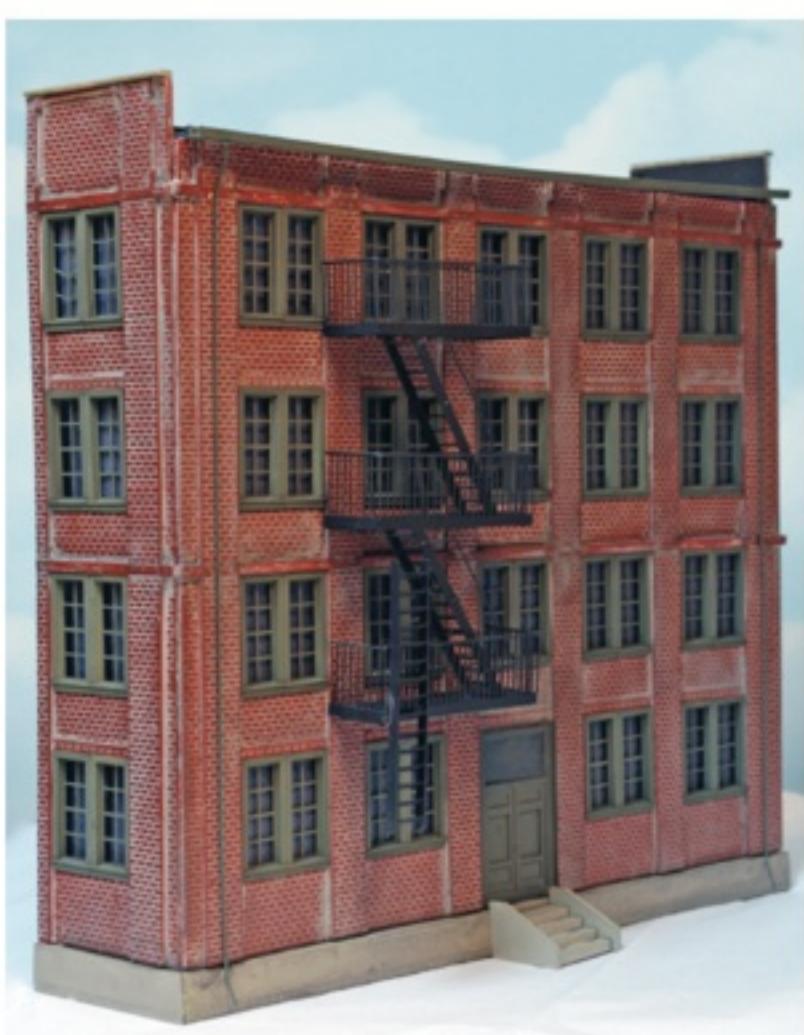
SoundTraxx has also produced a new TSU-KT1000, featuring the modern General Electric FDL-16 prime mover, which has been designed specifically for the new Kato HO models of the P42

which have two truck-mounted coreless motors (as reviewed in our December 2013 edition) (ref.828068, SRP US\$119.00). The decoder comes equipped with board-mounted LEDs placed to align with the model's light guides, and also includes two extra 3.3volt regulated outputs.

Both decoders include the sound of engine start-up, shut down, and eight throttle notch settings, as well as sixteen different air horns appropriate to the prototype, bell, radiator fans, compressor, dynamic brakes, brake squeal, and coupler clank.

www.soundtraxx.com

Low-relief US structure kits for O from Korber Models



Korber Models – an American manufacturer of model structures and detail parts in HO, O, and G scales – has released two new American outline structure kits for O scale.

The Background Apartment Building (ref.700, price US\$65.00), represents a generic multi-story brick building, which stands 12" high and features detailed fire escapes, gutters and downspouts, with cement foundation and step details. Its footprint (13" x 3") makes it ideal as a low-relief backdrop.



The Background Tall City Building (ref.702, price US\$115.00), stands 32" tall with a footprint of 11" x 1".

Both of these kits are available via the website – www.korbermodels.com

Further HOn3 freight cars by Blackstone Models



Blackstone Models are to release further versions of their successful models of the Denver & Rio Grande Western 800 series drop bottom gondolas and 6000 series flat cars in HOn3. Advance reservations for this third batch, with all new road numbers, are now being accepted by authorised dealers for an anticipated May 2014 delivery. Given the popularity of the previous runs, advance ordering is strongly recommended.

These finely detailed, ready-to-run cars feature high quality die cast and injection moulded plastic components, with a level of underbody detail that is difficult to model, free-rolling trucks, and genuine Kadee® 714 couplers.

The 800 series gondolas reflect the appearance of the fleet after rebuilding in 1926. New road numbers with the 'Flying Grande' herald include Nos.821,

830, 858, and 890; No.805 will have the 'Moffat Tunnel' herald and No.878 will feature the 'Royal Gorge Route' herald. All will be finished in freshly shopped boxcar red. (Weathered versions are not listed.)

The MSRP will be US\$59.95 each.

The 600 series flat cars will be available in four new D&RGW numbers (6001, 6040, 6056, and 6077) and one new Rio Grande Southern (0616). There will also be a re-release of the painted, unlettered version.

These models represent the appearance of the D&RGW flatcars throughout much of the early 20th century and into the 1940s. They will be painted in freshly shopped boxcar red, with wood-grain decking.

The MSRP will be US\$49.95 each.

www.blackstonemodels.com



Assembled Plasser & Theurer material conveyor – hopper unit from Kibri for HO



Kibri, the noted German manufacturer of buildings, vehicles, and scenic materials for HO, N, and Z gauges, has released assembled versions of its Plasser & Theurer MFS-100 material conveyor and hopper unit in HO (ref.26150, price £87.60). The unpowered model – which measures 263mm in length over buffers – is a ready-to-run version of the firm's plastic kit for this vehicle (ref.16150, price £49.80).

With a capacity of 68m³, the vehicle has a conveyor along the floor and a swivelling transfer conveyor at one end – on the model this is movable.

The model comes packaged in a clear display case.

Kibri products are distributed in the UK by OnTracks.

www.kibri.de
www.ontracks.co.uk



A&M AG van as limited edition for 2013 from Bemo in HOm

Bemo has recently released a limited edition version of its standard Swiss metre gauge four-wheel van, representing Rhätische Bahn P10067 as decorated with advertising for A&M AG, a recycling company based at Untervaz; the prototype wagon has been in these colours since July 2003.

Detailling parts are supplied for the modeller to fit, including brake shoes, brake hoses, and various electrical connectors.

CM contributor Glen Allen writes:

At normal viewing distance the finish is acceptable, although close inspection suggests it has been done in one pass on a multi-colour printer (rather than separate colours one-by-one) and there are dots within the main colours.

Comparing it to photos, allowing that the real thing has weathered over the

years, the yellow has a green tinge to it, the orange is too red, the blue is just a bit too dark (though not far off), and the green is too light. The rendition of the curves is spot on, but the main lettering also reveals the dots.

The number and data panel match the original but is difficult to read, under a magnifier. On the real thing, one of the panels has the '67' slightly lower, a fault not replicated on the model.

The roof is quite a bright silver and would benefit from being toned down to a flat aluminium finish.

There are no yellow tell-tales on the wheels which other Bemo models of RhB goods stock do have.

The body style is correct.

The upright parts of the brake pipes should be painted light grey.

www.bemo-modellbahn.de



Exhibition Diary

Dates, events, and information compiled by **Ingrid Rose**

Saturday 25 & Sunday 26 January PONTEFRACT, West Yorkshire

Organiser: Normanton & Pontefract Railway Modellers Society.
Venue: New College, Park Lane, Pontefract, WF8 4QR. By the race-course – follow the yellow signs from M62 J32 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: 16 layouts including *Bergeller Bahn* (Swiss HOm, see CM March 2007), *Edinger-Eller* (German HO, see CM February and March 2009), *Williamsberg* (N), *Murrayville Yard* (US HO), and *Eagle Rock, Colorado* (US On30, see CM December 2013), plus demonstrations and a wide range of traders.

Contact: 07964 379155
www.nprms.org

Saturday 1 February YATE, Gloucestershire

Organiser: Sodbury Vale MRC.
Venue: St.Mary's Church & Church Hall, Church Road, Yate, BS37 5BG.

Open: 1000 - 1630

Admission: adults £5.00, seniors £4.00, accompanied children free.

Features: layouts include *Stow Creek* (On30). Demonstrations, trade.

Contact:
Tim Crockford 01454 327611
sodburyvalemrc.co.uk

Saturday 1 & Sunday 2 February ALTON, Hampshire

Organiser: Alton MRG.
Venue: Eggars School, London Road, Alton, Hampshire, GU34 4EQ. Free bus service by the Aldershot & District Bus Preservation Society from Alton railway station, via Alton Model Centre, the town centre, and on to the exhibition.

Open: 1030 - 1700 Saturday
1030 - 1600 Sunday

Admission: adults £4.50, concessions £3.50, children £2.50, family £12.00.

Amenities: free parking; easy access for wheelchairs – help provided if required; refreshments.

Features: a specialist theme of DCC – two question-and-answer sessions on Saturday, one on Sunday. 15 layouts ranging from N to G including *Numchem* (N), *Boden-am-See* (N), and *Greenfield Valley* (On30). 16 trade stands, demonstrations.

Contact: www.altonmrg.co.uk

Saturday 1 & Sunday 2 February STAFFORD

Organiser: Stafford Railway Circle.
Venue: Stafford County Showground, Weston Road, Stafford. Satnav postcode: ST18 0BD. 3 miles east of the town on the A518. Preserved bus service from the station.

Open: 1000 - 1700 Saturday
1000 - 1630 Sunday

Admission: adults £9.00, seniors £8.00, accompanied children £1.00.

Amenities: extended free parking; disabled access.

Features: over 40 layouts, including *Gresten* (Austrian HOe, see CM September 2012), *Warsaw, Indiana* (US HO), and *Heim* (US HO). Demonstrations. 45+ trade stands.

Contact: Colin Hill 01785 211992

www.staffordrailwaycircle.org.uk

Saturday 8 February BIGGLESWADE, Bedfordshire

Organiser: East Beds. MRS.
Venue: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire, SG18 8JB.

Open: 1030 - 1700

Admission: adults £5.00, concessions £4.00, children £3.00, family (2+2) £13.00.

Amenities: free parking; wheelchair access to all areas except raised stage in main hall; light refreshments.

Features: layouts include *Torcy* (French HO, see CM November 2011), *Roestok* (South African OO9), *Santa Barbara* (US N, see CM October 2011), and *34th Street* (US HO). 13 trade and society stands.

Contact: 01626 864942
organiser@ebmrs.org.uk
www.ebmrs.org.uk

Saturday 8 February NEWBURY, Berkshire

Organiser: Newbury MRC.
Venue: St.Bartholomew's School, Andover Road, Newbury, Berkshire, RG14 6JP.

Open: 1000 - 1630

Admission: adults £4.00, concessions £3.50, children £2.00, family £9.00 (2+2).

Amenities: ample free parking; refreshments.

Features: layouts include *Dawes Creek* (Australian N), and *Mills Falls* (HO). Demonstrations, societies, trade.

Contact: www.newburymrc.co.uk

Saturday 15 February CLEVELEYS, Lancashire

Organiser:
Blackpool & North Fylde MRC.
Venue: Cleveleys Community Centre & Church, Kensington Road (off Beach Road), Cleveleys, Lancashire, FY5 1ER.

Open: 0930 - 1700

Admission: adults £2.50, seniors (60+) and juniors (5-15) £2.00, family (2+2) £7.50.

Amenities: ample local parking; disabled access; refreshments.

Features: open day. Club and members' layouts in various gauges, including *Pine Creek* (N), *Whispering Hollow* (HO), and *Burnaby* (HO). Club stand. Trade.

Contact:
www.blackpoolandnorthfylde.mrc.co.uk

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 15 February MILTON KEYNES

Organiser: Milton Keynes MRS.

Venue: Shenley Brook End School, Wallbank Grove, Milton Keynes, MK5 7ZT. Free shuttle bus service from Bletchley and Milton Keynes stations.

Open: 1000 - 1630

Admission: adults £5.00 (£4.50 with same day rail ticket), children £3.00 (£2.50), family (2+2) £10.00 (£9.50).

Amenities: ample free parking; level access throughout; refreshments.

Features: 40 layouts in a range of scales and gauges including *Schloss Adler*, *Weissenthalbahn*, *William's Curve*, and *Karolina Falls*. 20+ traders.

Contact: www.mkmrs.org.uk

Saturday 15 February SHEPTON MALLET, Somerset

Narrow Gauge South West

Organiser:

Small & Delightful Railway Group.

Venue: Whitstone School, Shepton Mallet, Somerset.

Open: 1000 - 1630

Admission: adults £7.00, seniors £6.00, children £1.00, family (2+2) £14.00.

Amenities: limited on-site parking but free park & ride from the Mathew Clark factory on the A37 in Shepton Mallet. Wheelchair lift. Refreshments.

Features: 32 layouts including *Engelhausen* (German HOe, see CM September 2012) *Wipers*, *Fish Hook and Menin Railway* (Sn2), *Idiot Creek & Crazy Anna Mine* (5.5mm), *Bootlegger Canyon* (On30), *Süd Harz* (G), and *Project Iraq 2003* (1:35, see CM February 2012). Demonstrations. Specialist n.g. traders and societies.

Contact: www.ngsw.org.uk
Howard Martin 01458 830542 / 01646 636909 / 07810 644661

Saturday 15 February TONBRIDGE, Kent

Organiser: Tonbridge MRC.

Venue: The Angel Centre, Tonbridge, TN9 1SF.

Open: 1000 - 1700

Admission: adults £5.00, children (10-16) £1.00, under 10s free.

Amenities: wheelchair accessible; light refreshments, licensed bar.

Features: 30+ layouts including *Marmagne* (French HO, see CM March 2005) and *Johannesdorf* (Austrian Oe, see CM November 2007). Demonstrations, trade.

Contact: Roy Prentice 01892 527199

Saturday 15 February WARMINSTER, Wiltshire

Organiser: Warminster & District MRG.

Venue: Warminster Leisure Centre, Woodcock Road, Warminster, Wiltshire, BA12 9DQ. Free historic bus between town centre and exhibition.

Open: 1000 - 1700

Admission: adults £5.00, seniors £4.00, under 14s £2.00, family (2+2) £12.00. All proceeds to childrens' and animal charities.

Amenities: free parking; full access for disabled visitors; refreshments.

Features: layouts booked include *Neunbruckenbahn* (N). Trade.

Contact: 01985 213458.

Saturday 15 & Sunday 16 February SILEBY, near Leicester

Organiser: Syston MRS.

Venue: Sileby Community Centre, High Street, Sileby, LE12 7RX. 2 minutes from Sileby Station and only 5 minutes from the A6 and A46 Leicester western by-pass.

Open: 1000 - 1630 both days.

Admission: adults £3.50, seniors / concessions £3.00, accompanied children free, family (2+2) £7.00. Donation made to charity.

Amenities: ample free parking nearby; refreshments.

Features: 14 layouts including *Furtwangen Ost* (N). Trade.

Contact: 0116 2605760
www.systonmrs.org.uk

Saturday 15 & Sunday 16 February WATFORD

Watford Finescale

Organiser: Watford & District MRC and the North London Group.

Venue:

Parmiter's School, High Elms Lane, Watford, Hertfordshire, WD25 0UU. Signposted from the A405, M1 J6, and M25 J21A. Arriva 321 and Greenline 724 buses from Watford Junction station drop off at the bottom of High Elms Lane.

Open: 1030 - 1730 Saturday
1000 - 1630 Sunday

Admission: adults £7.00, accompanied children under 16 free.

Amenities: two car parks indicated on the approach to the school.

Features: layouts covering a range of gauges and scales, including *Prospect Point* (US HO logging). Gauge and specialist line societies. Trade.

Contact: 07951 729562
show2506-watford@yahoo.co.uk
www.watfordmrc.org

Saturday 15 & Sunday 16 February CROMFORD, near Matlock

Nürnberg new items show

Organiser: Mount Tabor Models.

Venue: Cromford Community Centre, 9, Market Place, Cromford, near Matlock, Derbyshire, DE4 3RE. (50 yards from A6, on A5012.)

Open: 1030 - 1630 Saturday
1000 - 1600 Sunday

Admission: free.

Features: Includes a DRG N layout, *Spatenbräubrücke* (German N), *Ober* (HO city tramway), *Ludwigs Werk* (German HO), *Hintertupplingen* (Bavarian HO), *Menabrea* (Italian HO), *Beckenwick* (Swiss HOm, see CM September 2012), a Vicinal layout, and a Minitrains HOe demonstration layout, plus scenery building seminars in the village institute (chargeable). Representation from the European

Railway Association, German Railway Society (t.b.c.), Alte Zeit Gruppe, Austrian Railway Group, SNCF Society (t.b.c.), and Swiss Railway Society. New items brochures hot from the trade fair.

Contact: 01629 822294
mount.tabor@btopenworld.com

Friday 21 – Sunday 23 February GLASGOW

Model Rail Scotland
Organiser: AMRSS.
Venue: Scottish Exhibition and Conference Centre (SECC), Glasgow.
Open: 1100 - 1800 Friday
1000 - 1800 Saturday
1000 - 1700 Sunday

Admission: adults £10.00 (£9.00 in advance), children £6.00 (£5.00), family (2+2) £25.00 (£23.00).

Features: 45 layouts including *Fritten Wurst und Eisengebräu* (Austria / Germany HOe), *St. Morten* (Swiss HOm), *Levenford* (US N), *Salzburg, MT* (US N), *North Histon* (US HO), *Humber Yard* (Canadian HO), *Westside* (US G), and *Minnasequoia Sawmill* (US G).

Contact:
www.modelrail-scotland.co.uk

Friday 21 – Sunday 23 February BRIGHTON

Brighton Model World
Venue: The Brighton Centre, Kings Road, Brighton, East Sussex, BN1 2GR.
Open: 1100 - 1800 Friday
1000 - 1800 Saturday
1000 - 1700 Sunday

Admission: adults £9.50, seniors £7.50, children £5.50, family (2+2) £26.00.

Features: layouts include *Salz ÖBB* (Austrian HO, see CM January 2014). Societies. Trade.

Contact:
www.brightonmodelworld.com

Saturday 22 February PRINCES RISBOROUGH, Buckinghamshire

RISEX
Organiser: Risborough & District MRC.
Venue: Community Centre (adjacent to Springs swimming pool), Wades Park, Stratton Road, Princes Risborough, Buckinghamshire, HP27 9AX.
Open: 1000 - 1700
Admission: adults £3.00, accompanied children £2.00.

Amenities: refreshments.
Features: nine layouts, including *Obwalden* (Swiss HOm), *13th Street Yard* (US HO), and *Dawes Creek* (Australian N). Demonstrations. Trade.
Contact: Adrian Harford 01296 415107. risexmanager@rdmrc.org.uk
www.rdmrc.org.uk

Saturday 22 February READING

Organiser: Kenavon Railway Society on behalf of the Cholsey and Wallingford Railway.
Venue: The Warehouse, 1a, Cumberland Road, Reading, Berkshire, RG1 3LB (behind Mr Cod). Reading bus routes 13, 14, 17, Thames Travel 126, 127, 128, 129, and Arriva 850 (Henley/Marlow/High Wycombe).
Open: 1000 - 1700
Admission: adults £3.50, seniors and

children £2.00, family (2+2) £9.00.

Amenities: limited free parking; disabled access; refreshments.

Features: layouts include *Alyeska Switch* (US HO, CM February 2013).

Contact: www.kenavon.org.uk
Richard Standing 07760 285383

Saturday 22 February

BROMLEY, Kent

Organiser: Age Concern.
Venue: Bertha James Day Centre, 34, Masons Hill, Bromley, Kent, BR2 9HJ. Bromley station 5 minutes walk. Bus routes 61, 261, 208, 336, 358, 320.

Open: 1000 - 1700

Admission: adults £3.00, children £1.00. Proceeds to Age Concern Day Centre.

Amenities: only disabled parking on site. Other parking at Norman Park Hook Farm Road, BR2 9SX, with a free shuttle bus. Fully wheelchair friendly. Refreshments.

Features: over 12 layouts from N to O, including *Hochstadt* (German O). Trade.

Contact: Peter Clark 020 8464 0696
www.berthajamesmodelrailwayexhibition.weebly.com

Saturday 22 & Sunday 23 February

CHAPEL-EN-LE-FRITH, Derbyshire

Organiser: New Mills & District Railway Modellers.

Venue: Chapel-en-le-Frith High School, Long Lane, Chapel-en-le-Frith, High Peak, Derbyshire, SK23 0TQ.

Open: 1000 - 1700 Saturday

1000 - 1630 Sunday

Admission: adults £5.00, concessions £4.00, family (2+2) £12.00.

Amenities: ample free parking; fully wheelchair friendly; refreshments.

Features: 20 layouts including *Untermüten* (Swiss HOm, see CM April 2012). Demonstrations. Trade.

Contact: 01298 436004
exhibition@nmdrm.co.uk
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La Planche Port (French HO), *Decal Transfer* (US HO), *Falcon Lake* (Canadian HO), *Franklin* (US On2),

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An outer suburban scene in Switzerland with a station and a loco depot serving an adjacent marshalling yard, modelled in N by Steve Tinsley.

• Shasta

Big ambitions in a small scale: to demonstrate the expandable appeal of a modular system, Kevin Smith has built a new American Z layout for exhibitions, based on the Southern Pacific's former Shasta route.

• Boommeer

Nick Palette imagined small town somewhere in the north of The Netherlands as the present-day setting for his new digitally-controlled HO exhibition layout.

• Industrial alley

Emmanuel Nouaillier continues his occasional series about a set of structures along an urban backstreet.

• Place de la Victoire

Simon Dawson remembers the military railways of the First World War with a compact scene modelled in 1:35.

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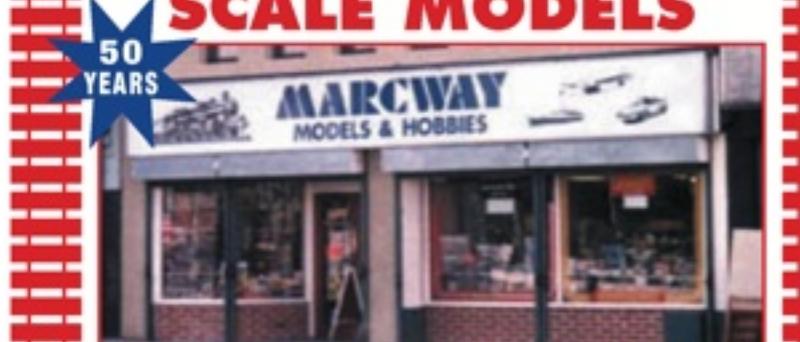
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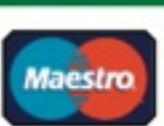
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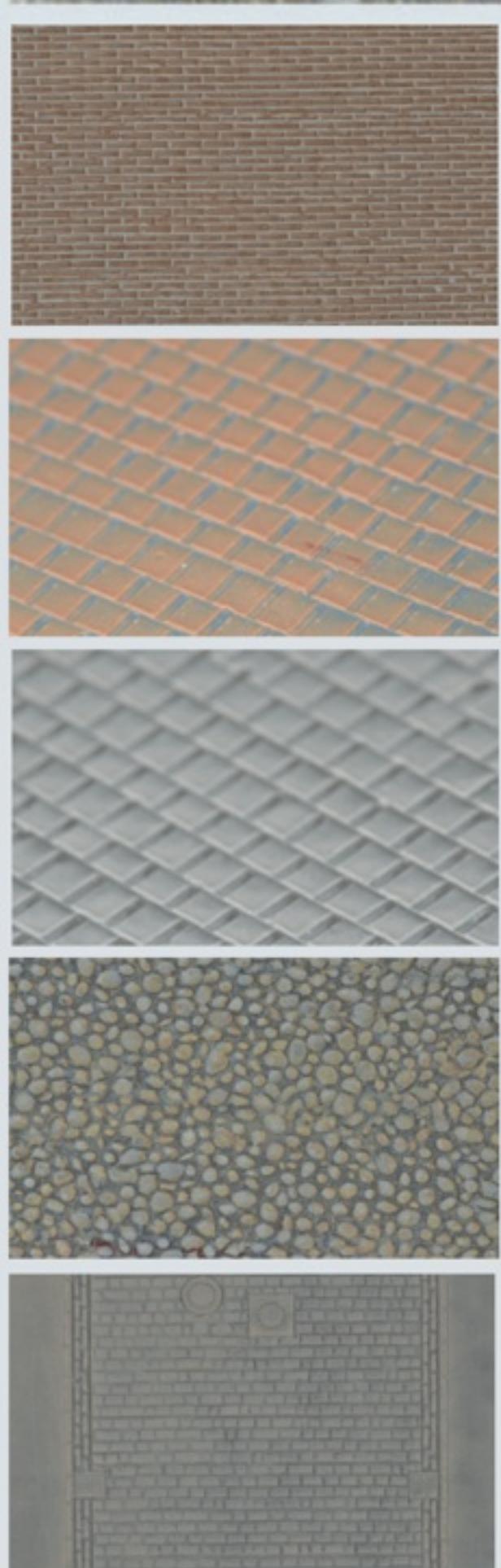
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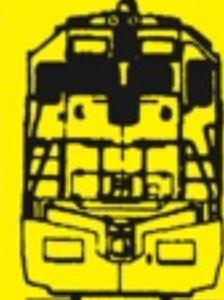
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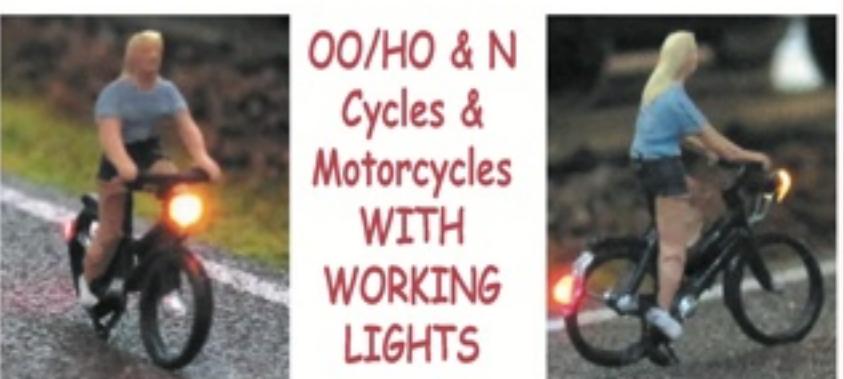
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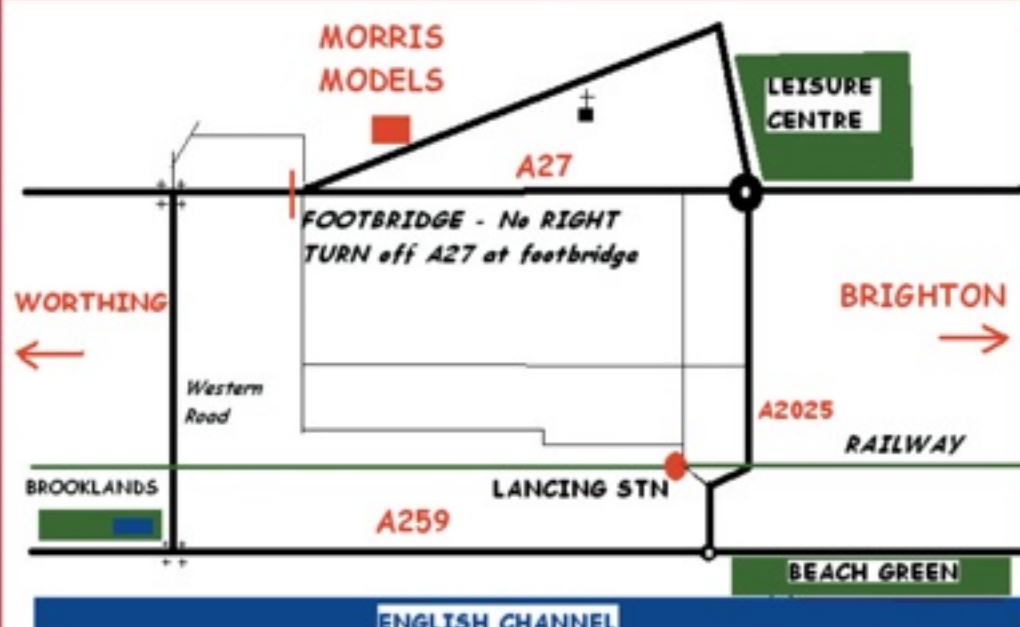
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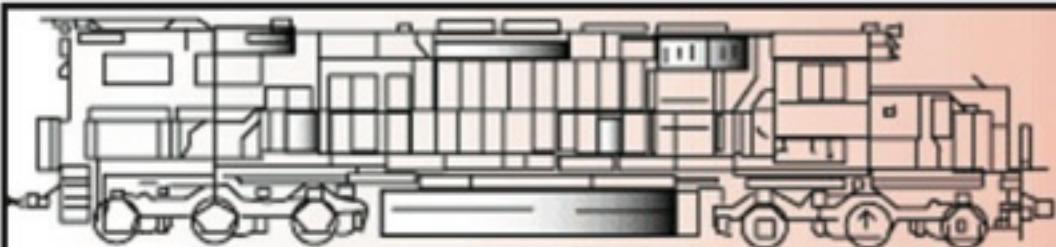
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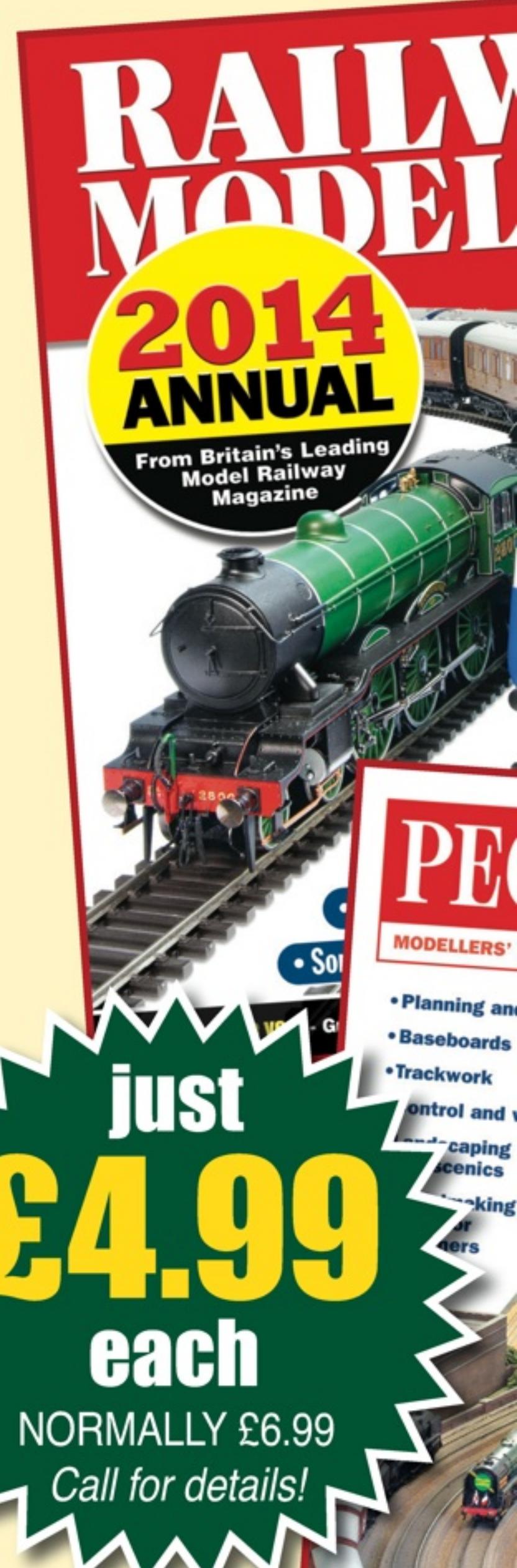


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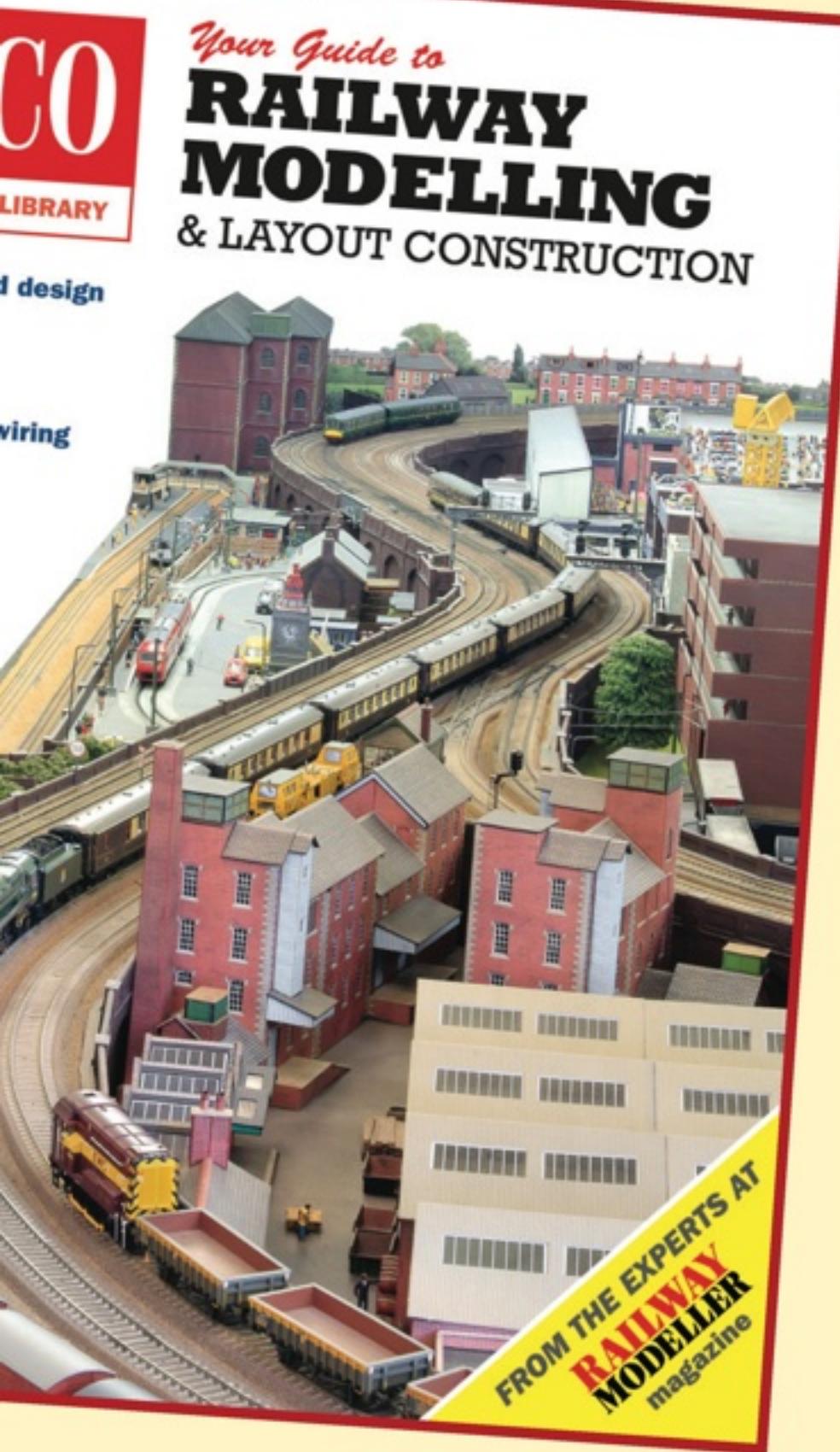
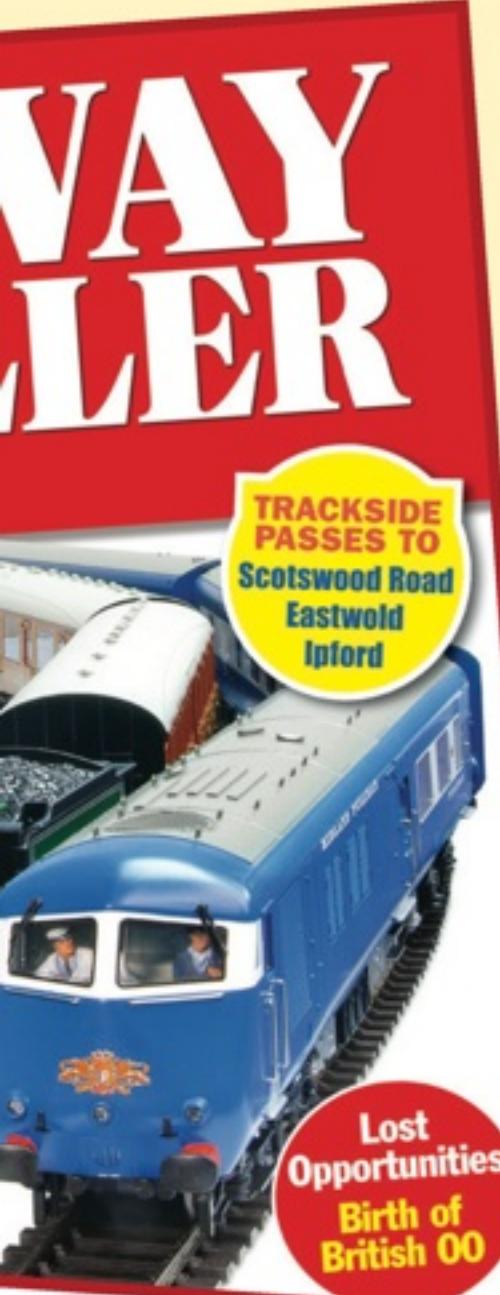
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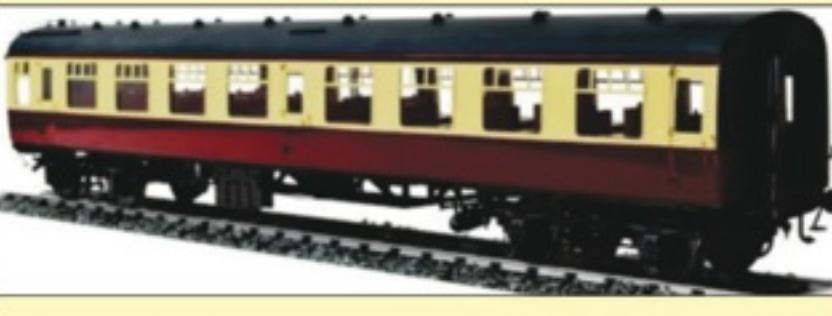
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See PENGUIN first for ATHEARN - all the new items in Ready-To-Roll and Genesis stocked as available * Genesis: UP BIG BOY (#4) only £365.00 * SD70ACe: UP-WP Heritage/BNSF swoosh £139.50 dcc/sound: UP-Mopac Heritage/UP-Western Pacific Heritage £199.00 UP Challenger dcc/sound (2#) only £339.50 GP38-2: Southern Railway (Hinose) £115.00 * Ready-To-Roll: AC4400 (3#): BNSF/Southern Pacific £79.50 C44-9W (3#): BNSF H2/Norfolk Southern/Southern Pacific £POA GP35 (2#): WM circus £POA SD45 (2#): PRR/N&W £67.50 SD45: N de M £POA SD40-2: CNW £POA GP35: B&O £POA SD45: CNW £POA * Freight Cars: Genesis: 33000 gal Tank car £34.00 57' Mech. Reefer: BNSF/UP £35.50 50' GATC 20000 gal Tank Car Type 30 GS: PPGX/HPCX £27.50 50' GATX 20k Gallon Tank Car: GATX white/GATX white Service Driven £26.00 * Ready-To-Roll: 30000 gal Ethanol Tank car 3-pack: TILX £73.00 50' Combo dr boxcar (2#): CN/D&H/Rock/WP £17.50 W/V Caboose: ATSF £20.00 FMC 5347 Boxcar (3#): Rock Island £19.50 53' Jindo Containers 3-pack (2#): APL/Pacer/Oceanex/Universal/TOTE £24.00 40' Steel Reefer (2#): PFE £18.50 40' DD Boxcar (3#): CPR £17.50 GATC 2600 Airlslide (2#): Monon £24.00 50' dd Boxcar: DRGW orange £13.00 * NEW ATHEARN EVERY MONTH! More available see WEBSITE for price reductions * Hundreds of new items coming in 2014 - see website for details!

SPECIAL OFFER - buy 5 or more single freight cars, any make and save 15% (not ExactRail Centerbeam car or Intermountain Auto rack)

INTERMOUNTAIN: Autorack (6#): BN/BNSF/UP/SP/ATSF/Conrail/NS/CSX £60.00 now only £40.00 * FVM: 7-post Boxcar (2#): BNSF £21.50 * KATO: Gunderson Maxi-4 (2#): Pacer/AOK £LOW * EXACTRAIL: Thrall 63' Centerbeam flat car (6#): Milwaukee/BNSF/BN/UP/WP £43.50 Berwick 7327 Box Car (2#): C&O/B&O/N&W £30.00 62' Box Car: DRGW £23.50 * ATLAS: 50' 6" Boxcar (2#): ONT/UP-MP/CN/KCS/Railbox £13.50 50' Postwar Boxcar: ATSF £20.00 50'6" Boxcar (2#): ONT/UP-MP/CN/KCS/Railbox £13.50 2-Bay Offset Hopper (2#): ELW/LE/Reading £11.00 1937 AAR 40' Boxcar KIT (2#): Monon/ON/SOO £10.00 1937 50' Berwick boxcar: BNSF £18.00 Thrall 2743 Gondola: NS/BNSF £18.50 * KD: #5 couplers TEN packets £27.50, #17/18/19/20 £4.00 * Walthers Structures - Kits - see list

N SCALE - LOWER PRICES - PHONE FOR SPECIAL OFFERS! * ATHEARN: UP Challenger dcc/sound only £255.00 * UP BIG BOY (5#) dcc/sound only £279.50 * Fox Valley Models: ES44AC Norfolk Southern Heritage: PRR £89.50 * KATO: SD70ACe Norfolk Southern HERITAGE locos only £69.50 * GUNDERSON Maxi-1 5-cars 10 containers (2#): BNSF Swoosh/AOK £91.50 SD40-2 (2#): ATSF £65.50 Amtrak P42 40th Anniversary (3#): £59.50 NW2 (2#): ATSF/CBQ/UP £65.50 F3A+B: ATSF warbonnet £99.00 ATSF Super Chief 8-cars new numbers £119.50 SD45: UP £61.50

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NEW MODELS reserve now * ATLAS: SD60/RS-11/C-420/Trainmaster/MP15DC * ATHEARN: F45/FP45: BN/ATSF Kodachrome/ATSF pass warbonnet/ATSF freight warbonnet * MICRO-TRAINS new cars every month - Remember, whatever NEW N scale products (and Z scale) YOU want always see PENGUIN first!

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MODEL POWER: USRA Pacific: L&N/CBQ £67.50 * BACHMANN Spectrum: 4-6-0 dcc: NYC/CNW £85.50

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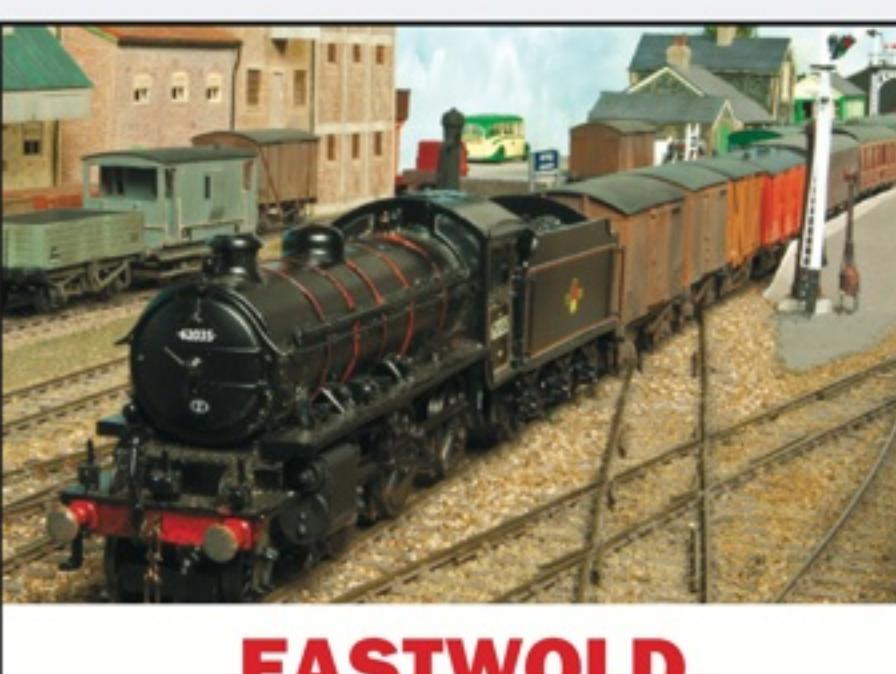
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NUMBERS INDICATE CURRENT STOCK LEVEL.

NOTE: ub — unboxed, or in the case of locos in an incorrect box.
t/b — turquoise/beige.

Catalogue Numbers quoted are those which appear on the Model's box where applicable.

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ELECTROTREN (NEW & SH)

34550 RENFE 464-2/INA (DC Digital), epIV
25905 RENFE 251-014-7 Mercancías, grey/white (Sound)

36040 RENFE 440 Regional 2 unit EMU, orange/white (Club Special)

36065 RENFE 440 Regional 3 unit EMU, orange/white

36022 RENFE 440 Cercanías 3 unit EMU, red/white

1602 FS Use Bogo Hopper 'Transfesa', dark grey

2140 SNCF AB1-2 Railcar, red/cream

5715 SNCF bogie coiler Carrizo, brown/weathered

5734 SNCF bogie coiler TUSTI SGW, grey

5737 SNCF bogie coiler Hoper Mid Arbel, grey

5751 RENFE Transfesa Bogie hopper, brown

New 1400 (4) 5698K DRG 1st/2nd Clerestory with brake hut, green

5688K DRG 3rd/4th Clerestory with brake hut, green

5689K DRG Deutsche Post bogie clerestory, green

5690K DRG 2nd/3rd Clerestory with brake hut, green

5691K DRG 3rd Clerestory, green

5692K DRG 4th/5th Clerestory, green

5693K DRG 3rd Bogie Clerestory, green

5694K DRG 2nd Modus, red/grey

5695K DRG 1st/2nd Drivers Modus, red/grey

5696K DRG 1st/2nd open, red/grey

5697K DRG 2nd/3rd open, two tone blue

571K DRG 1st/2nd open, green/blue, Advert

New 2250 (2) 571K DRG 1st/2nd Deck, green/grey

5687K DRG 1st/2nd (ex Silverfish) red/grey

5688K DRG 1st/2nd, ex Silverfish, red/grey, weathered bogies

5689K DRG 2nd (ex Silverfish) red/grey

5690K DRG 2nd Modus, red/grey

5691K DRG 2nd Modus, red/grey

5692K DRG 2nd open, red/grey

5693K DRG 2nd open, two tone blue

5694K DRG 2nd open, two tone blue/grey

5695K DRG 2nd open, two tone blue/grey

5696K DRG 2nd open, two tone blue/grey

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5702K DRG 2nd open, two tone blue/grey

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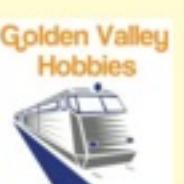
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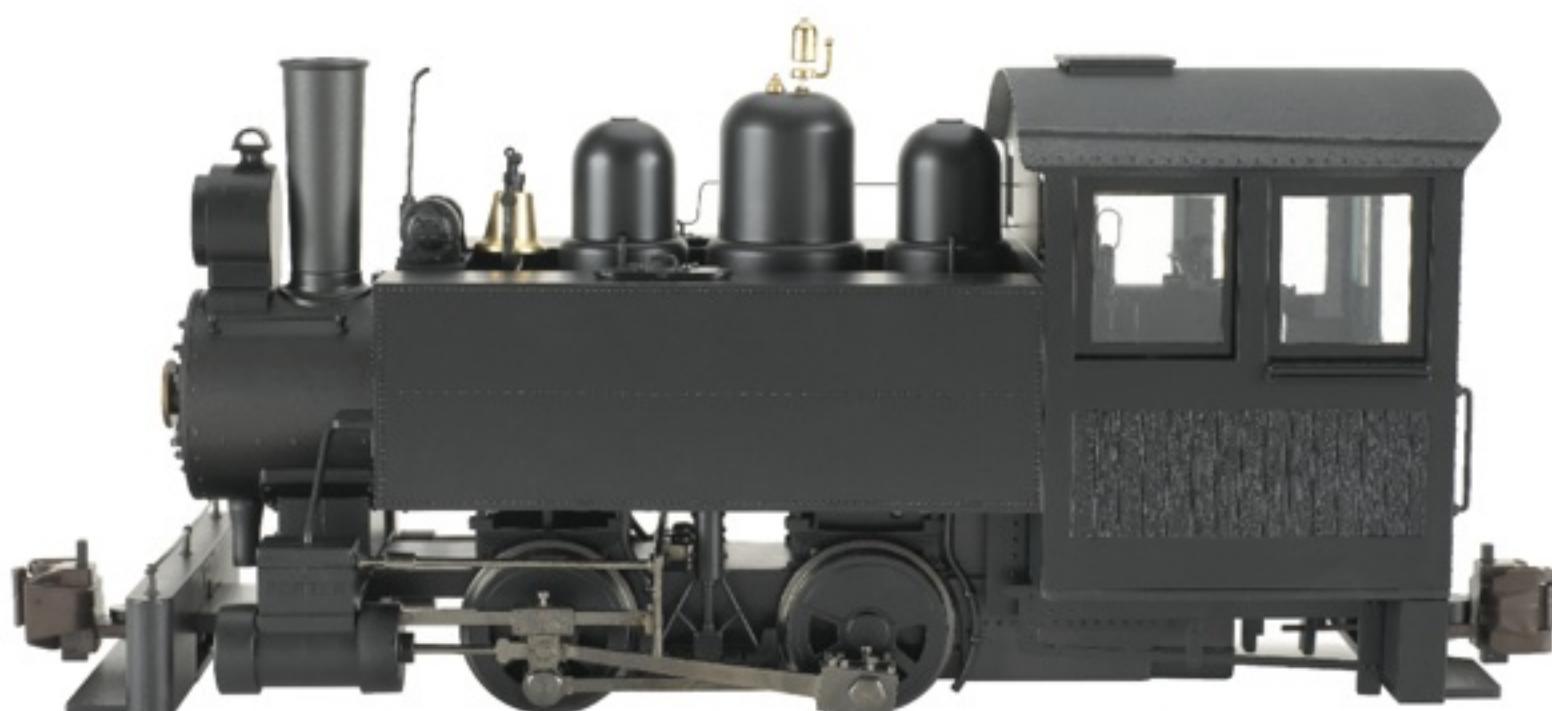
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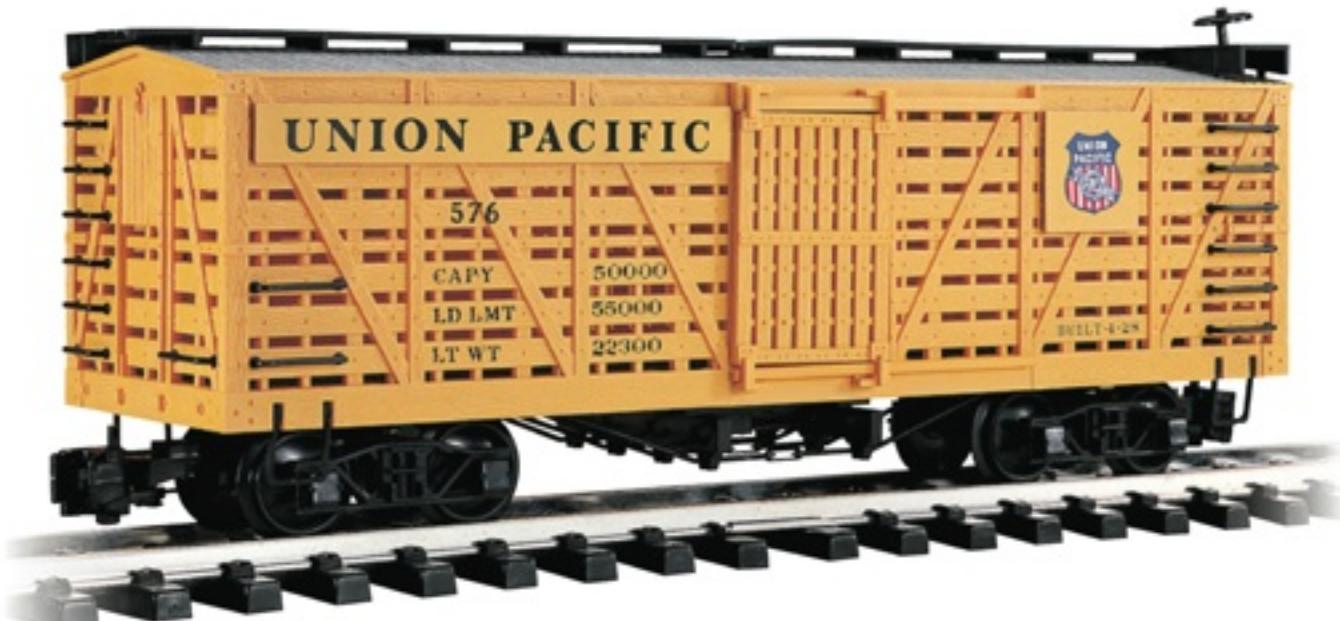
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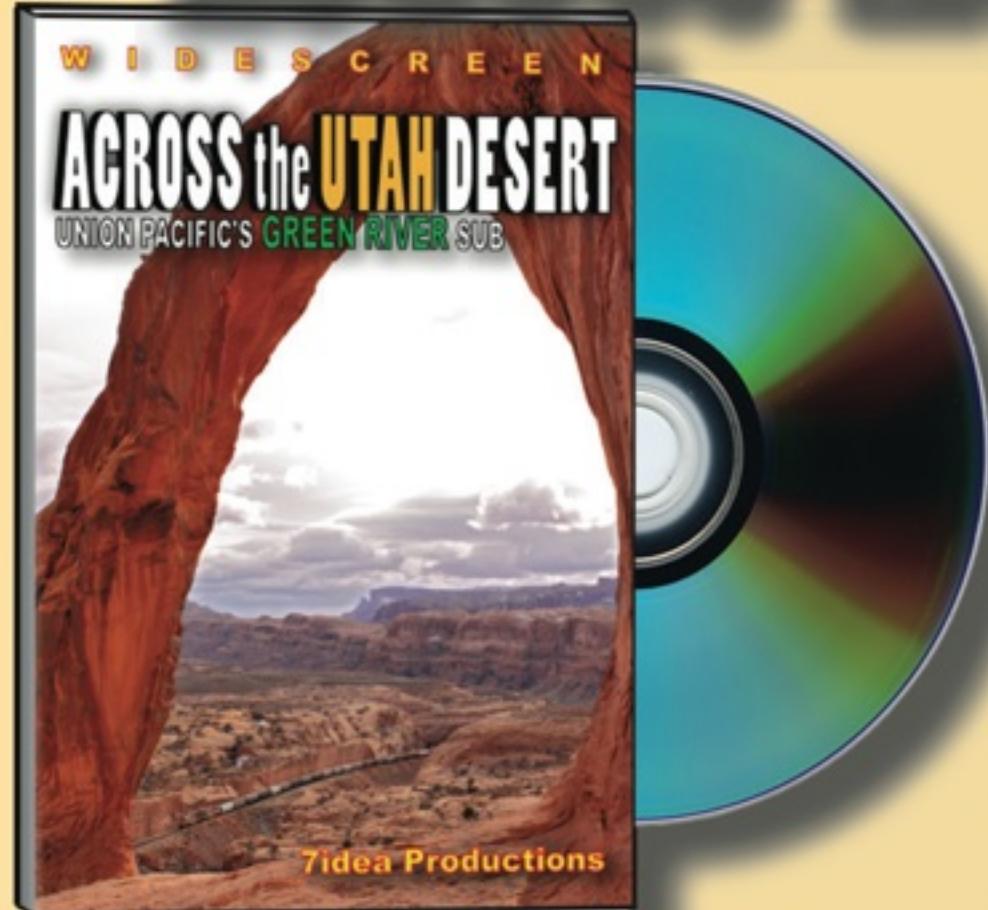


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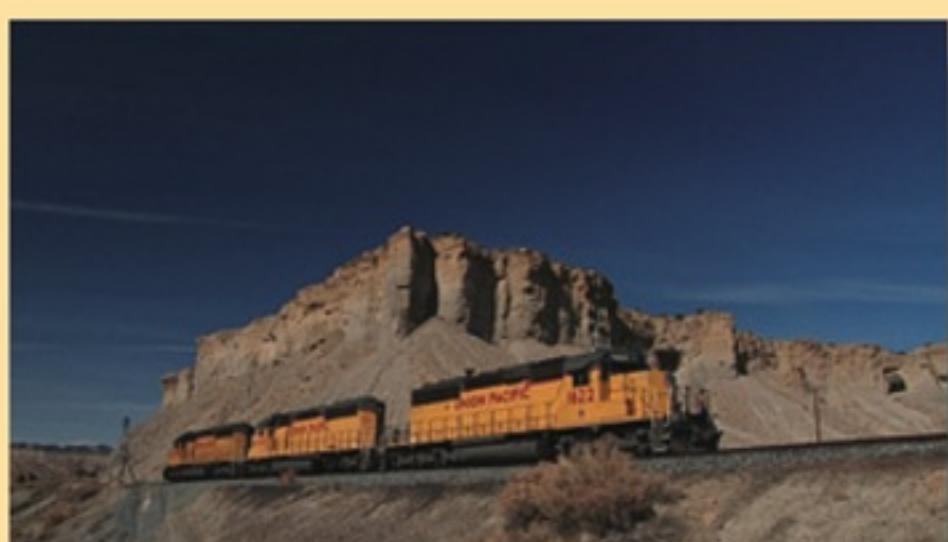
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A Provo to Denver manifest train approaches the Colorado State Line at "Utaline" in Ruby Canyon.



Amtrak 5 the westbound California Zephyr rolls over the west switch of Shale treating its passengers to the spectacular scenery of Ruby Canyon.



A trio of rebuilt SD40-2's passes beneath the Book Cliffs at Maxwell, Utah on their way to Helper.



UP 5689 west leads a heavy coal train up the grade near Thompson Cut.



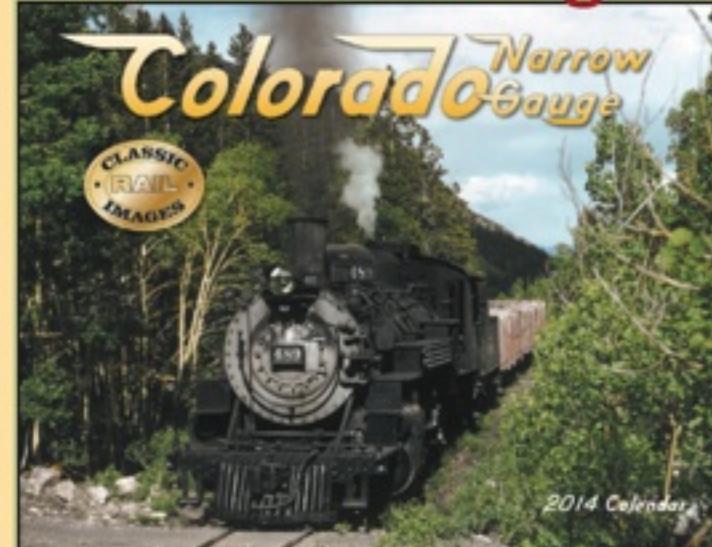
A dirt train departs the Green River Sub ad Brendel for a trip down the Cane Creek Branch in the late afternoon.



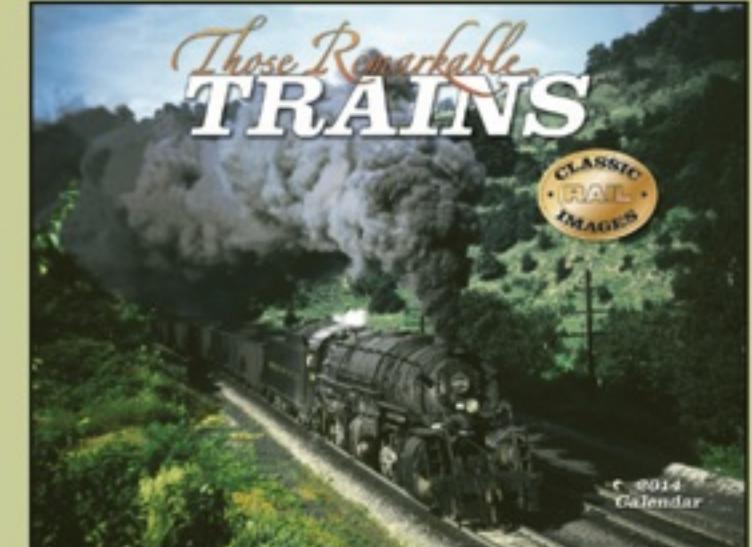
The Potash Local passes giant red sandstone formations near the siding of Sevenmile on the Cane Creek Branch.

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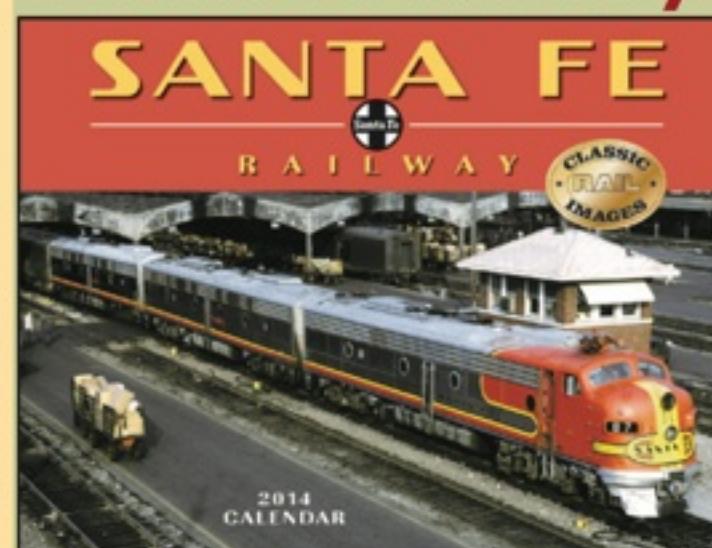
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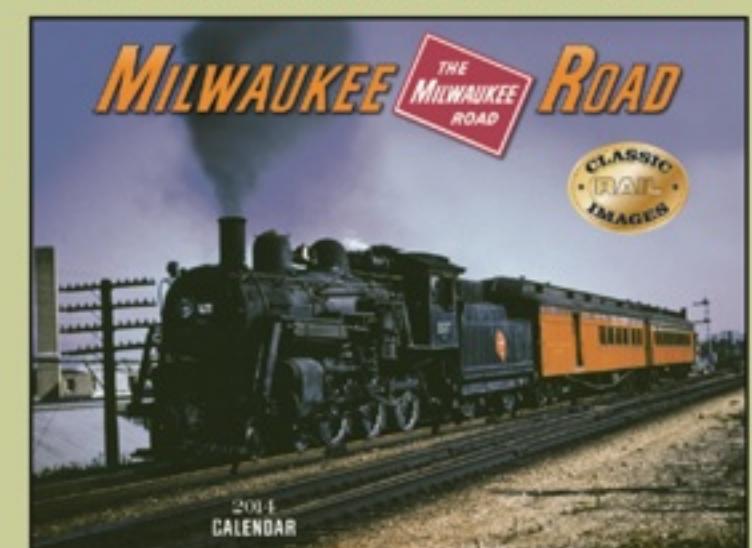
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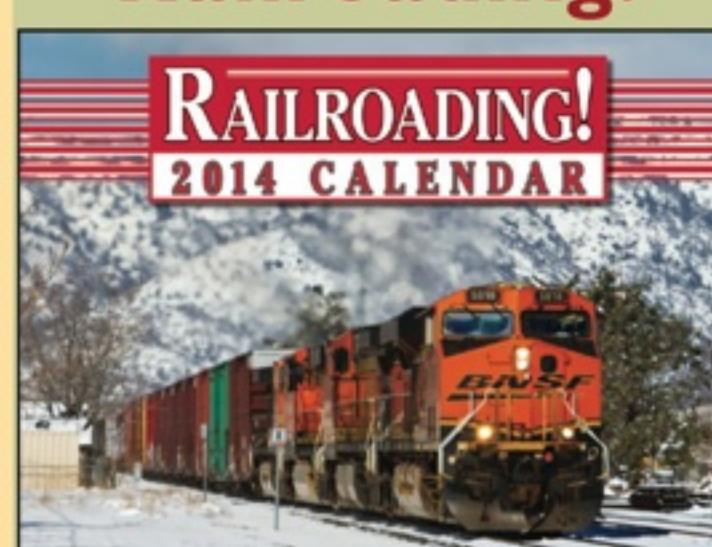
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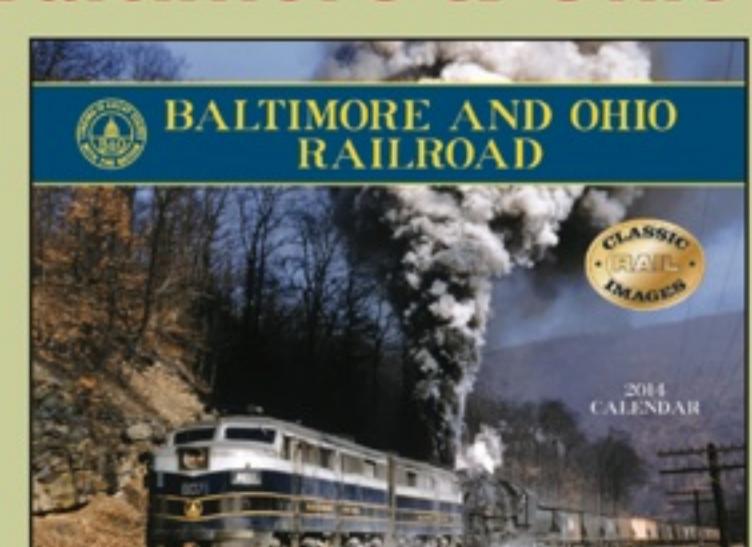
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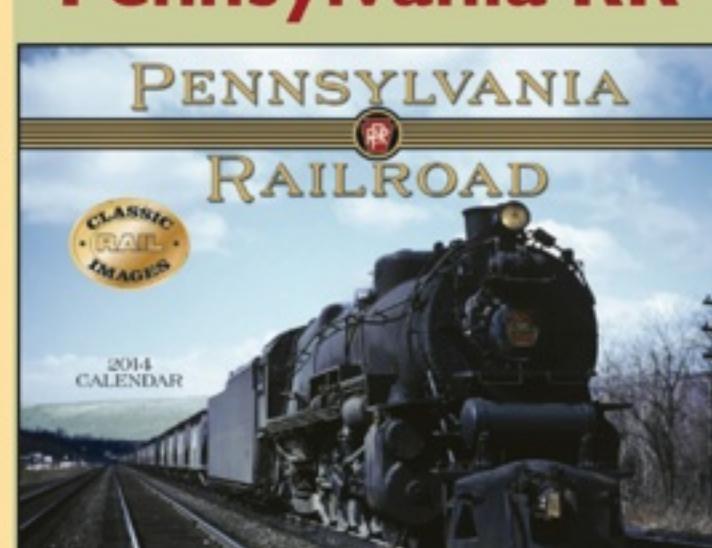
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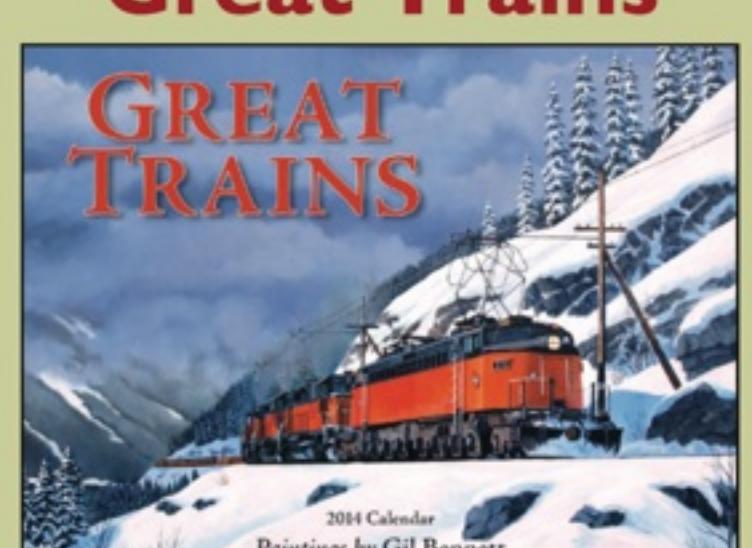
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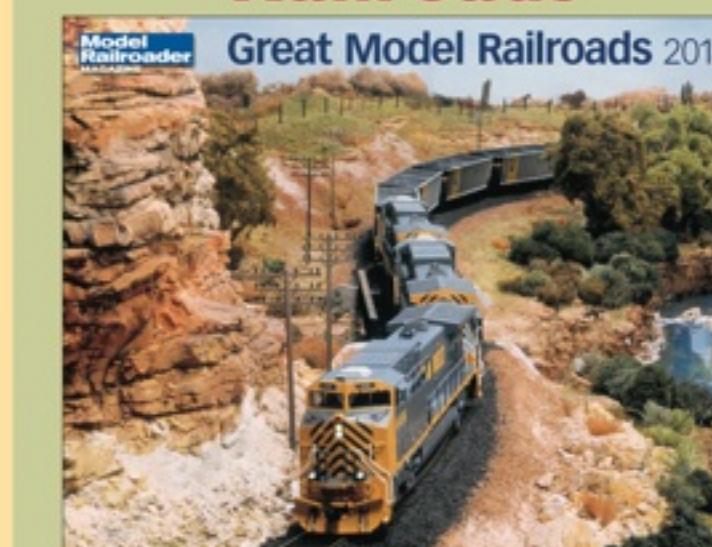


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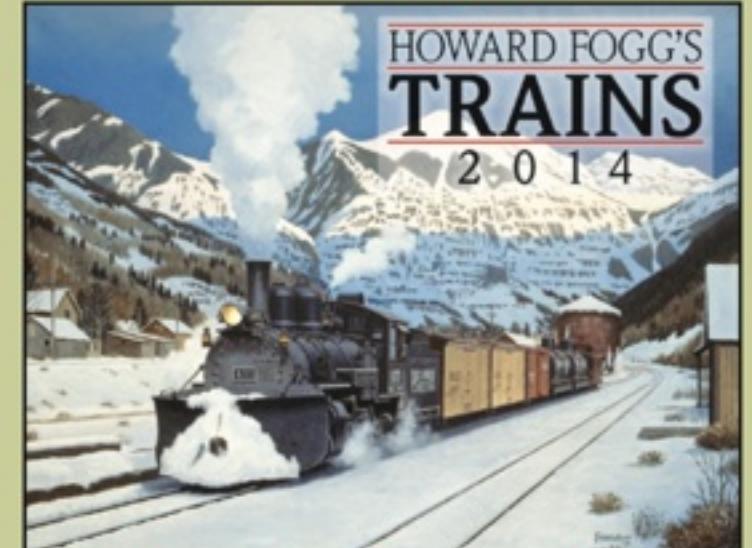


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