DECEMBER 2014 CONTINENTAL MODELLER VOLUME 36

CONTINENTAL MODELLER

DECEMBER 2014 | £4.45 (UK)

CHRISTMAS GREETINGS to all our readers

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH



First snow on the RGS

US HOn3

Inside this issue...



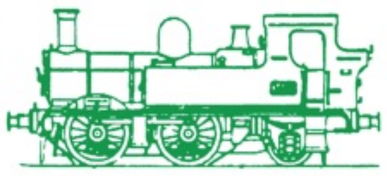




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101 GP9 Burlington Northern.....£45.50



130 GP9 Pennsylvania.....£45.50
102 GP9 Union Pacific.....£45.50
103 GP9 Santa Fe blue.....£45.50



5103 D&RG GP9 dcc £58.00



9026 RS2 Union Pacific.....£92.00



073 GP15 Union Pacific £73.00
Introduced in 1975 to replace GP7s and GP9s, this design was better suited to the new bigger cars being built, whilst the low nose improved visability. Nearly 370 were built until 1983



48801 BNSF/SF GP60 dcc £150.00



9205 SW1 Southern.....£79.90



110003 Rusell Snow Plough.....£65.00
Union Pacific/Missouri Pacific. First built in 1899 in Pennsylvania, of wood construction. By 1920 they were made in steel and many still run today



1756 UP Track Cleaner £18.75



1754 CSX Track Cleaner.....£18.75
1066 Replacement Pads.....£4.95



5054 UP Crane.....£39.00
1603 UP 50' Flat.....£12.50
1605 SF 50' Flat.....£12.50



1502 UP Wide Vis. Caboose £14.00



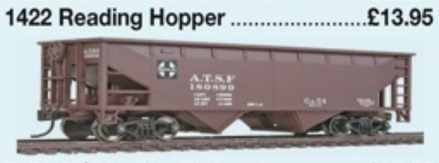
W35250/35300 .....£130.00
RDC 1 & 2 in B&O livery



48424 SW9/1200 B&O £127.50
Built by EMD in 1954



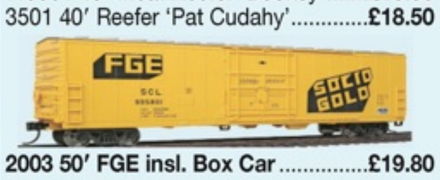
1422 Reading Hopper £13.95



7079 40' Ore Car 'Vulcan' £18.95
1616 40' Tank 'Clark' £13.40



1443 40' Tank Union Pacific £14.00
1613 40' Tank 'Amoco' £13.40
1614 40' Tank 'Conoco'.....£13.40
W3501 40' Meat Reefer 'Bookey'.....£18.50
3501 40' Reefer 'Pat Cudahy'.....£18.50



2003 50' FGE insl. Box Car £19.80



1679 North Pacific 50' Boxcar £13.45



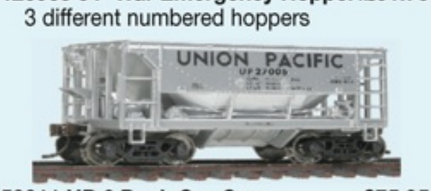
1707 40' NYC X-29 Boxcar £17.00
1801 60' AT&SF Boxcar.....£25.60



60705 50' Coal Gondola 'Fayette Power' £14.00
6805 36' Wood Chip Hopper N.P.....£17.00
6802 36' Wood Chip Hopper B&O.....£18.50



125903 34' War Emergency Hopper.£61.75
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58011 UP 6 Pack Ore Cars £75.95

Model Power Military

MP99180 Flat with rocket launcher.£19.75
MP98652 Lowboy Transport.....£14.75



MP99162 Tank Buster Car + Guns.£19.50



MP99163 Big Cannon Rail Gun ...£19.50
Herpa WW2 Jeep and Trailer £17.75

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2982 Pennsylvania Signal Box.....£26.60



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3199 Weigh Bridge ×2 .....£23.00
2913 McGraw Oil £33.95



3196 Arched Road Bridge.....£00.00
3173 Trackside Freight Transfer.....£30.00
Low Relief Building
2967 Engineering Office.....£36.00
3051 Coal Flood Loader £28.95
3028 Merchants Row 1 .....£32.50
3029 Merchants Row 2 .....£32.50



3189 Storage and Transfer £29.95
Low Relief
3021 Northern Light and Power.....£30.50
3130 Interior for above.....£8.95



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3472 Supermarket £20.75
3473 Flower Shop.....£15.95

Building kits all brands p&p £3.99



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H1716 Container Crane £27.50
MP616 Station Platform.....£12.58



MP451 Brewery £0.00



MP563 Pure Water Supply BU.....£32.50
MP316 Old Coal Mine.....£29.98



MP578 Globe News BU.....£28.50
MP433 Farmhouse.....£21.50
MP553 Loco Maintenance Shed.....£27.95



MP417 Natural Gas Supply Co.....£22.00



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GL5905 Tool House £7.95

'O' Gauge buildings p&p £4.99



MTH 2260030 LMS Coach Set with lighting £475.00



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Acme Machine Co £33.50
Homestead Furniture.....£44.60
Lionel Island Platform Built Up £23.50

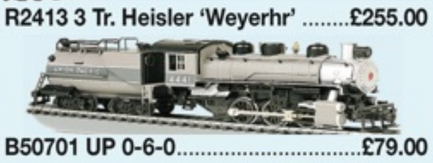
Postage £4.99



2469 Big Boy black/silver £350.00



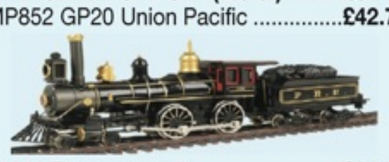
R2413 3 Tr. Heisler 'Weyerhr' £255.00



B50701 UP 0-6-0.....£79.00



MP2162 F7A Unit U.P. (Metal).....£64.95
MP852 GP20 Union Pacific £42.75



51114 Pennsy 4-4-0.....£84.74



51102 Santa Fe 4-4-0 .....£84.74



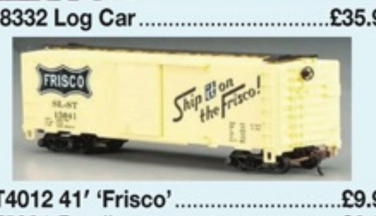
CC97060 Hopper 'Firestone' £18.20



A1377 Union Pacific £20.95



B18332 Log Car.....£35.95



MT4012 41' 'Frisco'.....£9.95
MT5021 Reading.....£0.00
Bw54117 H21 Hopper Kit 'Davies Steel' £12.55



2409 2 TR Heisler 'West Side' £235.00



B50703 0-6-0 SP £74.25



MT39002 Pennsylvania Pacific.....£150.00



MT9001 AT&SF Pacific.....£150.00



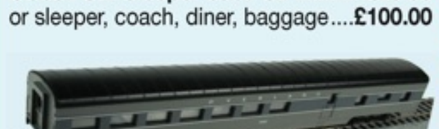
MT002 B&O Pacific £130.00



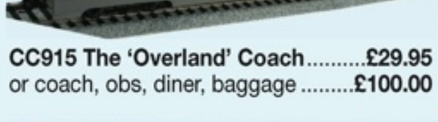
B. Weyerhauser 0-6-0 dcc ready £83.75



CC984 Str. Sleeper each S.P.....£29.95
or sleeper, coach, diner, baggage....£100.00



CC915 The 'Overland' Coach.....£29.95
or coach, obs, diner, baggage £100.00



CC917 Prr 'The Senator'.....£29.95
or coach, rpo, obs, diner.....£100.00

CONTINENTAL MODELLER

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



Cover
Crossing a wooden trestle over a deep ravine high in the Colorado Rockies, Denver & Rio Grande Western C-19 2-8-0 #343 rolls carefully though the first light snowfall on the 3' gauge RGS high line with a mixed freight train.
Photo: editor.

Compliments of the season

We would like to take this opportunity to thank all our readers, contributors, advertisers, and suppliers for their support through the past year, and we wish everyone a happy Christmas and a peaceful and prosperous New Year.

We have a suitably seasonal cover picture, not contrived for the purpose but selected from the illustrations for the article in this issue about the scenic HOn3 exhibition layout *First Snow on the Rio Grande Southern* by Pit Karges – though we must admit to keeping the feature for this edition, having encountered the layout at the Sedan show last October, too late for last December's issue.

While not specifically festive, the wintry theme is continued with *Stefanowo*, which has caught the bleak atmosphere of rural Poland.

Stefanowo is flat, as appropriate for the prototype setting, while *First Snow* is the exact opposite – the modelled section has scenery that is higher than it is wide, creating a very vertical effect, and again perfectly reflecting the mountain location. Unlike American and European modellers, who more often have to deal with such scenery, even when modelling a foreign prototype British modellers tend to think in terms of rectangular baseboards and rarely consider the third dimension. This is partly a function of size, and need for portability, and must be easier when you have plenty of space, and a fixed installation.

American special

Although advertised elsewhere in this issue, we would like to draw your attention to our new *Guide to Modelling American Railroads*, published as part of the Peco Modellers' Library. Initial reaction has been favourable (and thank you to all who have taken the trouble to contact us); if it is well received, we may consider other themed specials, as time and available material permit.

Some topics are obvious, suggested by the collected stock of prototype and model material (though despite its size, the American one made surprisingly little impact on the store!), and we know from contributions and comments – and indeed commercial support in the form of products and publications – that some topics are likely to be popular, but do let us know what you might like to see.

European Railways Association inaugural exhibition

We also draw your attention to this new venture, although it is in some ways a successor to the German Railway Society's shows at Sutton Coldfield, but on a later date (Saturday 6th December) and at a new venue, the Cadbury Club in Bournville, near Birmingham. Full details will be found in *Exhibition Diary* (p.22a). It may not be as large as some events, but that could be seen as an advantage, with a relaxed and informal atmosphere.

Many of the layouts at the show will be known from articles in CM, some recent, some of longer standing, and this is a good chance to see them. There are also some new layouts which should be worth discovering – which we hope will form the subject of articles in future. We encourage all interested enthusiasts to attend and help make the event a success. CM will be represented.

And finally ...

A last minute reminder about the Warley show at the National Exhibition Centre on Saturday 22nd and Sunday 23rd November, shortly after this issue appears.

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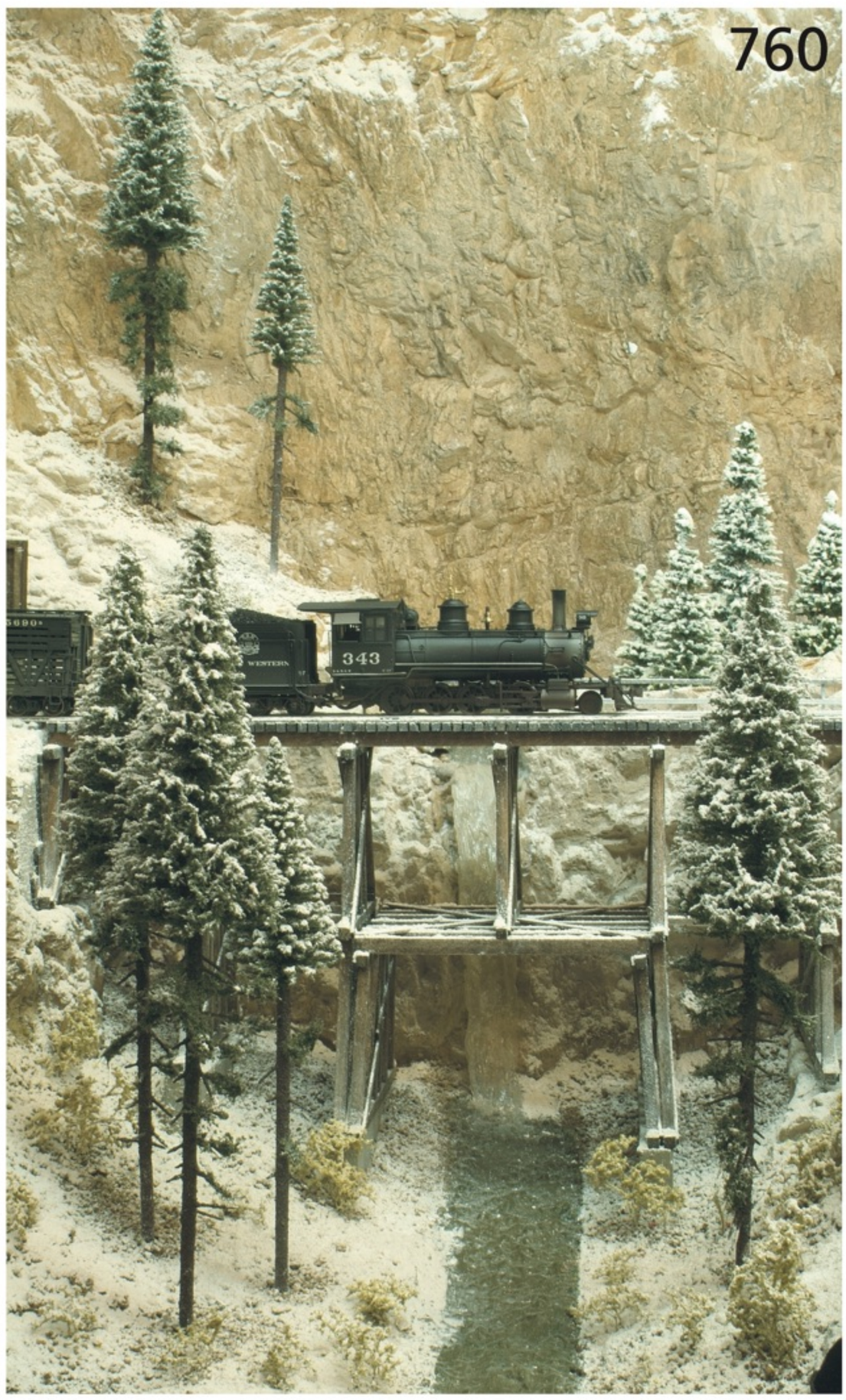
742 STEFANOWO – RAILWAY OF THE MONTH
Ernst-Jan Goedbloed relates how he came to model a small passing station in rural Poland as a portable HO exhibition layout, assisted by Floris Dilz.

750 UNUSUAL BUFFER STOPS
Emmanuel Nouaillier shares more of his techniques for highly detailed and realistic scenic modelling, adding distinctive character to the end of a siding.

754 STEYRTALBAHN 125
A major anniversary on the Austrian narrow gauge – John Atkinson was able to participate in the celebrations to mark 125 years of the 760mm gauge Steyrtalbahn.

760 FIRST SNOW ON THE RIO GRANDE SOUTHERN
Pit Karges created a snow scene depicting part of the Rio Grande Southern high line in the late 1940s as an unusual working HOn3 diorama for exhibiting.













766 **HINTERTUPFINGEN – PLAN OF THE MONTH**
John Davies has created a period Bavarian scene in HO, the terminus of the fictional Emettalbahn, using a high proportion of salvaged materials.

774 **St.FRAZAL LE CHÂTEAU – 2**
Sy Newitt has exploited modern technologies (the internet and 3D-printing) to help research and recreate a French metre gauge scene in 1:160.

780 **MINERAL POINT**
Dave Cable describes how his American HO layout has evolved over time in response to circumstances and opportunities.

790 **THE ULTIMATE IN PORTABLE LAYOUTS?**
Roddy Mullin built two Z gauge layouts to take on visits to his grandchildren.

792 **SOUNDTRAXX SoundCar DECODER**
Mick Moignard explores the potential of an innovative DCC sound decoder, which is intended to be installed in rolling stock rather than a locomotive.

795 **LATEST REVIEWS**

804 **BOOK REVIEWS**

806 **VIDEO REVIEWS**

808 **NEWS**

22a **EXHIBITION DIARY**







DECEMBER 2014

Roco

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HOe LOCOMOTIVES



33208 DR BR199 Diesel Locomotive III **£63.00**



33227 OBB Rh1099.007-5 Electric Locomotive V **£140.00**



33228 OBB Rh1099.14 Electric Locomotive VI **£140.00**



33236 DR BR99 Steam Locomotive III **£165.00**



33242 Feldbahn 0-6-0 Steam Locomotive III **£83.00**

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41363	DBAG Breakdown Train Starter Set V (DCC-Fitted)	**£209.95**
41364	DR BR110 Mixed Traffic Starter Set V (DCC-Fitted)	**£189.95**
41365	OBB Rh2048 Freight Starter Set V (DCC-Fitted)	**£189.95**
41366	NS Breakdown Train Starter Set V (DCC-Fitted)	**£219.95**
41496	DBAG Freight z21 White Starter Set (DCC-Fitted)	**£319.95**
51152	BR80 Steam Passenger Analogue Starter Set III	**£89.00**
51256	DBAG/BR218 Digital Starter Set V (DCC-Fitted)	**£279.95**
51258	DBAG BR212 Passenger Starter Set V (DCC-Fitted)	**£179.95**
51259	BR80 Mixed Traffic Starter Set III (DCC-Sound)	**£189.95**

HO LOCOMOTIVES



61430 KBayStsB Ptl2/2 Train Pack I (DCC-Sound) **£290.00**

62153	DB BR042 Steam Locomotive IV	**£245.00**
62158	DR BR44 Steam Locomotive IV	**£255.00**
62159	DR BR44 Steam Locomotive IV (DCC-Sound)	**£320.00**



62170	DR BR50.35 Steam Locomotive IV	**£255.00**
62171	DR BR50.35 Steam Locomotive IV (DCC-Sound)	**£320.00**



62172	OBB Rh50 Steam Locomotive III	**£255.00**
62173	OBB Rh50 Steam Locomotive III (DCC-Sound)	**£315.00**



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62249	DB BR50 Steam Locomotive III (DCC-Sound)	**£320.00**
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63039	DSB BR605 4 Car Express DMU VI (DCC-Sound)	**£320.00**



63087 DBAG ICE2 3 Car EMU VI **BARGAIN £89.95**



63098	DB VT11.5 4 Car DMU III	**£225.00**
63099	DB VT11.5 4 Car DMU III (DCC-Sound)	**£285.00**
63145	NS Blollendoos 4 Car EMU II (DCC-Sound)	**£380.00**
63744	OBB Rh1189.08 Electric Locomotive III	**£195.00**
72126	OBB Rh38.4109 Steam Locomotive III	**£385.00**
72127	OBB Rh38.4109 Steam Locomotive III (DCC-Sound)	**£450.00**



72130	DR BR01 Steam Locomotive IV	**£270.00**
72131	DR BR01 Steam Locomotive IV (DCC-Sound)	**£330.00**



72150	USTC S160 Rattlesnake Steam Locomotive II	**£345.00**
72151	USTC S160 Rattlesnake Steam II (DCC-Sound)	**£410.00**
72152	USTC S160 US Zone Austria Steam Locomotive III	**£345.00**
72153	USTC S160 US Zone Austria III (DCC-Sound)	**£410.00**
72158	FS Gruppo 736 Steam Locomotive III	**£345.00**
72159	FS Gruppo 736 Steam Locomotive III (DCC-Sound)	**£410.00**
72160	CNR KD6 Steam Locomotive III	**£345.00**
72161	CNR KD6 Steam Locomotive III (DCC-Sound)	**£410.00**
72205	DR BR03.10 Reko Steam Locomotive IV	**£385.00**
72206	DR BR03.10 Reko Steam Loco IV (DCC-Sound)	**£450.00**
72207	DB BR03.10 Steam Locomotive III	**£385.00**
72208	DB BR03.10 Steam Locomotive III (DCC-Sound)	**£450.00**
72218	smartRAIL KKPriv Rh109 Loco I (DCC-Sound)	**£1,350.00**
72219	smartRAIL KBayStsB S3/6 Loco I (DCC-Sound)	**£1,285.00**
72240	DRB BR01 186 Steam Locomotive II	**£270.00**
72241	DRB BR01 186 Steam Locomotive II (DCC-Sound)	**£330.00**
72294	OBB Rh1161.09 Electric Locomotive IV	**£170.00**
72295	OBB Rh1161.09 Electric Locomotive IV (DCC-Fitted)	**£225.00**
72306	DB BR103 Electric Locomotive IV	**£205.00**
72307	DB BR103 Electric Locomotive IV (DCC-Sound)	**£270.00**
72311	DBAG BR103 200-2 Electric Loco V (DCC-Video)	**£405.00**

72320	FS E636 080 Electric Locomotive V	**£215.00**
72321	FS E636 080 Electric Locomotive V (DCC-Sound)	**£285.00**
72324	FS E636 Electric Locomotive V	**£215.00**
72325	FS E636 Electric Locomotive V (DCC-Sound)	**£285.00**



72350	OBB Rh1020.46 Electric Locomotive IV	**£190.00**
72351	OBB Rh1020.46 Electric Loco IV (DCC-Sound)	**£250.00**



72358	DRB E94 Electric Locomotive II	**£195.00**
72359	DRB E94 Electric Locomotive II (DCC-Sound)	**£255.00**



72360	OBB Rh1043.02 Electric Locomotive IV	**£200.00**
72361	OBB Rh1043.02 Electric Loco IV (DCC-Sound)	**£270.00**



72368	OBB Rh1110.01 Electric Locomotive III	**£205.00**
72369	OBB Rh1110.01 Electric Loco III (DCC-Sound)	**£265.00**
72375	NS Serie 1100 Electric Locomotive IV	**£160.00**
72533	SJ Dm3 Gloria Electric Locomotive V (DCC-Sound)	**£445.00**
72539	OBB Rh1045.06 Electric Locomotive III	**£150.00**



72584	SBB Re6/6 Electric Locomotive IV	**£225.00**
72585	SBB Re6/6 Electric Locomotive IV (DCC-Sound)	**£285.00**
72630	SNCF CC6500 Electric Locomotive IV	**£240.00**
72631	SNCF CC6500 Electric Locomotive IV (DCC-Sound)	**£310.00**
72674	NS Serie 1200 Electric Locomotive IV	**£245.00**
72675	NS Serie 1200 Electric Locomotive IV (DCC-Sound)	**£310.00**



72686	DBAG BR220 020-2 Diesel Locomotive V	**£160.00**
72687	DBAG BR220 020-2 Diesel Loco V (DCC-Sound)	**£225.00**



72688	CSD T679.1427 Diesel Locomotive IV	**£160.00**
72689	CSD T679.1427 Diesel Locomotive IV (DCC-Sound)	**£225.00**

72722	MAV M61 Nohab Diesel Locomotive IV	**£155.00**
72723	MAV M61 Nohab Diesel Loco IV (DCC-Sound)	**£220.00**



72754	DBAG BR218 467-9 Diesel Loco VI (DCC-Sound)	**£275.00**
72755	DBAG BR218 467-9 Diesel Locomotive VI	**£210.00**



72775	CD Rh770 Diesel Locomotive V	**£175.00**
72776	CD Rh770 Diesel Locomotive V (DCC-Sound)	**£240.00**
72779	ZSR 770 052-9 Diesel Locomotive V	**£175.00**
72780	ZSR 770 052-9 Diesel Locomotive V (DCC-Sound)	**£240.00**
72781	CSD T669.0 Diesel Locomotive IV	**£175.00**
72782	CSD T669.0 Diesel Locomotive IV (DCC-Sound)	**£240.00**
72783	PTK-Rybnik S250 Diesel Locomotive V	**£175.00**
72784	PTK-Rybnik S250 Diesel Loco V (DCC-Sound)	**£240.00**
72785	SZD ChME3 Diesel Locomotive IV	**£175.00**
72786	SZD ChME3 Diesel Locomotive IV (DCC-Sound)	**£240.00**
72801	FS Series 244 Rotary Snowblower IV (DCC-Sound)	**£425.00**



72803 CSX Beilhack Rotary Snowblower V (DCC-Sound) **£425.00**



72804	Conrail Beilhack Rotary Snowblower V (DCC-Sound)	**£425.00**
72806	BNSF Beilhack Rotary Snowblower (DCC-Sound)	**£425.00**
72807	BN Beilhack Rotary Snowblower V (DCC-Sound)	**£425.00**



72850	DR BR110 Diesel Locomotive IV	**£115.00**
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64890	DB F-Train Type 28 2nd Class Coach III	£42.50
64891	DB F-Train Type 28 2nd Class Coach III	£42.50
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47557	SBB Silo Wagon IV	£32.50
66512	SBB Gondola with Tarpaulin VI	£32.50
66749	PKP KKwho5 Bogie Van III	£23.75
66868	SNCB Gondola III	£16.25
66871	NS Esso Bogie Tank Wagon III	£36.00
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67067	OBB RailCargo Austria Fals Hopper Set (3) VI	£68.00
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67112	MAV Cargo Sliding Tarpaulin Wagon V	£32.50
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67114	DR Bogie Stake Wagon IV	£38.50
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67546	NACCO Sliding Tarpaulin Wagon VI	£25.50
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Correct on 14 February 2014.
Errors & Omissions Excepted

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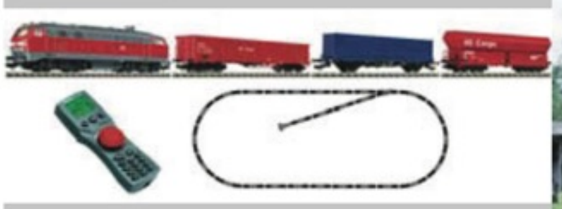
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734071 SBB TEE Re4/4 Electric Loco IV (DCC-Sound) **£230.00**

IMPORTED BY: Gaugemaster Controls Ltd, Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN
Tel - 01903 884488, **Fax -** 01903 884377. **E Mail -** engineshed@gaugemaster.co.uk, **Web -** www.gaugemaster.com

- German Excellence
- Innovation in HO & N Scales



734002 SBB Re4/4 Electric Locomotive V £165.00
734072 SBB Re4/4 Electric Locomotive V (DCC-Sound) £230.00



741102 DB Glaserner Zug 491 001-4 Electric Railcar IV £185.00
775304 SBB Rh450 Zurich S-Bahn Electric Locomotive VI £165.00



862805 DBAG 2nd Class Bi-Level Coach VI £64.00
862806 DBAG 2nd Class Bi-Level Coach VI £64.00

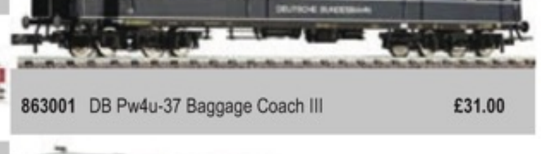




734006 SBB LION Re4/4 Train Pack 1 VI £360.00
734007 SBB LION Re4/4 Train Pack 1 VI £360.00
734076 SBB LION Re4/4 Train Pack 1 VI (DCC-Sound) £425.00
734077 SBB LION Re4/4 Train Pack 1 VI (DCC-Sound) £425.00



781402 DBAG Night Train Coach Set 1 (3) V £110.00
781406 DBAG Night Train Coach Set 2 (3) V £105.00



863001 DB Pw4u-37 Baggage Coach III £31.00



734103 DB E41 Electric Locomotive III £155.00
734173 DB E41 Electric Locomotive III (DCC-Sound) £225.00



805301 DRB Branchline Coach Set (3) II £81.00



866483 DB 2nd Class Control Coach w/Tail Light III £76.00



809607 DB 6 Wheel Coach Set (2) III £73.00
809707 DB 6 Wheel Coach Set (2) III £56.00
809907 DB 6 Wheel Coach Set (2) III £56.00



866503 DB AB4ymg 1st/2nd Class Coach III £37.50



734506 DR BR212 005-3 Electric Locomotive IV £140.00



812702 DB 2nd Class Coach w/Luggage Compartment IV £31.00



866604 DB B4ymg 2nd Class Coach III £37.50
866605 DB B4ymg 2nd Class Coach III £37.50



734571 DR BR243 Electric Locomotive IV (DCC-Sound) £210.00



812802 DB AByg503 1st/2nd Class Coach IV £31.00



867104 DB Lorely Express 2nd/3rd Class Coach III £31.00



734573 DBAG BR143 Electric Loco VI (DCC-Sound) £210.00



812904 DB Byg515 2nd Class Coach IV £31.00
812905 DB Byg515 2nd Class Coach IV £31.00
814705 NS Plan W 2nd Class Coach IV £32.50
814706 NS Plan W 2nd Class Coach IV £32.50
814707 NS Plan W 2nd Class Coach IV £32.50
815384 SBB Zurich S-Bahn 2nd Bi-Level Driving Coach V £77.00
815405 SBB Zurich S-Bahn 1st/2nd Bi-Level Coach VI £64.00



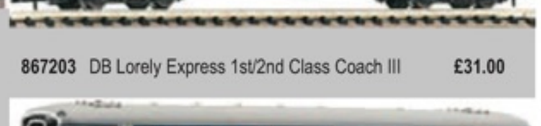
867203 DB Lorely Express 1st/2nd Class Coach III £31.00



735505 DBAG BR101 002-4 Electric Locomotive V £145.00
735575 DBAG BR101 002-4 Electric V (DCC-Sound) £215.00



815406 SBB LION Bi-Level Coach Set (2) VI £130.00
815504 SBB Zurich S-Bahn 2nd Class Bi-Level Coach VI £64.00



867404 DB Lorely Express 3rd Class Coach III £31.00
867503 DRG 2nd Class Express Coach II £34.00
867604 DRG 2nd/3rd Class Express Coach II £34.00
867707 DRG 3rd Class Express Coach II £34.00



735506 DBAG BR101 042-0 Electric Locomotive VI £160.00
735576 DBAG BR101 042-0 Electric VI (DCC-Sound) £225.00



860882 DBAG 2nd Class IC/EC Control Coach VI £73.00



862083 DBAG 2nd Class Bi-Level Control Coach VI £93.00



737801 DB E03 Electric Locomotive III £175.00
737871 DB E03 Electric Locomotive III (DCC-Sound) £245.00



862703 DBAG 1st/2nd Class Bi-Level Coach VI £64.00

N COACHES

866503 DB AB4ymg 1st/2nd Class Coach III £37.50

866604 DB B4ymg 2nd Class Coach III £37.50
866605 DB B4ymg 2nd Class Coach III £37.50

867103 DB Lorely Express 1st/2nd/3rd Class Coach III £31.00

867104 DB Lorely Express 2nd/3rd Class Coach III £31.00

867203 DB Lorely Express 1st/2nd Class Coach III £31.00

867404 DB Lorely Express 3rd Class Coach III £31.00
867503 DRG 2nd Class Express Coach II £34.00
867604 DRG 2nd/3rd Class Express Coach II £34.00
867707 DRG 3rd Class Express Coach II £34.00

N WAGONS

825202 SBB Galliker Container Wagon VI £34.00
825324 AAE Nothegger Container Wagon Set (2) VI £60.00
828706 DB Military Stake Wagon w/Ambulance IV £42.50
828804 SBB Res Stake Wagon with Rail Load V £36.50
828809 SBB Res Stake Wagon with Rail Load Set (2) V £72.00
831507 OBB Bahnexpress Van IV £17.00
833301 NS Vegetable Van IV £19.50
833302 NS Frico Refrigerated Van III £19.50
834607 DRG Unkeler Winzer Vereins Van II £25.50
835702 KglSaStB Kleinsches Bier Wagon I £25.50
835704 KPEV Oskar Kerstgens Box Wagon I £25.50
836301 NS Cereal Transport Van III £25.50
838702 DBAG Sahimms900 Telescopic Hood Wagon V £36.50
838901 DB Taes887 Swing Roof Wagon IV £29.00
839501 DB Hakrs-v346 Horse Wagon III £28.00
841006 OBB Talbot Hopper Set (2) IV £47.00
841008 DB BP Tank Wagon IV £28.00
842612 SBB Butan-Schweiz Tank Wagon III £25.50
842613 DB Moha Milk Tank III £25.50
843405 DRG Unkeler Winzer Vereins Wine Tank II £28.00
845337 DBAG Paneuropa Pocket Wagon V £34.00
845342 OBB Quehenbergher Pocket Wagon VI £34.00
845411 OBB Tadgs Swivel Roof Hopper Set (3) VI £85.00
845502 DB Military Flat Wagon with Tank Load IV £32.50
845503 DB Military Flat Wagon with Tank Load IV £32.50
845507 NS Bogie Stake Wagon with Slab Load Set (3) V £65.00
848013 DBAG GATX Bogie Tank Wagon Set (3) V £85.00
848015 NS VTG Bogie Tank Wagon V £31.50
852318 DBAG Side Discharge Hopper Set (2) VI £22.25

Correct on 14 February 2014
Errors & Omissions Excepted

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!

SPECIALIST UK DEALERS

A & H MODELS - www.aandh-models.co.uk
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ARCADIA MODELS - www.arcadiamodels.co.uk
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BOURTON MODEL RAILWAY - www.bourtonmodelrailway.co.uk
Boxbush High Street, Bourton o/t Water, GL54 2AN - 01451 820686

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CONWY RAILWAY MUSEUM - www.conwyrailwaymuseum.co.uk
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DCC SUPPLIES LTD - www.dccsupplies.com
Unit 17a Top Barn Bus. Ctr, Holt Heath, WR6 6NH - 0845 224 1601

DCC TRAIN AUTOMATION - www.dcctrainautomation.com
5 Lower Orchard, Ilminster, Somerset, TA19 0QZ - 01823 429309

ENGINE SHED/GAUGEMASTER - www.gaugemaster.com
Gaugemaster Hse, Ford, Sussex, BN18 0BN - 01903 884488

FRIZINGHALL MODEL RAILWAY - www.modelrailshop.co.uk
Unit 3c, Hillam Road, Bradford, BD2 1QN - 01274 747447

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Harbour Station, Porthmadog, Gwynedd, LL19 9NF - 01766 516000

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KERNOW MODEL RAIL - www.kernowmodelrailcentre.com
98a Trelowarren Street, Camborne, TR14 8AN - 01209 714099

KENT GARDEN RAILWAYS - www.kgrmodels.com
66 High Street, St Mary Cray, BR5 3NH - 01689 891668

MARNO - www.marnoltd.co.uk
72 Great Titchfield St, London, W1W 7QW - 020 7580 7699

MASTERS OF EPSOM - www.mastersofepsom.co.uk
29/31 Tattenham Crescent, Epsom, KT18 5QJ - 01737 356867

MDR DIRECT - www.keaygroup.co.uk/mdr
The Old Bank, High Street, Cookham, SL6 9SJ - 01628 528459

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916 Yeovil Road, Slough Trading Estate, SL1 4JG - 01753 528360

MODEL MASTERS - www.modelmasters.co.uk
Clifton Road, Weston Super Mare, BS23 1BW - 01934 629717

MODELLERS CORNER - www.modellerscorner.co.uk
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MODELMANIA
13 Clouds Hill Road, Bristol, BS5 7LD - 0117 955 9819

MORRIS MODELS - www.modelsandhobbies.co.uk
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MOUNT TABOR MODELS - www.mount-tabor.co.uk
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7 Honestone Street, Bideford, EX39 2DL - 01237 423453

PLUS DAUGHTERS - www.plusdaughters.co.uk
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TRANSPORT TREASURES - www.transporttreasures.com
2 London Road, Aston Clinton, Aylesbury, HP22 5HQ - 01296 631002

WALTONS OF ALTRINCHAM - www.waltonsmodels.co.uk
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www.winco.uk.com is our website where you will find our latest stock items

BEMO - THE RhB

BEMO RhB

7243104 RhB 1980's *PENDELZUG* Set (Be 4/4 514/ Coach/Driving Trailer) old livery £430.15
3243103 2nd Class Pendelzug Coach B2413 – (to match set no. 7243104/112) £47.95
7243165 RhB *PENDELZUG* Set (Be 4/4 515/Coach/ Driving Trailer) £460.25
3243162 2nd Class Pendelzug Coach B2412 – (to match set no. 7243165) £55.25
7244110 RhB ABe 8/12 3510 ALLEGRA 3-unit Set – *"Alberto Giacometti"* £509.50
7255100 RhB *"KROKODIL"* Start Set (Krokodil 412/ Coach/2×Wagons/Trackwork) £331.90
7259120 RhB Goods Start Set (RhB Ge 4/4 III 643 *VALS*/4×Wagons/Trackwork) £285.00
7259130 RhB *"GLACIER EXPRESS"* Start Set (Ge 4/4 III 643 *"VALS"* + Restaurant/ RhB/FO Coaches/Trackwork) £290.00
268110 RhB *BERNINABAHN* Start Set (Railcar 31/ 2nd Coach/Wagon/Trackwork) £280.00
7268120 *BERNINABAHN* Start Set (Railcar 31/ 2nd Coach/Wagon/Trackwork) £280.00
7272120 *"Alpine Classic Pullman Express"* 3×Salon Coaches £250.70
7451100 RhB 4×Open Wagon Set £72.00
7452110 RhB 4×Uce Cement Wagons – red band £120.65
7459110 RhB 4×Cement Wagons – 1970's *"MOHRENKOPF"* £125.65
7482150 RhB 4×Closed Wagons – *"100 Years Davos-Filisur"* £134.10
7494100 RhB 4×K Closed Wagons 1920's – grey £134.10
7494110 RhB 4×K Closed Wagons 1960's – brown £134.10
2250153 RhB WN9883 Closed Wagon (**2011 Model**) £34.60
2250197 *"A & M AG"* 10067 Closed Wagon (**2013 Model**) £35.95
2251145 RhB WN9855 Nostalgie High-sided Open Wagon (**2012 Model**) £33.40
2260167 RhB Uc 8097 Cement Wagon ex *"HOLCIM"* (**2009 Model**) £33.40
2269123 RhB 2-axle Flat Wagon Lb-v 7883 with Waste Container – (**2003 Model**) £33.40
2278123 RhB Haik-v 5103 Bogie Sliding Wall Wagon – silver (**2010 Model**) £38.60
2293194 RhB Xk 9084 Works Wagon (**2006 Model**) £38.60
1250128 Ge 4/4 I 608 *MADRISA* – green £185.00
1250137 Ge 4/4 I 607 *SURSELVA* – green £196.00
1252123 Ge 4/4 I 603 *BADUS* – red £216.40
1352123 As above 1252123 – **DIGITAL/SOUND** £311.70
1252126 Ge 4/4 I 606 *KESCH* – red £210.00
1254102 Ge 6/6 II 702 *CURIA* – 1950's green £229.40
1254105 Ge 6/6 II 705 *PONTRESINA* – green £219.45
1254106 Ge 6/6 II 706 *DISENTIS* Anniversary Loco – "100 Years Chur/Disentis" – green £219.45
1254111 Ge 6/6 II 701 *RAETIA* – green £219.45
1254122 Ge 6/6 II 702 *CURIA* – red with scissor pantographs £255.55
1254141 Ge 6/6 II 701 *RAETIA* – red £255.55
1254145 Ge 6/6 II 702 *PONTRESINA* – red with rectangular headlights £255.55
1255116 Ge 6/6 I Krokodil No. 406 ..... £259.70
1255130 Ge 6/6 I Krokodil No. 404 – old style roof £259.70
1255132 Ge 6/6 I Krokodil No. 412 ..... £259.70
1255134 Ge 6/6 I Krokodil No. 414 ..... £259.70
1255142 Ge 6/6 I Krokodil No. 412 – blue *"75 years. GEX"* £265.00
1256115 Ge 2/4 No. 205 – brown £233.55
1256117 Ge 2/4 No. 207 – brown £233.55
1256132 Ge 2/4 No. 222 ..... £233.55
1258100 Ge 4/4 II No. 611 *LANDQUART* – green new style livery £220.70
1258101 Ge 4/4 II 611 *"Login"* Livery £250.70
1258106 Ge 4/4 II 612 *THUSIS* – green £215.00
1258109 Ge 4/4 II 619 *SAMEDAN* – green £215.00
1258138 Ge 4/4 II 628 *S-CHANF* – red £229.00
1258140 Ge 4/4 II 630 "100 years Chur/Disentis" – green/red ends £250.70
1258141 Ge 4/4 II 621 *FELSBERG* – red £229.40
1258143 Ge 4/4 II 630 *"125 Jahre RhB"* £259.75
1358143 As above 1258143 – **DIGITAL/SOUND** £350.95
1258155 Ge 4/4 II 615 *"RE Energie"* £250.70
1258157 Ge 4/4 II 617 *"RE Energie"* £250.70
1258158 Ge 4/4 II 618 *BERGUN* – red with rectangular headlights £229.40
1258162 Ge 4/4 II 612 *THUSIS* - red £229.40
1258163 Ge 4/4 II 633 *"RTR"* £250.70
1258168 Ge 4/4 II 618 *"EDELWEISS"* £250.70
1258169 Ge 4/4 II 619 *"100 Jahre BERNINA"* £250.70
1258170 Ge 4/4 II 620 *"100 Jahre Bever-Scuol"* £250.70
1259104 Ge 4/4 III 644 *SAVOGNIN* – red £229.40
1259105 Ge 4/4 III 644 *TUJETSCH* – red £229.40
1259110 Ge 4/4 III 650 *DIE KLEIN ROTE* £229.40
1259137 Ge 4/4 III 647 *"WAS LAUFT"* £229.40
1259142 Ge 4/4 III 652 *"Hockey Club Davos"* £250.70
1259148 Ge 4/4 III 648 *"LANXESS"* £230.00
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1259155 Ge 4/4 III 645 *"RTR"* £250.70
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1259161 Ge 4/4 III 651 *"GLACIER on TOUR"* £259.70
1259170 Ge 4/4 III (BERNINA Fantasy Loco) £220.00
1259171 Ge 4/4 III 641 *"CO-OP" TOMATO* livery £250.70
1265113 ABe 4/4 503 Railcar – 1970's red livery £259.70
1265141 ABe 4/4 501 *"Fliegender Rhatier"* (DAVOS Set) £259.70
1266117 ABe 4/4 47 Bernina Railcar – red 1990's livery £239.70
1266128 ABe 4/4 48 Bernina Railcar – red 1980's livery £259.70
1266138 ABe 4/4 48 Bernina Railcar – red current livery £259.70
1266151 Xe 4/4 232 01 Works Railcar – yellow £259.70
1267111 Gem 4/4 No. 801 ..... £268.40
1268121 ABe 4/4 31 Bernina Railcar – green £255.55
1268136 ABe 4/4 36 Bernina Railcar – red with RhB logo £255.55
1268147 ABe 4/4 37 Bernina Railcar – red £255.55
1268150 ABe 4/4 30 Bernina Railcar – red £255.55
1268151 ABe 4/4 31 Bernina Railcar – red £255.55
1268152 ABe 4/4 32 Bernina Railcar – red £259.70
1268155 ABe 4/4 35 Bernina Railcar – red £259.70
1268160 ABe 4/4 30 Nostalgie Railcar – yellow £259.70

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10822 Class 66 PB03 Swiss *"CROSSRAIL"* Livery £114.35
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10824 SNCF Class 66 Diesel No. 6601 ..... £121.00
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11602 SBB Re 4/4 I Electric No. 10038 – red £159.50
11603 SBB Re 4/4 I Electric 10024 Pendelzug – green £159.50
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23006 2×SBB *"Stars & Moon"* Couchette Coaches £75.00
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23103 SBB 2nd Class RIC Coach – green/grey £42.90
23114 SBB 1st Class RIC Coach with old logo – green £42.90
23116 SBB 1st/2nd RIC Coach with old logo – green £42.90
23117 SBB 2nd Class RIC Coach with old logo – green £42.90
23118 SBB 2nd Class RIC Coach with old logo – green £42.90
23204 SBB *"ralpin"* Coach £44.70
23206 SBB Bcm Couchette with old logo – green £42.90
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5013 Landesweit/okologish £24.65
5014 Rapide/per pacchi esigenti £24.65
5015 Qualite assuree/24 pre su 24 ..... £24.65
5016 Rapido/conpioggia o sole £24.65
5017 Jour et nuit/dans tout le pays £24.65
5021Y *"PTT"* Post Wagon – yellow (no wording) £24.65
5021W *"PTT"* Post Wagon – white (no wording) £24.65
9011 Set 4×*POST* Containers – 2×yellow/2×white £14.00

MABAR

86500 2×SBB Closed Post Vans – 261/284 – yellow – personlich/Briete unterwegs £41.50
86501 2×SBB Closed Post Vans – 270/280 – yellow – trait d'union/votre courrier £41.50
86502 2×SBB Closed Post Vans – 353/287 – yellow – lettere in viaggio/la vostra posta £41.50

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70101A *CONTINENTAL RAIL* Class 319 Diesel – blue/yellow £119.75

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60020 Class 1047 505-1 GySEV TAURUS *"Szechenyi"* £108.25
60040 OBB Class 2043.025 Diesel – red/grey – EpV £134.50
60050 OBB Class 2043 18 Diesel – EpIII/IV £134.50
60060 Class 470-501 GySEV TAURUS *"Sisi"* £155.95

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163994 SBB RABe 4-unit *Regio Basel* EMU *FLIRT* £207.50
265870 DB Bogie Silo Wagon *"FELDBINDER"* £30.25
265871 DB Bogie Silo Wagon *"ERMEWA"* £30.25

MEHANO

53261 Bombardier BLUE TIGER – *"ITL"* Livery £98.50

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475008 SNCF/FRET ALSTOM Prima Diesel No. 47008 ..... £128.20

Sggmrs 90 Twin Container Wagons

60101 ERS 2×*"P & O NEDLOYD"* £37.00
60104 SNCB *"SEACO/CAI"* £37.00

Sggrss 80 Twin Container Wagons

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60210 AAE CARGO *"APL/YANG MING"* £37.00

Sdggmrs Twin Trailer Wagons

60304 HUPAC – 2×*"ARCESE"* Trailers £47.75
60313 HUPAC – 2×*"NOTHEGGER"* Trailers £47.75
60314 TRW NV – 2×*"EWALS CARGO"* Trailers £47.75
60317 AAE CARGO – 2×*"ANHANGER T.T.S."* Trailers £47.75

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2004 DB Class E19 12 Electric £78.20
2028 DB VT 55 Overhead Maintenance Vehicle £90.00
2104 DB-AG Class 146 227-4 Electric *"STUTTGART 21"* £116.00
2106 Class 186 149 Electric *"ITL"* Livery £115.50
2207 OBB 5047 090-7 Diesel Railcar *"VOR"* – red/grey £115.30
2208 OBB 5047 084-8 Diesel Railcar – blue/red/grey £115.30
4008 TEE RHEINGOLD 4-Coach Set – Restaurant/ Observation Coach/2×Passenger Coaches £90.00
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6003 SBB Closed Wagon – brown £12.00
6004 SBB 2-axle Tank Wagon *"UETIKON"* £12.00
6006 DB Refrigerated Fish Transporter Wagon £12.00
6012 3×*"WEIACHER KIES"* Hopper Wagons – brown £60.00
6013 DRG Refrigerated Wagon with brake cab – EpII £10.00
6014 DB Tilting Open Tipper Wagon – brown £12.00
6015 DB Refrigerated Wagon – white £12.00
6016 3×Bogie Grain Hopper Wagons – *"MONFER"/ "MILLET"/"TMF CITA"* £60.00
6024 DR Silo Wagon – grey £10.00
6025 DR Side Loading Hopper Wagon – brown £12.00
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6062 2×SBB Eaos Bogie Open Wagons – weathered grey £25.00
6066 2×SBB *"JURA CEMENT"* Silo Wagons – yellow £30.00
6086 DB Gimms Closed Wagon – brown – EpIII £12.00
6087 DB Gbs Closed Wagon – brown – EpIV £12.00
6123 2×Fcs Hopper Wagons *"EBW CARGO"* £30.00
6163 DB Closed Wagon – brown – EpIII £10.00
2441 DB Class E16 08 Electric – green £99.50
4675 DB Omm Open Wagon with Coal load £12.00

PIKO

40229 FS Vinschgerbahn GTW 2/6 2-unit DMU £206.65
94321 SNCF 1st Class ter *"ALSACE"* Coach – EpVI £44.75
94322 SNCF 2nd Class ter *"ALSACE"* Coach – EpVI £44.75
94323 SNCF 1st Class ter *"ALSACE"* Coach – EpVI £44.75

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931203 BLS **FREIGHT Start Set** – Em 845 Diesel/ 3×Double Container Wagons/ Oval Trackwork etc £160.45
721102 SBB *CARGO* Diesel 92 80 1203 125-0 – EpVI £87.55
726008 *Rail CARGO Austria* 2016 Diesel – *"Stern Hafferl"* £170.00
731302 SBB Class 460 044-1 Electric – red £128.75
731304 BLS Class 465 018-0 Electric £111.75
731306 SBB Class 460 021-9 Electric *"Le Lait KUH"* £132.80
731378 SBB Class 460 076-3 *"M Lacroix"* **DIGITAL/SOUND** £167.40
737207 SBB Class Ae 6/6 No. 11421 Electric – green £167.75
737208 SBB Class Ae 6/6 No. 11470 Electric – red £167.75
737302 OBB Class 1010 Electric – jaffa £203.70
737304 OBB Class 1020.20 Electric – EpIII £189.35
738506 BLS CARGO/ANGEL TRAINS Class 185 535 ..... £165.00
738507 BLS CARGO 485 003 Electric – *"Die Alpinisten"* £225.00
781302 DB-AG Class BR111 066-7 Electric – *"ROCO/Bayern Ticket"* Livery £152.90
867385 Class 185 541 *Rail4Chem "EUROPEAN BULLS"* Livery £154.30
814401 CFR *DACIA* Nightrain 3×Coach Set – Part 1 ..... £85.15
814432 OBB 2nd Class Eurofima Coach – EpVI £26.25
814433 OBB 2nd Class Eurofima *"KINDERKINO"* Coach £26.95
816901 OBB 2nd Class Eurofima Coach £27.15
828326 DB AG Bogie Gondola Wagon – EpV £10.15
828702 SBB Res Flat Wagon with Prussian Bogies Load £31.75
828806 Bogie Flat Wagon Type Res with Ballast Load £33.00
838812 2×SBB Telescopic Roof Wagons £50.55
845303 SBB HUPAC Well-wagon with *"SCHONI" Lorry Trailer* £29.40
852309 2×High Capacity Self-unloading Hopper Wagons Type Falns – *"ERR"* £44.20
860701 *CityNightLine* T2S Sleeping Car £41.55
860702 CFR *DACIA* Nightrain 2×Coach Set – Part 2 ..... £46.80
860703 OBB *DACIA* Nightrain 2×Coach Set – Part 3 ..... £46.80
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
890203 BLS 1st Class EW-IV Coach – EpV £28.45
890305 BLS 2nd Class EW-IV Coach – EpV £25.20
9574 Close Coupling additional pack £4.25

FLEISCHMANN Special

781475 OBB Class 1216 TAURUS **with Sound** – *"VERDI/WAGNER"* Livery £300.00

LS MODELS

74003 Set 2×Dutch Type WL AB-30 INOX Coaches - blue/silver £82.50

ROCO

25540 DB 2-axle Tank Wagon *"NACCO"* £8.45

MINITRIX

11608-6 DB IC 2nd Driving Trailer – grey with red stripe £26.50
12189 SNCF BB 67300 *FRET* Diesel £151.80
12190 SNCF Class BB67300 General Purpose Diesel £153.30
12326 SBB Class Re 4/4 II No. 11134 – red £149.75
12335 SBB Class Re 4/4 II No. 11108 *"SWISS EXPRESS"* £149.75
12352 SBB Am 842 *CARGO* Diesel £84.25
12410 DB Class E52 Electric Locomotive £201.15
12465 DB TVT 6219 Catenary Maintenance Vehicle £187.50
12518 SBB Class Am 4/4 18462 Diesel £134.90
12524 SBB Class 460 **Swiss Collection 2003** £155.40
12528 DB Class VT75 Diesel Railcar and Trailer £169.65
12569 DB Class BR 140 Electric – red – EpV £115.00
12574 OBB *SIEMENS* DISPOLOK E189 920 – EpV £125.00
12591 DB Class 120 Electric – red – EpV £125.00
12598 DB AG Class 152 Electric *"CLAAS"* Livery £151.80
12647 DB Class 152 Electric *"CARGO"* Livery £121.65
12731 Dutch Class 1200 Electric Locomotive £123.15
12735 SBB Class 460 **2002 Model** *"SBB Hat Band"* £150.00
12753 *SIEMENS* Dispolok ES 64 F4 – *OBB* Livery £191.65
12755 DB Class 193 Electric Freight Loco £142.95
12770 Class ES 64 U2 *HUPAC* Electric £145.70
12782 SBB Class 460 *"TOURISMUS"* Livery £145.95
12784 SBB Class 460 *"MARKLIN Musical Box"* £127.65
12790 Class ES 64 P *SIEMENS "EuroSprinter"* £150.55
13382 DB IC 1st Class Compartment Coach £20.50
13723 6×DB *"IntercityNight"* Coach Set £118.25
13756 DB Ist/2nd Class Double-deck Coach £30.20
13855 DB *"BLAUPUNKT"* Sliding Roof 4-axle Wagon £12.85
13920 DB Low-sided Wagon £6.50
13943 DB Type Grs 212 Wagon £9.65
13975 DB *"Von Haus zu Haus"* Container Wagon £14.15
15057 DB Private 2-axle Tank Wagon *"Sudzucker"* £18.90
15112 DB 4-axle 2001 Wagon *"KVG"* £20.55
15124 DB 2-axle Tanker Wagon OnRail Set *"DEA"* £35.35
15166 Set 2×SBB Sliding Wall Wagons *"HWZ/Landart"* £35.30
15170 **2001 Christmas Special** – Tree Bauble with Wagon £16.00
15175 Set 4×SBB Wood Transporter Wagons £81.90
15222 Set 4×WLE Cement Silo Wagons £50.00
15247 DB Hinged Roof Wagon Taes 890 ..... £29.20
15255 DB *CARGO* Flat Wagon with *"POST"* Containers £29.60
15290 Set 2×Hopper Wagons *"KVG RSB Logistic"* £32.50
15295 DB-AG Type Gs Closed Van £8.35
15297 Privately Owned Oil Tanker *"SHELL"* £8.35
15510 SBB 4×Wagons – Wine Barrel/Stake Wagon/4-axle Stake Wagon/Closed Wagon (all with loads) £91.75
15518 DB AG Bogie Container Wagon *"Inno freight"* £27.75
15519 DB AG Bogie Container Wagon *"Wood Trainer XXL"* £27.75
15609 SBB *"DANZAS"* Container Wagon £19.05
15635 Set 2×OBB Ballast Wagons *"Fahrweg"* £34.60
15640 SBB Sliding Wall Wagon *"Sihl papier"* £17.60
15676 2×OBB 2001 Wagons *"EUROL"* £23.95
15735 DSG F-Zug Express Restaurant Coach £29.50
15790 DB 1st Class Express Train Passenger Coach £23.35
15791 DB 2nd Class Express Train Passenger Coach £23.35
15792 DB DSG Express Train Dining Car £23.35
15793 DB Ist/2nd Class Express Coach – EpIII £23.35
15830 DB Inter-City *"BISTRO"* Coach £24.55

JORDAN
Accessories for trains Made in Germany



35cm Fir or Larch Tree – £9.25 each

SOMMERFELDT CATENARY HO GAUGE

HO GAUGE

140 HO/HOm Overhead Wire Closed 180mm (pk 5) £6.55
141 HO/HOm 188mm (pk 5) £6.55
142 HO/HOm 215mm (pk 5) £6.90
143 HO/HOm 229mm (pk 5) £6.90
144 HO/HOm 250mm (pk 5) £7.30
146 HO/HOm 315mm (pk 5) £7.85
147 HO/HOm 360mm (pk 5) £8.25
148 HO/HOm 375mm (pk 5) £8.25
153 Overhead Electrical Separation Kit (pk 5) £3.75
158 HO Installation Jig £2.30
174 Registration arms (pk 10) £3.20
179 Hanger (supplementary to cross spans) £4.20
181 HO/HOm Overhead Wire Open End 200mm (pk 5) £7.75
182 260mm (pk 5) £8.30
183 380mm (pk 5) £8.60
184 500mm (pk 5) £9.10
280 HOm FO Wood Mast – complete £5.00
281 HOm FO Wooden Mast £2.90
282 HOm FO Bracket (pk 5) £3.70
300 SBB H-Profile Mast 100mm £2.50
301 SBB Bracket £2.70
302 SBB Arm (pk 5) £1.70
303 SBB Registration Arm (pk 5) £2.15
304 SBB Insulator Bracket (pk 5) £2.75
305 SBB Insulators – green (pk 24) £2.10
306 SBB Cross Span (pk 2) £7.30
308 SBB Suspension Bracket (pk 5) £2.90
315 SBB Insulator Support (pk 10) £3.30
318 SBB Mast 130mm – without bracket £3.15
319 SBB Main Line Mast – R overhead wire £5.15
320 SBB Main Line Mast £5.30
321 SBB Main Line Mast – older version £4.85

SCHNEIDER HO SIGNALS



HOm SWISS ELECTRIC LIGHT SIGNALS

2211 2 LED red/green £12.00
2212 6 LED green/red yellow/yellow green/green £24.50
2213 3 LED green/red/yellow £17.80
2219 4 LED yellow/yellow green/green £19.45

HO SWISS ELECTRIC LIGHT SIGNALS

2201 2 LED green/red £15.30
2202 6 LED green/red yellow/yellow green/green £24.50
2203 3 LED green/red/yellow £17.80
2204 7 LED green/red/yellow yellow/yellow green/green £27.50
2205 4 LED green/red/yellow/green £19.60
2206 8 LED as above + yellow/yellow green/green £30.00
2207 5 LED green/yellow/green/red/yellow £21.50
2208 9 LED as above + yellow/yellow green/green £32.00
2209 4 LED yellow/yellow green/green £19.45
2210 3 LED Ground Signal *(also suitable for HOm)* £11.20

HO GERMAN ELECTRIC LIGHT SIGNALS

2101 2 LED red/green £13.60
2002 6 LED red/green green/yellow x2 ..... £22.00
2103 4 LED yellow green red x2 ..... £17.50
2004 6 LED green /2 x red / 3 x yellow £20.35
2105 8 LED red/green red/yellow yellow/green x2 ..... £27.20
2006 10 LED £31.25
2107 4 LED green/yellow x2 ..... £17.50
2009 4 LED Ground Signal £11.20

HO GAUGE SELECTION

KIBRI *Ready to run Model*
26256 DB Low-sided Wagon with 2×MB Tractor Load..**£34.75**
26258 HO Low-sided Wagon with *"ATLAS"* Excavator Load..**£36.40**

VIESSMANN
26110 ROBEL 54.22 Track Maintenance Vehicle – **DIGITAL/SOUND**..**£216.60**

PIKO
54400 DB *CARGO* Type Hbis-tt 293 Wagon..**£24.25**
54680 SBB *"WASCOSA"* Sgnss Flat Wagon with 3×*"BERTSCHI"* Containers..**£50.80**
54681 SBB *"WASCOSA"* Sgnss Flat Wagon with Timber Load..**£55.10**
54811 DB-AG Rs669 Flat Wagon with Tanker load..**£31.95**
57162 **FREIGHT START Set** – SNCF BB63000 Diesel/ 2×Wagons/2×Tankers/Trackwork etc..**£159.25**
57187 **FREIGHT START Set** – SBB CARGO BR185/ Tanker/2×Wagons/Trackwork etc..**£124.85**
57433 Class BR185 007 Electric *"Rail4Chem"* Livery..**£48.55**
57434 Class BR185 005 Electric *"HOYER RailServ"*..**£48.55**
57445 Class BR185 543-6 Electric *"Transpetrol"*..**£50.25**
57446 Class BR185 534-5 Electric *"OHE"* Livery..**£48.00**
57455 SBB Re 474-009-8 *CARGO* Electric..**£68.00**
57455-3 SBB Re 474-018-9 *CARGO* Electric..**£74.00**
57458 Class ES64 F4-992 Electric *"European Bulls"*..**£52.25**
57461 Class ES64 F4-011 Electric *"CTL Logistics"*..**£75.50**
57479 Class BR185 640-0 Electric *"HVLE"* Livery..**£48.00**
57486 Class ES64 U2-038 *SIEMENS "EVB"* Livery..**£44.25**
57491 Class ES64 U2-082 *SIEMENS "Knorr-Bremse"* Livery..**£65.60**
57785 SBB Container Wagon *"DREIER"*..**£23.25**
59406 G1700 Diesel 2170 001-8 *"LTE"* Livery..**£82.65**
59443 DB-AG BR101 003-2 Electric *"Kuwait Airways"*..**£52.25**
59530 SBB GTW 2/8 *"STADLER"* 3-unit Electric Railcar..**£233.00**
96947 **OBB TAURUS Start Set**/3×Passenger Coaches/ Trackwork etc..**£129.15**

PIKO *Dolischo Special*
59524 GKB STADLER 3-unit GTW 2/8 S-Bahn Diesel – blue..**£239.50**
97709 Suditrol STADLER GTW 2/6 Diesel *"Val Venosta"*..**£221.25**

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**
133920 SBB 4-unit *KISS* Double-deck EMU..**£385.00**
133921 SBB *KISS* 2-unit Middle Coach Set (matches 133920)..**£94.00**
133940 SBB 3-unit *NPZ DOMINO* – RBDe 560/Centre Coach/Driving Trailer..**£250.00**
133941 SBB 3-unit *DOMINO "Glarner Sprinter"* – RBDe 560/Centre Coach and 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**
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 *"WASCOSA"*..**£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**
235581 SBB Twin Bogie Tipper Wagon *"HOLCIM"*..**£32.55**
235582 SBB Twin Bogie Tipper Wagon – grey..**£32.55**
235583 Austrian *"WLB"* Twin Bogie Tipper Wagon..**£46.15**
235587 SBB Twin Bogie Tipper Wagon *"HOLCIM"*..**£46.15**
235962 DB Twin Bogie Tank Wagon *"BP"*..**£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**
334945 BLS EWI 1st Class Passenger Coach – green..**£26.50**
334949 SBB EW I IR 1st Class Coach – multi-colour..**£25.35**
334971 SBB EW I 1st Class Coach – green..**£36.25**
334972 SBB EW I 2nd Class Coach – green..**£36.25**
334975 BLS 1st Class EW 1 Coach – EpV/VI..**£49.00**
334976 BLS 1st/2nd Class EW 1 Coach – EpV/VI..**£49.00**
334977 BLS 2nd Class EW 1 Coach – EpV/VI..**£49.00**
387514 SBB 1st/steel Museum Restaurant Coach – red..**£26.00**
387600 STLB 2nd Class light steel Coach..**£20.70**
387804 SBB 1st Class light steel Coach..**£22.20**
388004 SBB WRm RIC Restaurant Coach – orange..**£33.00**
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**
388986 SBB EW III 1st/Baggage Coach – *SWISS EXPRESS*..**£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**
400112 VOSSLOH EURO 4000 Diesel *"ANGEL TRAINS"*..**£222.50**
6890213 VOSSLOH EURO 4000 Diesel *"RailCARE"*..**£226.50**

ROCKY-RAIL
64551 ABB MaK 6400 *RAILION* No. 6455..**£167.75**
64641 DB ABB MaK No. 6464..**£167.75**
64731 DB LOGISTICS ABB MaK *RAILION* No. 6473..**£167.75**
Type Sdggmrs Double Wagons with Lorry Trailer Loads
90308 AAE Cargo TRW NV *"DHL"*..**£72.00**
90309 AAE Cargo Van Dieren *"SAMSKIP-Van Dieren"*..**£72.00**
90311 AAE TX Logistik AG *"DB SCHENKER"*..**£72.00**
90312 AAE TX Logistik AG *"HANGARTNER"*..**£71.50**
90315 AEE Cargo IFB *"ARCESE"*..**£71.50**
90319 AAE TX Logistik AG *"LKW WALTER"*..**£72.00**

KOMBIMODEL
60005 VOITH Maxima V500.06 *"SGL Logistics"*..**£269.50**
60030 VOITH Maxima V490.2 *"HVLE.de"*..**£269.50**
60045 VOITH Maxima SBB CARGO Am 863 002 *"LEUNA"*..**£269.50**
60050 VOITH Maxima SBB CARGO Am 863 007 *"DOMAT/EMS"*..**£269.50**

BEMO
RegioLine HO Diesel Railcars
1630934 WEG VT 414 (grey/blue)..**£153.15**
1630976 Veolia VT 006 RSI Railcar..**£184.70**
6510000 Transfer Pits for loading Standard Gauge Wagons onto HOm Wagons (kit form)..**£8.50**

RIVAROSSI
2200 Class D753.732 Diesel *"Rail Traction Company"*..**£115.75**
2206 Class D753.003 Diesel *"Sistemi Territoriali"*..**£115.75**
2259 Class D753.703 Diesel *"LINEA"* Livery..**£115.75**
6089 SBB Bogie Silo Wagon Type Uas *"MILLET 2000"*..**£22.80**
2288 Austrian Class 2067 0-6-0 Diesel *"RTS"* – orange..**£85.25**

JOUEF
2167 SNCF 2-unit DMU X72500 – *"TER"* Livery..**£203.40**

KLEIN Modellbahn
5008 OBB 2068.039 Diesel Shunter EpV..**£106.25**
5009 OBB 2068.025 Diesel Shunter EpV..**£106.25**
5010 OBB 2068.014 Diesel Shunter EpV..**£106.25**
5011 OBB 2068.048 Diesel Shunter EpV..**£106.25**
5207 OBB *CAT* Double-deck Coach..**£31.50**
5208 OBB *CAT* Driving Trailer..**£41.75**
3176 CSD 2-axle Open Goods Wagon EpIV..**£13.00**
3531 OBB Track Cleaner..**£15.75**

VIESSMANN
4520 SBB Signal with single arm..**£42.65**
4521 SBB Signal with double arm..**£44.35**
6011 Gas Lamp – 56mm high..**£6.75**
60701 Park Lamp – Contact Plug socket & LED – 56mm..**£7.15**
60731 Double Park Lamp Contact Plug socket & LED..**£12.90**
Animated Accessories
5024 Men sat at table in *"Beer Garden"*..**£39.50**
5100 Level Crossing with Automatic Barriers..**£60.45**
5104 Automatic Level Crossing..**£68.60**
5117 Worker on ladder sticking up posters..**£31.95**
5123 Girl with Carpet Beater..**£28.45**
5126 Gardener with Watering Can..**£28.45**
5133 MB Actros 4-axle Cement Mixer Lorry..**£45.20**
5181 Cow (black & white) with moving head..**£34.10**

POLA Building Kits
198 Haunted House..**£34.35**
512 *"GETHIN"* Signal Box..**£8.30**
621 Road Bridge..**£16.75**
310655 Glass Roofed Station Canopy..**£19.60**
663 *"NEUFELD"* Station..**£22.00**
824 Cafe *"JOURNAL"* – Limited Edition 1991..**£70.40**
852 Gas Separator..**£9.70**

FALLER Specials
190102 *"Madulain"* RhB Station..**£37.25**
190202 Alpine Village Church & House..**£24.00**
190219 Restaurant *"Ochsen"*..**£42.00**

HELJAN
44371 DB *Schenker* EG 3105 Electric *"Green Cargo"*..**£187.00**
44391 DSB EG 3103 Electric *"GODS"* Livery..**£187.00**

REE MODELES
MB-002 SNCF 5-231G 174 SUD EST Steam Loco..**£332.00**
VB-030 SNCF *"La POSTE"* Coach OCEM 21.6m – yellow..**£49.20**
WB-008 2×SNCF Coke Wagons *"STEMI"/"LOTRASID"*..**£49.80**
WB-181 SNCF Bogie Tank Wagon *"SHELL"* – EpIII..**£33.65**
WB-186 SNCF Bogie Tank Wagon *"SIMOTRA"* – EpV..**£34.60**
WB-270 2×DB Metal sided Open Wagons – brown – EpIII..**£50.35**
WB-271 DR Metal sided Open Wagon – brown – EpIII..**£25.00**
WB-272 DR Planked sided Open Wagon – brown – EpIII..**£25.00**
WB-313 SNCF Bogie Tank Wagon *"SIMOTRA"* – EpIV..**£34.10**
WB-314 SNCF Bogie Tank Wagon *"ESSO"* – EpIV..**£34.10**
WB-315 SNCF Bogie Tank Wagon *"ALGECO TOTAL"* – EpIV..**£34.10**
WB-320 SNCF Bogie Tank Wagon *"MARCEL MILLET"* – EpIV/V..**£34.10**
XF-021 Special Smoke Oil 125ml. from ESU for REE Locos..**£7.05**

OS.KAR
1124 FS D445 1025 Diesel Electric – green/Isabella..**£155.20**
1518 SNCF 675080 Diesel Electric *"INFRA"* – yellow..**£156.85**
1522 SNCF 675085 Diesel Electric *"INFRA"* – yellow..**£158.90**
1526 Class BB 475039 Diesel Electric *"Akiem"*..**£158.00**
1534 Class BB 75101 Diesel *"HSL LOGISTIK"*..**£144.85**
1550 Class BB 475051 SNCF FRET Diesel..**£158.90**
1627 FS Class Gr 625.002 Steam Loco with petrol lights – EpIII..**£269.50**
3202.1 FS 2nd Class Bz 33381 Corridor Coach..**£34.00**
4001 FS Rgmms Flat Wagon EpIV/V..**£18.00**
4041 FS Rgmms Bogie Stake Wagon 8 887-7 – brown..**£17.50**
4046 FS Rgmms Bogie Flat Wagon – yellow..**£18.00**
4051 FS Rgmms Flat Wagon – grey EpIV/V..**£18.00**
4061 FS Rgmms Bogie Stake Wagon with pipe load 8 876-0 – brown..**£18.50**
4071 FS Rgmms Bogie Stake Wagon with steel load 9 067-5 0 – brown..**£17.50**

MEHANO
2718 Bombardier Blue Tiger V330.3 *"www.hvle.de"*..**£125.80**
2722 Bombardier Blue Tiger V20 *"MKB"* Livery..**£125.80**
3578 (19843) SIEMENS Magenta Dispolok *"EUROSPRINTER"*..**£84.00**
9118 VOSSLOH G2000 *"RAG"* Livery..**£82.00**
55262 VOSSLOH G1206 *"WLE"* Livery..**£104.50**
55282 VOSSLOH G1206 *"ACTS 2"* – green/green..**£104.50**
55306 VOSSLOH G1206 *"E+H"* No. 544 – yellow/red..**£94.50**
55314 SBB G1700 *CARGO* Am 843 066-2 Diesel..**£156.80**
55326 G1700 *"HGK"* DH702 – red..**£156.80**
58585 Class 77 *"CAPTRAIN"* Livery..**£179.00**
58587 Class 77 *"HHP" (F=ma)* Livery – blue..**£169.00**
58589 Class 77 German *"HGK"* Livery..**£169.00**
58593 Class 77 *"ACTS"* Livery..**£169.00**
58595 Class 66 *"CROSSRAIL"* Livery – red..**£155.00**
58597 Class 66 German *"HGK"* Livery..**£169.00**
58698 VOSSLOH G2000 Am840 SBB *"CARGO"*..**£148.00**
58701 VOSSLOH G2000 *"EURO CARGO RAIL"*..**£148.00**

HOBBYTRADE MODELS
172701 Nord-Ostsee-Bahn MAK DE 2700-01 Diesel – *"RSH"*..**£173.75**
2300-2001 DSB 2-axle Closed Wagon QHL 32643 – brown..**£16.30**
2300-2002 DSB 2-axle Closed Wagon QRL 36290 – brown..**£16.30**
2300-2003 DSB 2-axle Closed Wagon QR 35973 – brown..**£16.30**
2300-2008 DSB 2-axle Closed Wagon QH 32007 – white..**£16.30**
2300-2009 DSB 2-axle Closed Wagon QR 36027 – white with brakeman's cab..**£18.40**
41251 Twin 2-axle Type Laads Low-loaders..**£71.25**

KIBRI Building Kits
8006 Village Church *"Sertig"*..**£12.85**
38010 *"SERTIG"* Village Set (4×Houses/Church/ 2×Barns/Fencing)..**£70.00**
8011 Chalet *"Jagerwinkel"*..**£14.75**
38015 Alpine House *"Ahornboden"*..**£15.80**
8017 Mountain Church *"St Christophorus"*..**£15.20**
38019 Alpine House *"Gletscherblick"*..**£15.80**
38021 Alpine House in Davos..**£15.80**
8023 Small Chapel and accessories..**£13.25**
38026 Large Alpine-style Dwelling..**£20.55**
38028 Storage Shed *"Egg"*..**£14.05**
8032 Fire Station with engine *"Goldbach"*..**£16.90**
38035 Barn and Hayloft..**£14.05**
8045 Farmhouse..**£22.70**
38046 Museum *"East Frisian"*..**£22.15**
8046 House *"Oberwald"*..**£13.55**
8048 House *"Furka"*..**£13.55**
8053 **2000 Model** – Emmental Farmhouse & Accessories..**£41.20**
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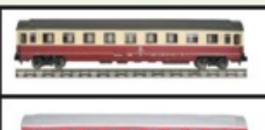

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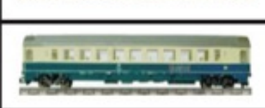

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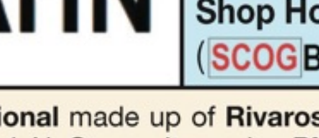

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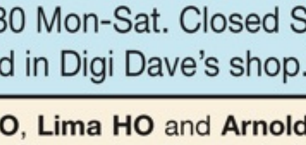

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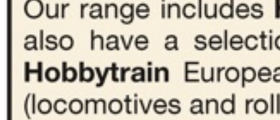

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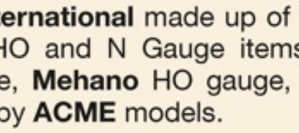

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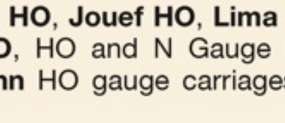

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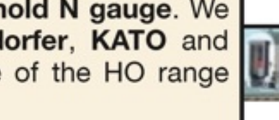

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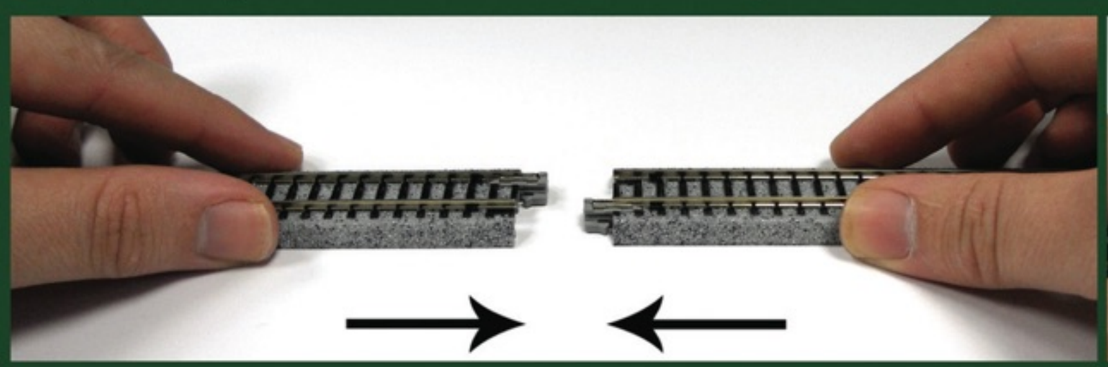

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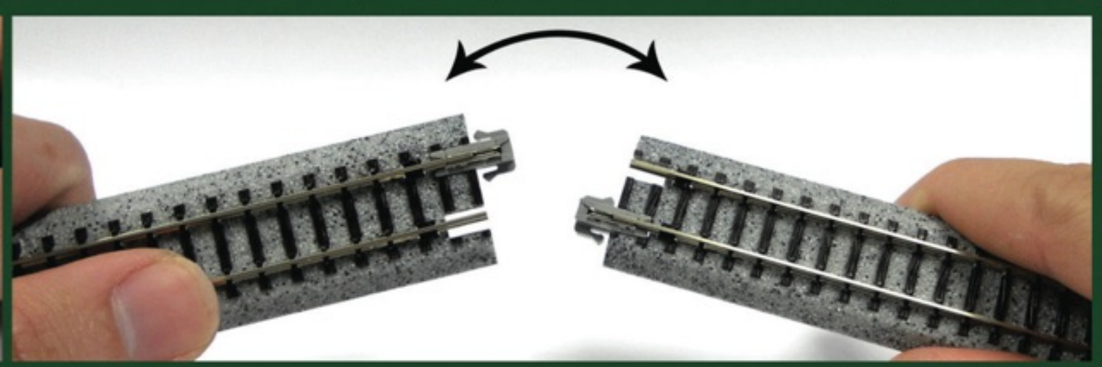
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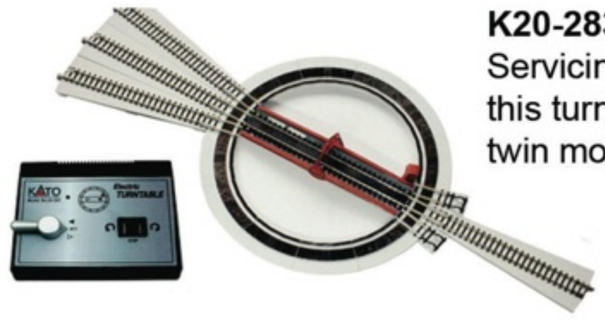


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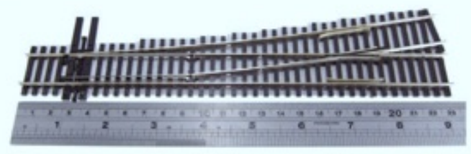


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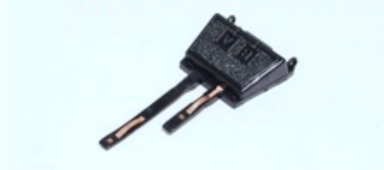
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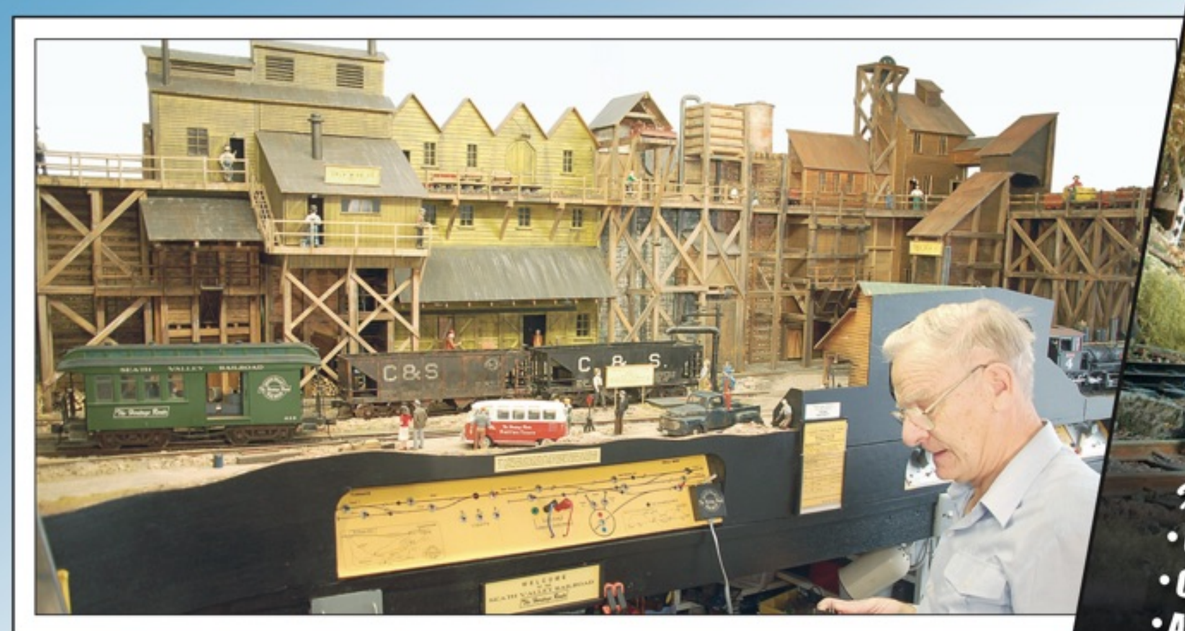
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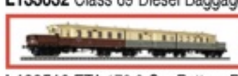
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L334044 2-Axle 2nd Class Coach Bp No. 541-324 DR....£30.99
L334045 2-Axle 2nd Class Coach Bp No. 540-223 DR....£30.99
L334046 2-Axle 2nd Class Coach Bp No. 542-219 DR....£30.99
L334047 2-Axle 2nd Class Coach Blr No. 541-317 DR with working rear light.£39.99
L334048 2-Axle 2nd Class Coach B No. 541-420 DR....£30.99



L334050 Passenger Coach 3rd Class Cd-27.316 SNCB....NEW £35.99



L334052 Passenger Coach 3rd Class Cdtr-21/31 27.311 SNCB...NEW £35.99

L334403 Baggage Car Pw3 Pr11 DB....£31.99



L334405 Baggage Coach Pw3 37.407 SNCB....NEW £41.99

L334409 Baggage Car 3-Axle Pw3 No. 720-339 DR....£32.99
L334501 Passenger Coach Altenberg + Load Comp. 3rd Class DRG....£24.99
L334502 Passenger Coach Altenberg + Personnel Comp. 3rd Class DRG....£24.99
L334504 Passenger Coach 3rd Class OBB....£26.99
L334505 Passenger Coach 2nd & 3rd Class Bauart Altenberger, DR....£36.99
L334507 Passenger Coach 3rd Class Bauart Altenberger DR....£36.99
L334508 Passenger Coach 2nd & 3rd Class BBO....£30.99
L334517 Passenger Coach Altenberg C4itr 3rd Class DR EP....£29.99
L334519 Museum Passenger Coach 3rd Class....£37.99
L334522 Triebwagen-Beiwagen 3rd Class....£26.99
L334530 Passenger Coach 2nd Class, DRG....£26.99
L334533 Express Passenger Coach 2nd Class DRG....£39.99
L334536 Passenger Coach 1st Class No. A4ye-29b 25 001 DB....£37.99
L334537 Passenger Coach 2nd Class No. B4ye-29b 72 044 Mü in DB....£29.99
L334538 Passenger Coach 2nd Class No. B4ye-29b 72 046 Mü in DB....£29.99
L334539 Express Train Coach 1st Class No. Aye 602 18-43 099-3 DB....£37.99
L334541 Express Train Coach 2nd Class No. Bye 654 29-13 021-0 DB....£37.99
L334543 Express Passenger Coach 2nd Class No. 241-213 DR....£37.99
L334548 Express Train Coach 2nd Class No. 29-13 022-0 DB with tail light....£44.99
L334556 Baggage Van Pw4ye-29 105 274 DB EP....£33.99
L334557 Baggage Car No. 927 92-43 072-8 DB....£39.99
L334558 Baggage Van Pw4A 641-013 DR EP....£33.99
L334570 Fast Train Coach 2nd Class B4i Bad 03 DB....£38.99
L334571 Fast Train Coach 2nd/3rd Class BC4i Bad 02 DB....£38.99
L334572 Fast Train Coach 3rd Class C4i Bad 02 DB....£38.99
L334945 Passenger Coach 1st Class in BLS livery....£26.99
L334971 Passenger Coach 1st Class SBB Type A....£39.99
L334972 Passenger Coach 2nd Class SBB Type B....£39.99
L334974 Passenger Coach 1st/2nd Class NPZ Type AB....£39.99
L334975 EW I Passenger Coach 1st Class No. A 50 63 18-33-800-7 BLS....£49.99
L334976 EW I Passenger Coach 1st/2nd No. AB 50 63 30-33 816-7 BLS....£49.99
L334977 EW I Passenger Coach 2nd Class No. B 50 63 20-33 721-1 BLS....£49.99
L364530 2nd Class Express Coach No. 15 017 Type B4u, DRG....£35.99
L364531 3rd Class Express Coach No. 16363 Type C4u, DRG....£35.99
L364532 3rd Class Express Coach No. 16366 Type C4u, DRG....£35.99
L364539 1st Class Aye 602 Express Coach No. 50 80 18-43 099-3 DB....£33.99
L364540 2nd Class Bye 654 Express Coach No. 50 80 29-13 020-2 DB....£33.99
L364541 2nd Class Bye 654 Express Coach No. 50 80 29-13 021-2 DB....£33.99
L364556 Baggage Coach Pw4ue-29 No. 105 274 Mu, DB....£39.99
L381200 Post and Baggage Coach No. 4993 KPuG....£26.99
L381203 Post Coach PwPost4i No. 101976 Frankfurt....£12.99
L381500 Passenger Coach 2nd & 3rd Class No. 1423 KPuGH....£26.99
L381502 Passanger Coach 2nd Class DR....£13.99
L381503 Passenger Coach 2nd & 3rd Class DRG....£33.99
L381791 Passanger Coach Ffm 2nd Class No. 079 871....£24.99
L381991 Passenger Coach 2nd Class DB....£33.99
L382712 Restaurant Coach "Mitropa" Museum....£40.99
L382901 Political Campaign Coach DB....£40.99

L383451 Passenger Coach 1st & 2nd Class for fast trains DB....£19.99
L383811 Testing & Recording Coach, DB....£10.99
L384292 Passenger Coach for Stopping Services 1st Class DR....£19.99
L384601 Express Train Coach Bad Type 1st Class DB EP....£26.99
L384710 Express Passenger Coach 3rd Class Baden....£24.99
L384711 Express Train Coach Bad Type 2nd Class 19 538, Kar DB....£39.99
L384713 Express Passenger Coach 3rd Class DRG....£39.99
L384801 Express Train Coach Bad Type 1st/2nd Class DB EP....£26.99
L384803 Express Train Coach Bad Type 1st/2nd/3rd Class DRG....£33.99
L387714 Light Steel Passenger Coach 2nd Class SBB....£24.99
L388886 Swiss Express Coach 29-34 994-8 SBB - Cab Control....£58.99
L388896 EW III Driving Coach 29-34 993-6 NINA BLS....£59.99
L388986 Swiss Express EW III Coach 81-34 001-7 SBB....£34.99

Liliput HOe Locomotives, Carriages & Wagons

L142109 Diesel Loco D16 Zillertalbahn....£133.99
L142123 0-4-0 Diesel Loco No. D10 Zillertalbahn....£99.99
L142124 0-4-0 Diesel Loco No. V11 Rhein-Sieg-Eisenbahn....£99.99
L240100 Hw Wagon Set No. RSE 752 & RSE 756 with log load....£36.99
L240105 Hw Open Wagon Linz 11023 & Linz 11034 DR with timber load....£36.99
L245400 Open Goods Wagon No. 6221, DR with brakemans cabin....£30.99
L245401 Open Goods Wagon No. 64615-3, OBB with brakemans cabin....£34.99
L245405 Open Goods Wagon No. 6300, DR with brakemans cabin....£30.99
L245406 Open Goods Wagon No. 4602-1, OBB with brakemans cabin....£30.99
L245410 Flat Bed Wagon, DR with brakemans cabin....£34.99
L291919 Piggyback Wagon No. 1627 Rhein-Seig Railway....£22.99
L294061 Open Wagon Brakemans Cabin DR....£14.00
L344390 Passenger Coach 3rd Class BWB....£20.99
L344410 Dome Wagon Museum Coach NOLB....£33.99
L344411 Dome Wagon SLB-Pinzgaubahn....£33.99
L344412 Dome Wagon No. 2 in DR livery....£33.99
L370001 Passenger Coach Pack (Pack of 3)....£40.80
L370306 Passenger Buffet Coach Steytalbahn....£20.99
L370307 Passenger Coach OBB....£20.99
L370351 Passenger Coach 2nd Class No. 3863-3 "Kuenringertaverne"....£16.34
L370401 Passenger Coach "JAUSENSTUBERL" OBB....£19.99
L370413 Passenger Coach 2nd & 3rd Class No. 259 Li O DR....£19.99
L370452 Passenger Coach No. Bi/s 3641-3 "Pinzgauerbahn" OBB....£20.99
L371012 Equipment Wagon No. P52, Zillertalbahn....£21.99
L371013 Goods Van Pw No. 6463, OBB....£21.99
L371014 Goods Van Pw No. 823, DR....£21.99

Electrotren

Electrotren HO Locos/Coaches/Wagon

E0914 2 Axle Hopper Wagon, RENFE....£23.44
E0920 2 Axle Hopper Wagon No. 6225007-2 Coal Load, weathered, RENFE....£24.99
E1260 Open Wagon with Cola Load, weathered, RENFE....£22.99
E15001 3rd Class Coach MZA No. CWFFV 278 working internal lights....£56.12
E15003 3rd Class Passenger Coach No. CC-470 RENFE interior lights....£56.12
E15005 3rd Class Passenger Coach No. CC-481 RENFE interior lights....£56.12
E1545 Low Side Wagon - Type K39 with Colas Rail Containers....£24.99
E1552 Flat Car Type Lgs with Container RENFE....£23.44
E1578 Low Side Wagon Type Ks RENFE....£20.99
E1653 Hbis Sliding Door Wagon No. 1563 000-9 MWB....£16.99
E1654 Low Sided Wagon Type Ks loaded with Wheels, RENFE....£24.99
E1656 Low Side Wagon Type Ks with load of tubes, SNCF....£22.99
E18008 1st Class Passenger Coach No. AA-8024....£39.99
E18014 Passenger 1st/2nd 8000 No. AAB-8004, RENFE....£39.99
E18103 T2 Sleeping Coach No. 75-40 134, RENFE....£42.99
E1817 Box Car Closed Wagon No. 01 87 123 3 203-2 SNCF New Decoration....£24.99
E1818 Closed Box Car Wagon No. SNCF New Decoration....£24.99
E1824 Box Car Wagon ORE-1 Original State, RENFE....£24.99
E1831 Box Car Wagon G40 TSO....£24.99
E1833 Wagon Box Car, ORE RENFE....£24.99
E19002 Open Wagons with Coal Load, weathered Artaza & Cia Carbones....£41.99
E19006 Wagon Box Car Anis Del Mono RENFE....£22.99
E2120 Self Propelled ABJ-1 NORD....£153.14
E2204D Automotor 2400 - X 2478 SNCF DCC Fitted....£203.18
E2400 Class 316 Diesel Locomotive No. 316-008 RENFE....£160.00
E2411D Class 316 Diesel Loco No. 316-002 RENFE DCC Fitted....£233.82
E2411S Class 316 Diesel Loco No. 316-002 RENFE DCC Sound....£322.67
E2452 Class 318 Diesel Loco No. 1807, RENFE....£160.00
E2588D Class 251 Electric Loco No.251-026, DCC Fitted....£195.00
E2634 Class 269 Electric Loco No. 269 902 RENFE Grande Lineas....£176.99
E2692 Class 269 Electric Loco No. 269 604 5 RENFE....£198.08
E2751D Class 281 Electric Loco No. 1004, DCC Fitted....£175.00
E2753D Class 281 Electric Loco No. 1002 RENFE DCC Fitted....£215.44
E2812D Diesel Loco as above, DCC Sound Fitted....£185.00
E3016 Class 7200 Electric Loco No. 7212 RENFE....£268.99
E3109 Class 321 Diesel Loco No. 321 042-4 Comsa....£199.99
E3113 Class 321 Diesel Loco No. 321-063 RENFE Green/Yellow....£199.99
E3324 TALGO III RENFE Pack of 6 Coaches....£159.99
E3510 2 Car Regional Diesel TRD RENFE....£230.99
E3512 2 Car Regional Diesel TRD RENFE....£245.99
E3602 3 Car Electric Unit Class 440 Cercanias RENFE....£284.89
E4152 Class 141 Mikado Steam Loco Original State DC....£305.99
E5079 1st Class & Cafeteria Coach No. Aar 5099 RENFE....£39.99
E5169 Rmms Platform Wagon No. 83 71 397 1 004-5 RENFE with two tanks....£34.99
E5170 Rmms Platform Wagon No. 83 71 397 1 013-6 RENFE with two tanks....£34.99
E5171 Rmms Platform Wagon No. 83 71 397 1 027-6 RENFE with two tanks....£34.99
E5180 Low Sided Wagon Type Rs with 3 Containers RENFE....£34.67
E5181 Low Side Wagon Type Rs - 3 containers, RENFE....£26.99
E5182 Container Flat Wagon with 3 x 20ft Containers....£34.67
E5187 Low Side Wagon RENFE Type Rmms Ballast Load....£31.99
E5188 Flat Wagon Type Rs RENFE weathered Concrete Sleepers....£33.99
E5477 Hopper Wagon for Cement Type Uackks Cementos Intermonte RENFE.£19.40
E5478 Hopper Wagon for Cement in Cementos Tudela Veguin RENFE....£23.44
E5484 Uacs Tank Wagon Ciments Calcia FS....£21.99
E5486 Tank Wagon Type Uacs No. 930 5 504-8 Cementos Protland RENFE....£28.99
E5718 Hopper Wagon Type Fanoos RENFE....£24.46
E5723 Hopper Wagon Capcol EDF Type EF 60 with Cola Load SNCF....£16.34
E5755 Hopper Wagon Transfesa - simulated sand load, weathered RENFE....£24.46
E5756 Hopper Wagon Transfesa, weathered RENFE....£25.99
E5758 Hopper Wagon Cargas, weathered with coal load RENFE....£28.99
E5873 Tank Wagon Type Uacns RENFE....£26.50
E5879 Tank Wagon No. 785 0 047-1 with Savesa branding RENFE....£26.50
E5887 Tank Wagon Type Uahs No. 729 6 023-2 RENFE....£30.99
E6032 Car Wagon SITFA with 8 Mini Motor Cars....£36.50
E6509 Pack 3 Wagons Type Ealos, weathered RENFE....£47.50
E6517 Open Wagons Type Ealos, STEMI, RENFE....£52.99
E8000 Hopper Wagon Type Uas No. 566 0 387 7....£24.50
E8007 Hopper Wagon Mercaguadiana RENFE....£31.99
E8012 Grain Hopper Wagon Tolva Sucran RENFE....£31.99
E8015 Tank Wagon Type Tagpps No. 566 0 500 5 Cerveza Aguila RENFE....£31.99

Roco

Roco HO/HOe Gauge

62436 Class 155 Electric Loco No. 155 001-1, DB Cargo....£154.99
62547 Class 110.3 Electric Loco No. 115 509-2, DB AG....£179.99
62700 Class 152 Electric Loco No. 152 086-4, DB Railion....£168.51
62965 Class V60 Diesel Loco No. V60 126, DB....£159.99
63018 Rail Bus Class 5081, OBB....£246.50
64270 S-Bach Coach 2nd Class Jägermeister branding, DB....£39.99
64271 S-Bach Coach 2nd Class Jägermeister branding, DB....£39.99
64273 Cab Trailer Coach 2nd Class S-Bach Jägermeister branding, DB....£59.99
64391 Passenger Coach 2nd Class Bih No. 37 165, OBB....£26.99
64392 Passenger Coach 2nd Class Bih No. 37 007, OBB....£26.99
64838 Passenger Coach 1st Class No. 51 50 19-80 061-1, DR....£38.99
64842 Brake Passenger Coach 2nd Class No. 51 50 82-40 005-9, DR....£38.99
66352 Flat Wagon with lorry load, DB....£28.09
67016 Cylindrical Container Wagon Set - 2 Wagons, 6 Containers in DB livery.£51.99
67762 Flat Wagon No. 399 4 132-7, DB AG with tank load....£36.71
67764 Flat Wagon No. 334 5 926-6, DB AG with twin lorry load....£36.71
67765 Flat Wagon No. 334 5 912-6, DB AG with twin lorry load....£36.71
72448 Class ES64 Electric Loco No. ES 64 U2 029 TX Logistics....£184.99
72515 Class 185 Electric Loco No. 185 691-3 Railpool....£155.00
72800 SBB Beilhack Rotary Snow Blower - DCC Sound fitted....£364.99
72860 Class BR220 Diesel Loco No. 220 028-5 DBol....£115.00

Spectrum

Bachmann Spectrum ON-30

25241 2-6-0 Steam Loco No. 21 in Colorado & Southern livery....£104.99
25242 2-6-0 Steam Loco No. 136 Denver & Rio Grande Western Rail Road....£109.99
25249 2-6-0 Steam Loco in painted unlettered Bumble Bee livery....£109.99
25477 Baldwin 2-4-4 Forney Steam Loco Sandy River & Rangely Lake....£184.99
25479 Baldwin 2-4-4 Forney Steam Loco painted unlettered w/inside frame....£184.99
25499 Baldwin 2-4-4 Forney Steam Loco painted unlettered with inside frame.£291.99
25660 T Boiler Die Cast Two Truck Shay Steam Loco in Pocahontas Lumber.£202.99
28058 0-4-0 Porter Steam Loco in painted unlettered Black livery....£176.99
28098 0-4-0 Porter Steam Loco painted unlettered Black w/vertical cab panel.£107.99
28201 0-4-2 Porter Steam Loco in painted unlettered Maroon livery....£190.99
28202 0-4-2 Porter Steam Loco in painted unlettered Black livery....£190.99
28204 0-4-2 Porter Steam Loco No. 3 in Tioga Lumber Co livery....£190.99
28205 0-4-2 Porter Steam Loco No. 2 in Clear Lake Lumber livery....£190.99
28257 0-4-2 Porter Steam Loco No. 9 in Greenbrier & Big Run Lumber livery.£107.99
28299 0-4-2 Porter Steam Loco in unlettered Black livery....£107.99
28301 4-4-0 American Steam Loco in painted unlettered Black livery....£219.99
28303 4-4-0 American Steam Loco in painted unlettered Black livery....£210.99
28305 4-4-0 American Steam Loco in painted unlettered Black livery....£210.99
28322 4-4-0 Modern outside framed American Steam painted unlettered Blk.£229.99
28324 4-4-0 Outside Frame American Steam Black unlettered Brass Cap....£229.99
28325 4-4-0 Modern Outside Framed American Steam painted unlettered Blk.£229.99
28460 Rail Bus & Trailer in Pocahontas Lumber Co livery....£167.99
28501 T Boiler Two Truck Shay Steam Loco painted unlettered Black....£291.99
28502 T Boiler Two Truck Shay Steam painted unlettered Blk white pin stripes.£291.99
28503 T Boiler Two Truck Shay Steam painted unlettered Black....£291.99
28504 T Boiler Two Truck Shay Steam painted unlettered Blk white pin stripes.£291.99
28601 28 Ton Two Truck Climax Steam painted unlettered Blk red/white trim..£291.99
28603 28 Ton Two Truck Climax Steam painted unlettered Black w/white trim.£291.99
28657 Baldwin 4-6-0 Steam Loco No. 31 in Greenbrier & Big Run Lumber....£242.99
28670 Baldwin 4-6-0 Steam ET&WNC 12 Steel Cab Green w/gold lining red..£242.99
28671 Baldwin 4-6-0 Steam Loco ET&WNC 11 Steel Cab Blk w/red windows.£242.99
28696 Baldwin 4-6-0 Steam Loco painted unlettered with Steel Cab....£242.99
28697 Baldwin 4-6-0 Steam painted unlettered with wood cab/fluted domes...£242.99
28701 2-6-6-2 Articulated Steam Loco painted unlettered with wood cab....£296.16
28703 2-6-6-2 Articulated Steam No. 42 Greenbrier & Big Run Lumber Co....£335.99
28704 2-6-6-2 Articulated Steam No. 40 Pocahontas Lumber Co w/steel cab..£335.99
28705 2-6-6-2 Steam Loco No. 44 Midwest Quarry & Mining with steel cab....£335.99
28706 2-6-6-2 Articulated Steam Loco No. 48 Colorado Mining Co w/wood cab.£335.99
28757 2-6-6-2 Articulated Steam Loco No. 41 Greenbrier & Big Run Lumber..£260.99
28760 2-6-6-2 Articulated Steam Loco No. 42 Pocahontas Lumber Co....£260.99
28761 2-6-6-2 Articulated Steam Loco No. 43 Midwest Quarry & Mining Co....£260.99
28762 2-6-6-2 Articulated Steam Loco No. 46 Colorado Mining Co....£260.99
28798 2-6-6-2 Articulated Steam Loco painted unlettered blk w/red & white trim.£260.99
28799 2-6-6-2 Articulated Steam Loco in painted unlettered black livery....£260.99
28801 14 Ton Two Truck Stearns-Heiser Loco in Colorado Mining Co livery....£249.99
28803 14 Ton Two Truck Stearns-Heiser Loco in painted black livery....£249.99
28806 14 Ton Two Truck Stearns-Heiser Loco in Midwest Quarry & Mining....£249.99
28901 Baldwin 4-6-0 Steam Loco in painted unlettered with steel cab....£280.99
28902 Baldwin 4-6-0 Steam Loco in painted unlettered with wood cab....£299.99
28904 Baldwin 4-6-0 Steam Loco No. 12 in ET&WNC livery with steel cab....£304.99
28906 Baldwin 4-6-0 Steam No.32 Greenbrier & Big Run Lumber w/steel cab.£304.99
29004 Baldwin 2-4-4-2 Steam painted unlettered w/wood cab blk/red windows.£318.99
29157 Rail Truck in Greenbrier & Big Run Lumber Co livery....£99.99
29160 Rail Truck in Pocahontas Lumber Co livery....£99.99
29161 Rail Truck in Midwest Quarry & Mining Co livery....£99.99
29199 Rail Truck in undecorated finish....£97.99

Bachmann American HO

13601 72ft Heavyweight Coach Combine No. 9921 PRR....£55.99
13602 72ft Heavyweight Coach Combine No. 1443 Baltimore & Ohio....£55.99
13603 72ft Heavyweight Coach Combine No. 1524 Santa Fe....£55.99
13604 72ft Heavyweight Coach Combine No. 304 New York Central....£55.99
13605 72ft Heavyweight Coach Combine No. 2512 Union Pacific....£55.99
13701 72ft Heavyweight Coach No. 4535 PRR Tuscan Red....£55.99
13702 72ft Heavyweight Coach No. 5482 Baltimore & Ohio....£55.99
13703 72ft Heavyweight Coach No. 829 Santa Fe....£55.99
13704 72ft Heavyweight Coach No. 854 New York Central....£55.99
13705 72ft Heavyweight Coach No. 1115 Union Pacific....£55.99
17128 40ft 3 Dome Tank Car Philadelphia Quartz Co....£15.00
17130 3 Dome Tank Car Deep Rock....£15.00
17141 40ft 3 Dome Tank Car Northern CA Wineries....£15.00
17144 40ft 3 Dome Tank Car Carbon Chemicals....£15.00
18332 Log Car with Logs 1906-1935....£34.99
19129 Grain Hopper Canadian Pacific....£16.00
19133 Canadian 4 Bay Grain Hopper Canadian National Demonstrator....£16.00
19601 ACF 50ft 6in. Outside Braced Sliding Door Box, Rail Box Yellow....£18.00
19606 ACF 50ft 6in. as above, Burlington & Northern Green....£19.99
50205 GS4 4-8-4 Steam Loco - DCC Southern Pacific American Freedom....£139.99
50901 Berkshire 2-8-4 Steam Loco No. 1225 in Pere Marque DCC On Board.£144.99
50903 Berkshire 2-8-4 Steam Loco No. 2760 Chesepeake & Ohio DCC....£125.99
51704 Alco 2-6-0 Steam Loco No. 9446 Sante Fe....£73.99
51705 Alco 2-6-0 Steam Loco No. 41 Union Pacific....£73.99
51706 Alco 2-6-0 Steam Loco No. 1363 Boston & Maine....£73.99
51806 Alco 2-6-0 Steam Loco No. 1358 Boston & Maine Sound....£113.99
52101 Porter 0-6-0 Side Tank No. 2 Bethlehem Steel - DCC Fitted....£80.99
52102 Porter 0-6-0 Side Tank No. 5 Midvale Steel - DCC

65403 GE ES44AC Diesel Loco No. 8104 Lehigh Valley. DCC Sound.....£173.99
65601 EMD GP7 Diesel Loco 8809 Pennsylvania Railroad - DCC Sound.....£114.99
65602 EMD GP7 Diesel Loco GM Demonstrator 100 - DCC Sound.....£114.99
65603 EMD GP7 Diesel Loco No. 1225 Rock Island - DCC Sound.....£114.99
65604 EMD GP7 Diesel Loco No. 109 Atlantic Coast Line - DCC Sound.....£114.99
65605 EMD GP7 Diesel Loco No. 1575 Boston & Maine. DCC Sound.....£114.99
66001 SD70ACe Diesel Locomotive 1070 Wabash. DCC Sound.....£173.99
66002 SD70ACe Diesel Locomotive 1068 Erie. DCC Sound.....£173.99
66003 SD70ACe Diesel Locomotive 1071 Jersey Central Lines DCC Sound.£173.99
66005 SD70ACe Diesel Locomotive No. 1069 Virginian. DCC Sound.....£173.99
67013 SD40-2 Diesel Locomotive No. 8036 CSX Bright Future.....£51.99
67018 EMD SD40-2 Diesel Locomotive No. 8833 CSX Bright Future.....£51.99
71901 ACF 50ft 6in Drop End Gondola Scrap Load Western Maryland.....£24.99
71902 ACF 50ft 6in Drop End Gondola Tire Load Nickel Plate Road.....£24.99
71903 ACF 50ft 6in Drop End Gondola Steel Coil Load Denver & Rio.....£24.99
71904 ACF 50ft 6in Drop End Gondola Crushed Cars Reading.....£24.99

FLEISCHMANN

Fleischmann HO Gauge

5763 Passenger Coach 2nd Class w/luggage compartment, 3-Axled DR.....£21.00

Jouef

Jouef HO (Hornby International)

HJ2071 Diesel Railcar Series X 73580 SNCF Bourgogne.....£166.99
HJ2081 BB Electric Loco No. 669204 SNCF Infra Yellow.....£159.99
HJ2083 Electric Loco BB 26000 No. 26048 SNCF.....£195.99
HJ2088 Electric Loco BB 22310 'en voyage' SNCF.....£93.99
HJ2089 Junior Electric Loco BB 22000 No. 22298 SNCF Fret.....£93.99
HJ2091 Electric Loco BB 22347 SNCF Multiservice.....£93.99
HJ2132 X 73500 Railcar Lorraine.....£184.99
HJ2142 BB Diesel Loco No. 667627 Infra SNCF.....£164.99
HJ2144 Diesel Railcar X73500 Neutral SNCF large TER logo.....£168.99
HJ2160 Diesel Railcar V X73500 Neutral - decals for 3 liveries, SNCF.....£168.99
HJ2161 Diesel Railcar X73500 Conseil Regional Pays de la Loire SNCF.....£168.99
HJ2162 Diesel Railcar X73500 Neutral TER, decals 3 liveries, SNCF.....£168.99
HJ2166 BB Electric Loco No. 26003, SNCF Shadow.....£185.99
HJ2168 Class CC6500 Electric Loco No. 6547, SNCF.....£206.99
HJ4013 Local Passenger 2nd Class Coach SNCF Transilien.....£40.99
HJ4014 TEE Inox Express Passenger Coach 'Le Mistral' Set, SNCF.....£192.99
HJ4065 SNCF OCEM 2nd Class Coach IV.....£38.99
HJ4067 SNCF OCEM 1st/2nd Class Coach IV.....£38.99
HJ6022 Set of 2 Guyomarc'h Grain Hopper Wagons.....£58.99
HJ6023 Set of 2 Storione Hopper Wagons.....£58.99
HJ6024 Michel Blanc Grain Hopper Wagon.....£30.99
HJ6028 Junior Closed Wagon with sliding sides, SNCF.....£19.00
HJ6029 Goud Grain Hopper Wagon with curved sides, SNCF.....£30.99
HJ6040 Set of 2 Hopper Wagons Cooperl.....£58.99
HJ6051 Junior Line SNCF Fret with Sliding Wall Wagon.....£17.00
HJ6070 SNCF TMF CITA Hopper Wagon Set of 2.....£58.99
HJ6076 Flat Wagon Remms with Sleepers Load, SNCF.....£38.99
HJ6078 High Walls Wagon INFRA Type Eaos, SNCF.....£23.99
HJ6083 Junior Line Flat Car No. 351 4 6716 Brakeman's Cab Empty, SNCF.....£14.00
HJ6085 Junior Line Two Barrel Wagon, SNCF.....£14.00
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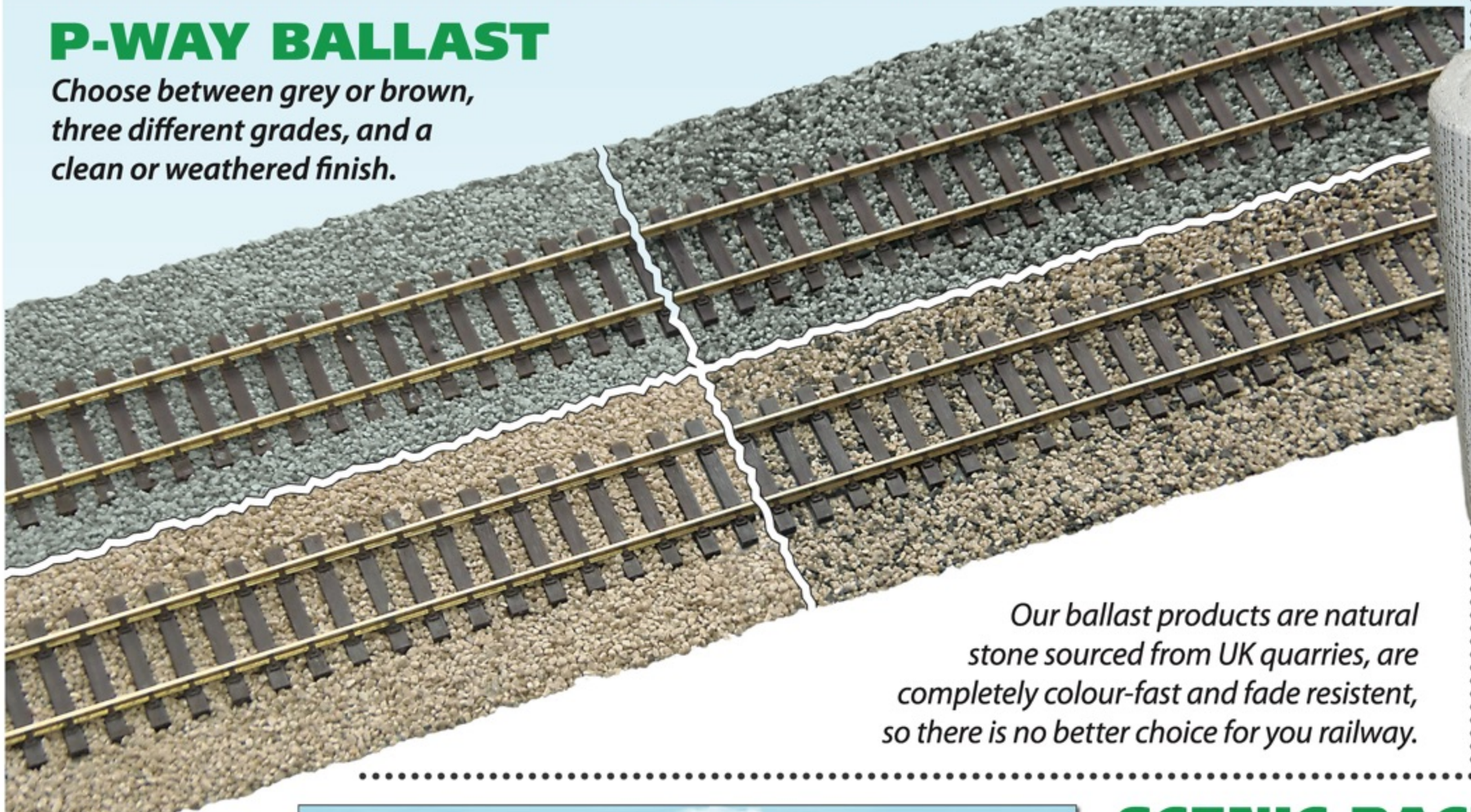


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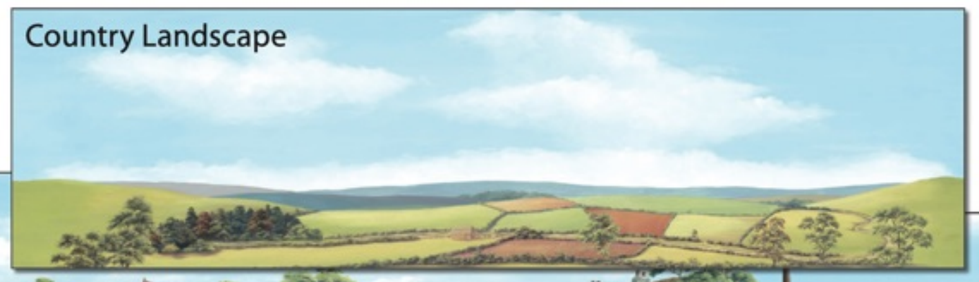
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Plaster-impregnated cloth, ideal for modelling hillsides and cuttings. Comes on a roll, just add water!
Roll: 150mm x 2.75m (6in. x 9ft.)

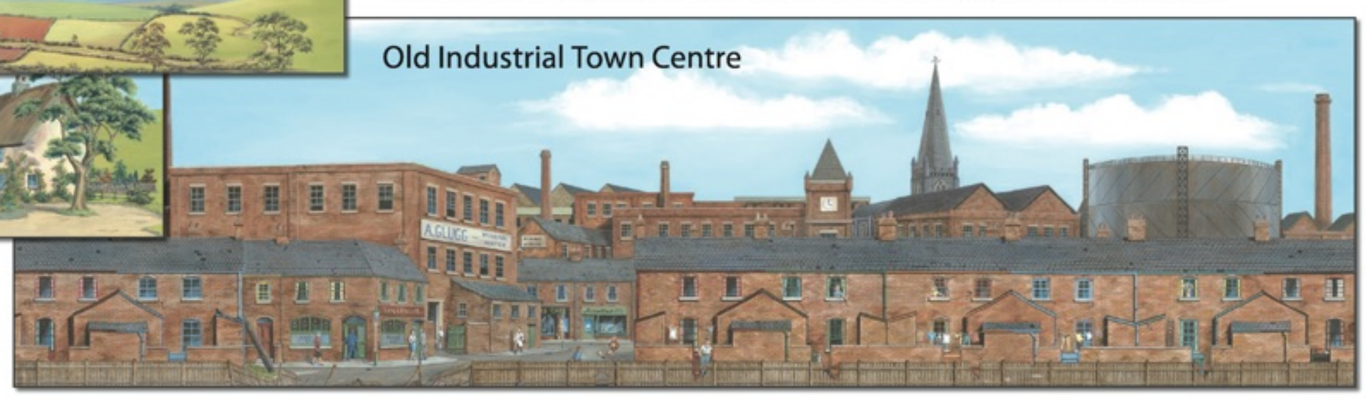
SCENIC BACKGROUNDS

These versatile sheets cover a wide range of locations from industrial cities and docks to small country towns. Plus they are carefully designed to be assembled in many combinations.









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Ernst-Jan Goedbloed relates how he came to model a small passing station in rural Poland, assisted by **Floris Dilz**.

Stefanowo

A portable Polish layout

The first time I went to Poland, it was an adventure for me. In the last week of 2000, I got on a train in The Netherlands with a friend and we got out in Poznan. In Poznan we had to change trains for Wolsztyn, where there were still steam locomotives in regular service. Not speaking the language, and having already missed a train, it was a 'nice' thing to do in the dark. After a quick visit to the timetable display, we eventually found the right platform. A powerful SU45 diesel with a four-car articulated double-deck set was waiting for us. After ensuring this was the right train, we got on. After a blast of the horn, the loco pulled out of the station with a loud roar.

Right
A PKP Ol49 2-6-2 coasts into Stefanowo station. With such light loads as this, these nimble machines had no trouble maintaining the passenger timetables.

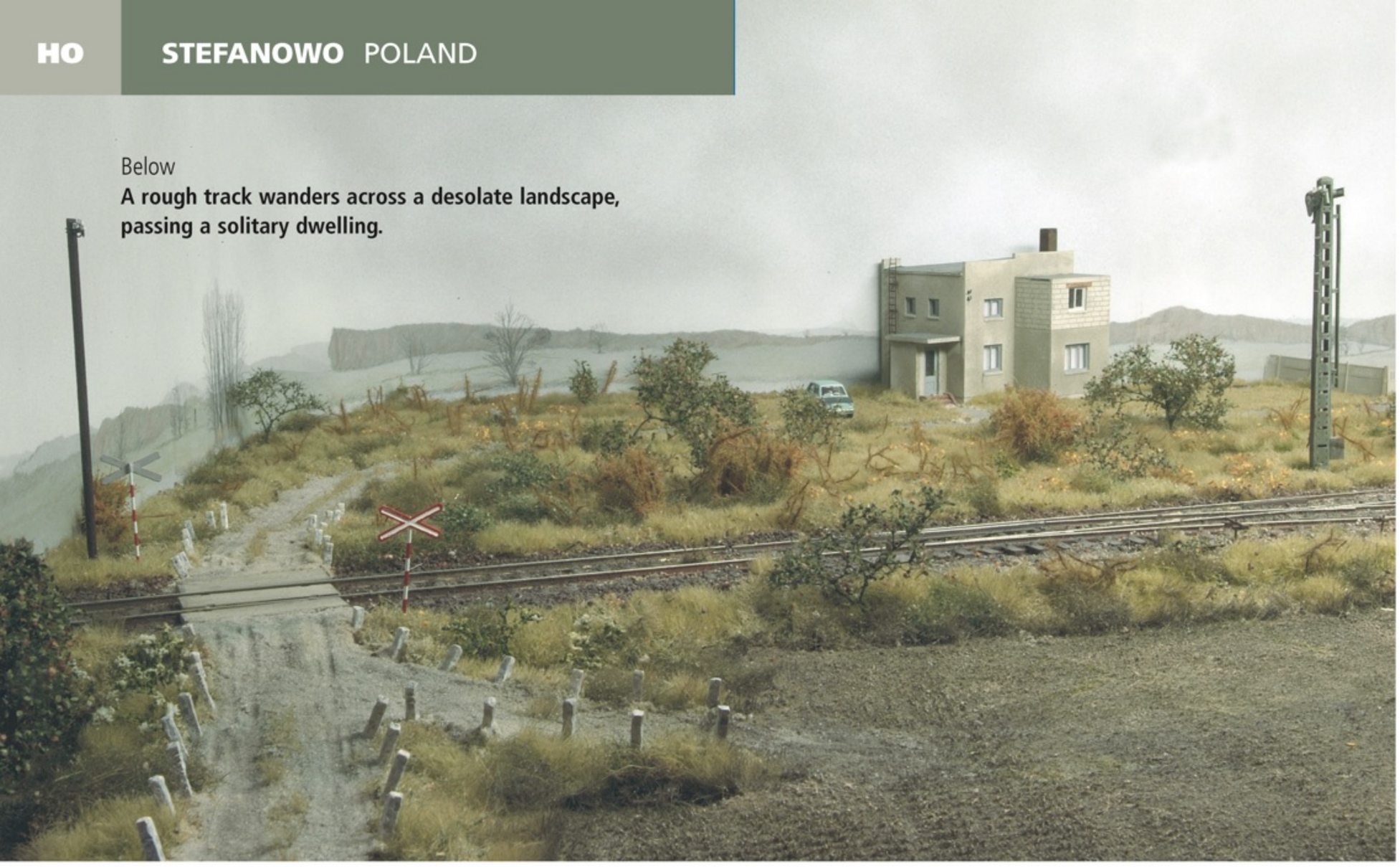
Below
Heading the other way, the shape of things to come – a PKP ST44 diesel on newer, brightly coloured, double-deck stock.





Stefanowo Overall size of scenic section 3.9m x 1.2m. Each grid square = 300 sq mm.

Below
A rough track wanders across a desolate landscape, passing a solitary dwelling.





En route our tickets were inspected by a rather menacing female conductor. After looking at our Interrail tickets and not knowing what they were, she stamped them, or rather, wrote on them. Back then tickets were written, not printed like today. Conductors on local trains had to have a pen, but there was no official PKP issue; every conductor had a different pen.

At a longer stop, the engine was turned off. The train driver went underneath the loco with a big hammer. After a few loud bangs, and after the two conductors had finished their cigarettes, the engine was started up and we got moving again. For someone used to Dutch trains it was a different experience!

When we got to Wolsztyn we walked to the 'depot hotel', where crewmen from other depots would stay overnight, which offered basic accommodation to enthusiasts. This was before the days of booking through the internet, so we had no reservation. Fortunately they had rooms that night – but for the next night? After it became clear that other guests would be leaving, it was "Njema problema".

A couple of days later, we met other some other Dutch fans who were about to chase a train to Zbąszynek and invited us to come along. I had never experienced a train chase, so why not? As we flew over the dirt roads and chickens came flying through the windows, I changed a roll of film (this was before digital photography). At a little station called



Above
ST44 with a passenger train pulls into the station to cross an SM42 on a freight.

Below
Modern power with old four-wheeled wagons. The SM42 is a ready-to-run model from Piko.

Below
Former German BR52 2-10-0 *Kriegsloks* were common in Poland, as PKP class Ty2; similar newly built machines were Ty42.

Stefanowo, we took our last pictures of this train. After the rush, I took another look at the station – I had to build a model of it.

Stefanowo is a small station with two through tracks and a siding with a loading ramp. It is situated on the Zbaşzynek – Wolsztyn (– Leszno) branch. The number of trains passing the station varies, and on some days trains will cross here. This requires the station to be manned, as the points and signals need to be operated manually.

The layout is not a completely accurate simulation of the station, as it also contains elements which are typical of the landscape, such as the coal merchant. There is not one at Stefanowo, but they can be seen at other stations on lines around Wolsztyn. Coal is very typical for Poland.

HO **STEFANOWO** POLAND



Above
The basic station facilities are deserted.

Below
The ST44 diesel hauls a motley collection of stock.

Also, the filling station is not situated there in real life, but it is a wonderful building which I built from just one photo before I started work on the layout proper.

The baseboards on which the layout is built were acquired from someone who had started a layout but had not finished it and had torn it down. Once Floris and I had decided it was time for a new layout, the boards were quickly recovered from storage and work began on drawing the track plan. The boards either side of and behind the scenic section were built new.

After an intense modelling session in which my living room was competely filled with layout and I had to limbo dance my way to the television, the tracks were laid and operational service could commence.

Then we could get started on the scenery. The green stuff is mostly MiniNatur, with a hint of Hekiflor. There was no discussion about the colour tone – it had to be late autumn, grey and drizzling. There is very little colour on the layout – as in real life, it is a drab mess.

After the rolls of MiniNatur were cut up, I started pinning the grass to the base, one square centimetre at a time. The bushes were made from fine natural materials. The field in the foreground was made from one of those very bright green grass mats. It was showered with a mixture of wood glue and water and then we stroked it with the fine end of a comb to get its shape. After it dried it was painted by airbrush.



On the platform there is a tree which was built from scratch. The base is a little plastic tube in which brass rods were inserted. Milliput was used to shape the trunk and branches, then the tree was painted. Then fine pieces of natural twig were applied to the larger branches. One piece was glued on downwards like a broken branch. I think it fits the drab landscape very well.

Structures were almost all scratchbuilt from photos. For some buildings we had more pictures than others – there was only one of the filling station, but several of the station. The house was created based on photos from several houses, to make a typical Polish building. The toilet block on the platform is a smaller version of the original, selectively compressed. The level crossing guard house was modified from the Artitec 'Münsterland' kit.

The coal merchant's shack is an old van I built some years ago from scratch with some embossed plastic sheet and a roof made from a piece of blind slat. The underframe was replaced with some U-section when it became static. The overall appearance was enhanced with a chimney, some curtains, and other small details.



Top
Another crossing at Stefanowo – the line is clearly busier than purely local demand might suggest.

Right
The goods loading dock and the siding by the station building now see little use.



Left
The coal merchant's yard was an important feature of many local stations well into recent times.

The fencing on the platform was also home-made, at least the drawing. In quiet hours at work, I was glad to be able to use the milling machine. It is always nice when employers encourage creativity! The other fencing on the layout is from Artitec, with the exception of the gates of the coal merchant's yard.

Concrete slabs for the coal merchant's yard and the level crossings were also created with the help of the milling machine. They were first painted brown, then grey in various tones to create some small colour differences. Then they were laid by hand – I lost count of how many there were!

The heaps of coal were made on a base of expanded foam. Some were covered with tinfoil to represent tarpaulins, then airbrushed and covered with coal dust. A couple of treatments were needed to get the desired effect. The concrete slabs nearby were also treated with left-over coal dust. In front of the shack the slabs were still wet from some earlier work, so it created a stain there. Sometimes things work out even if they were not intended!

White stones are very typical for railway crossings in Poland. They were made of a piece of square Evergreen section of 2 x 2mm. This was attacked with a Dremel and cut off to the right length, then painted a greyish-white after which they received a white dry brushing to get a nice effect.

For the dirt roads, we found a material that is very convincing as dirt, namely – sand! Silver sand to be exact, painted to get the final colour.

Floris made the backscene out of grey card. This was sprayed with white several times to blend in the various features sketched on the horizon. Trees and other details were also drawn on. The goal was to get a drizzling background which reflects the Polish skyline, and in my humble opinion it was a success. It is perhaps not surprising that in a dull, grey country people sometimes use such gaudy colours that

Below
In the background, the ST44 shunts a wagon detached from its train into the siding. Covering coal heaps was common practice.



Above
The Ol49 accelerates away from a stop at Stefanowo, across the unprotected level crossing on the minor road – which must nevertheless see enough traffic to merit the filling station!

they hurt the eye!

Motive power and rolling stock is partly built from scratch, partly modified from commercial items, and partly as supplied. Not all the stock has been weathered yet, but we have enough to keep the trains rolling.

We can display trains from the 1970s up to the present, with both steam and diesel locos represented, and a variety passenger coaches and freight cars. The goal is to represent the original rolling stock for that branch as closely as possible, but other nice trains are also allowed if we feel like it. There is more and more PKP stock that can be bought either ready-to-run or as kits nowadays, but fortunately there remains a lot to be done ourselves. It is a striking coincidence that when stock is scratchbuilt (mostly by Floris), it is then announced by manufacturers – this happened with the so-called *Ryflaks* local coaches and with the double-deck stock – but not yet with the Ol49 2-6-2, even though Floris has built two of them already. Maybe he should build one more – third time lucky?

At the time of writing there is no steam service between Wolsztyn and Zbąszynek, and regular steam workings from Wolsztyn were cancelled altogether from 1st April 2014. The double-deck coaches, which used to be heated in winter up to the point that you would sweat if only wearing a T-shirt, hauled by the SU45 diesels, are being replaced by light diesel railcars, which are not altogether perfect. And the surroundings are changing a lot. Luckily we have the photographs of how it used to be.



Right
Someone is doing well enough to afford a new car, albeit only a small one!

Photographs by the editor.

DECEMBER 2014

Emmanuel Nouaillier presents more of his highly detailed scenic modelling.
Photographs by the author.

Unusual buffer stops

Two non-standard items which add character

Buffer stops are almost inevitable when it comes to detailing sidings, whether in goods facilities, marshalling yards, or industrial connections. But they show considerable variety, and can add distinct character to a scene.

A few years ago I was asked by a friend to make two quite distinct models in accordance with certain specifications for the weathering. For the first, made from old metal sleepers with earth fill, I used a commercial item (Zébulon Décor ref.86267) as a basis; the other, a particular concrete design, was completely scratchbuilt.

The Zébulon model is a resin casting to which I added some very simple basic additional details and then weathered using pigments.



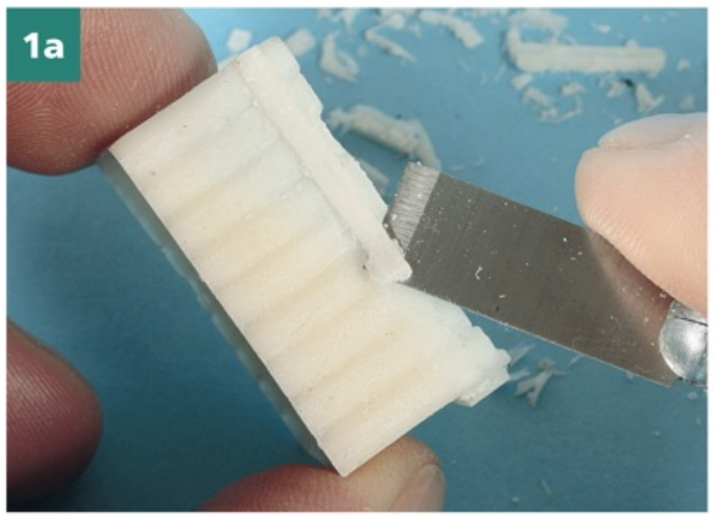
Right
Reality offers many examples of buffer stops, some of which are uncommon and not available commercially. Scratchbuilding one of them should be within the reach of most modellers as long as the original is not too complicated.

First type

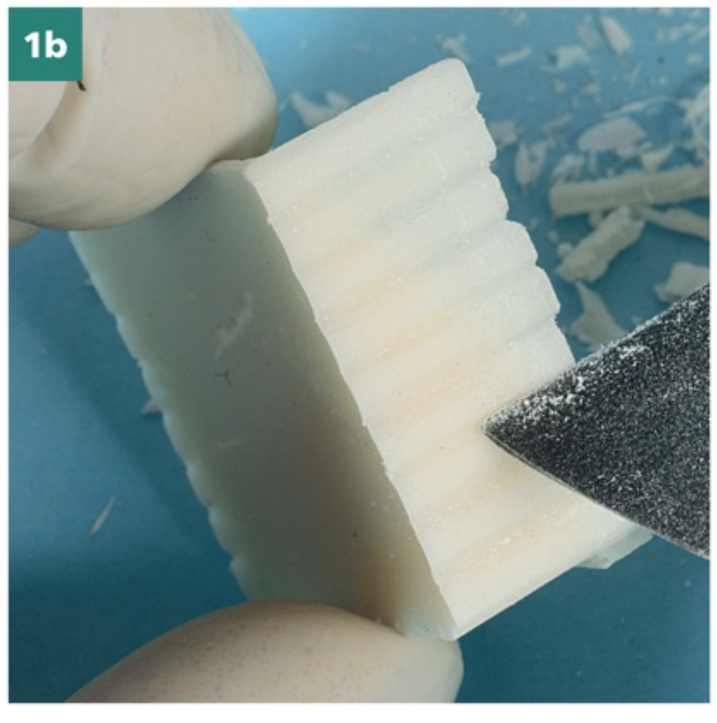
Step 1

I started by removing any surplus resin, using a scalpel with a new or well sharpened chisel blade.

To make a buffer stop with finer detail, the metal sections surrounding the entire moulded mass are removed, and then small amounts of the cast resin are removed from each sleeper with the same tool, to retain their shape.



To complete this preparatory work, the vertical joins between the sleepers are cleaned out using 400 grit sandpaper

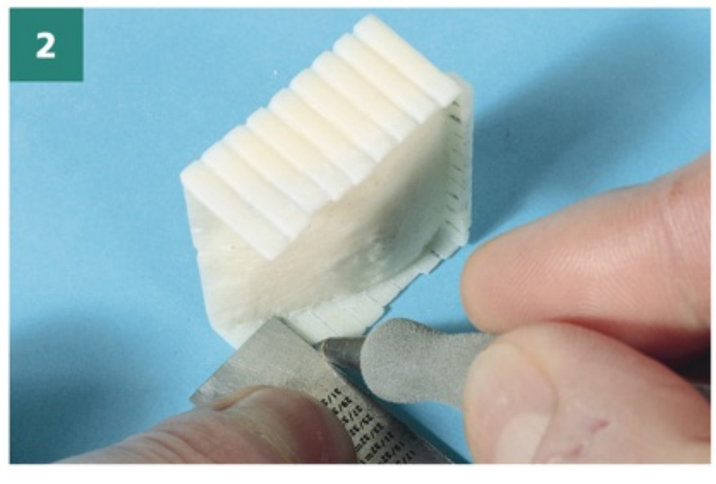


Step 2

The next stage is to represent the joins between the sleepers on the inner sides of the buffer stop which are not formed in the casting.

After marking the positions in pencil, the joins are created using a scriber tip guided by a small metal ruler held very firmly flat against the item.

At this point, I glued a small piece of plasticard 1mm thick under the buffer stop.



Step 3

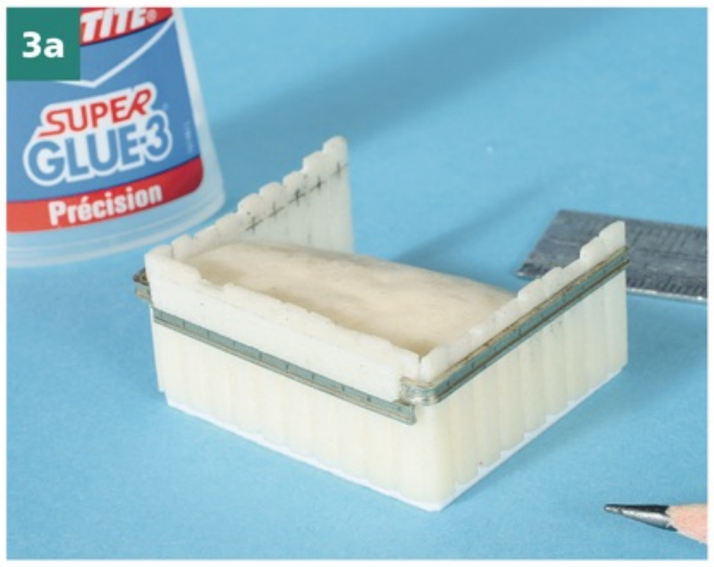
Now the basic moulding is ready, the metal channels surrounding the assembly can be put in place, having been previously shaped to fit.

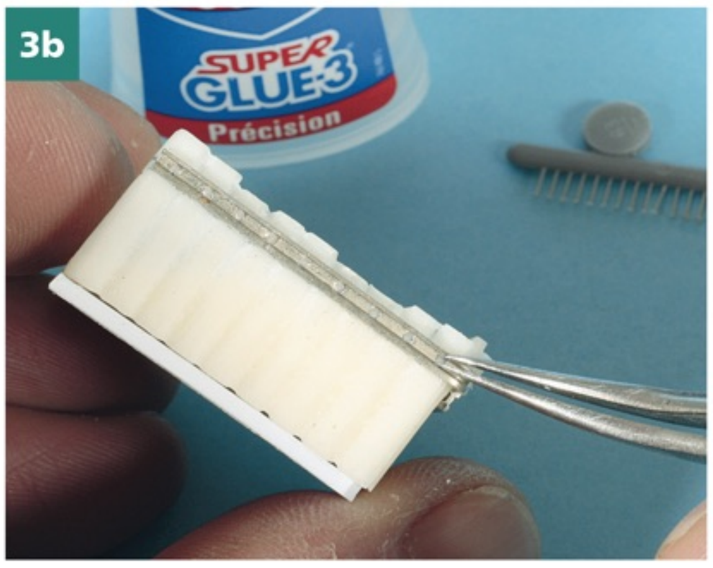
For this band I used pieces of bullhead section rail (taken from SMP track), following the pattern of the original mouldings.

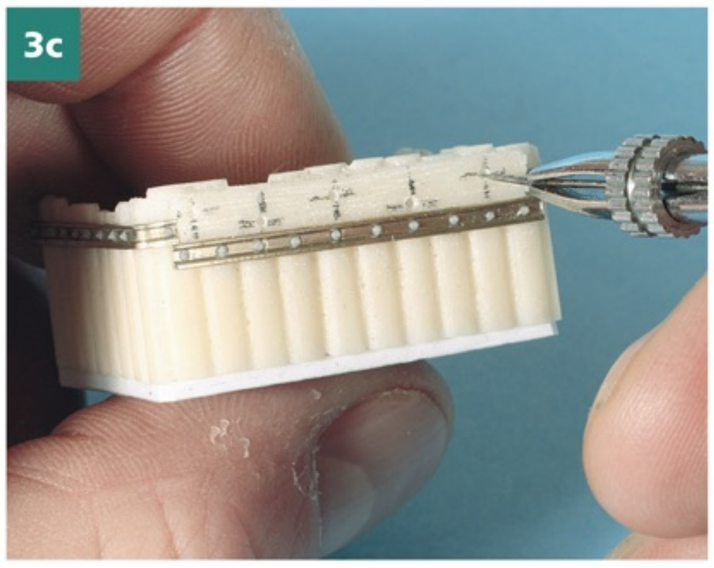
Once in place, I turned to reproducing the fixing bolts adding small parts from Grandt Line (ref.5045).

As the buffer stop is built up from thirty sleepers, it is a little game of patience to drill 0.5mm holes in both the resin base and the added strapping and then fit the nut/bolt/washer (NBW) castings using fine tweezers and just a touch of superglue.

To complete the effect, do not forget corresponding holes and NBWs where visible on the inside of the sleepers.





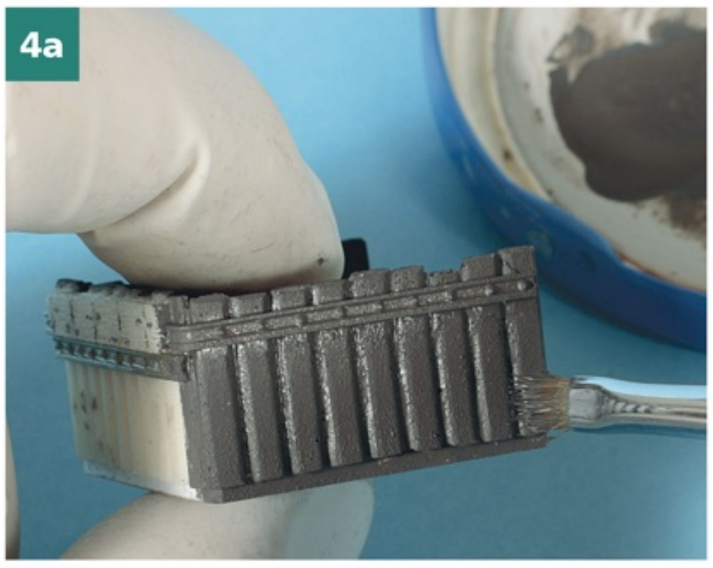


Step 4

Now we turn to the colouring, with the intention of simulating a particularly corroded appearance.

I started by applying a coat of chocolate brown (Humbrol 98), applied by buffing with an old coarse brush: the aim is to make a slight grain by this action.

While the paint is still wet, I dab the surface with 'black rust' pigment, also using a coarse brush.



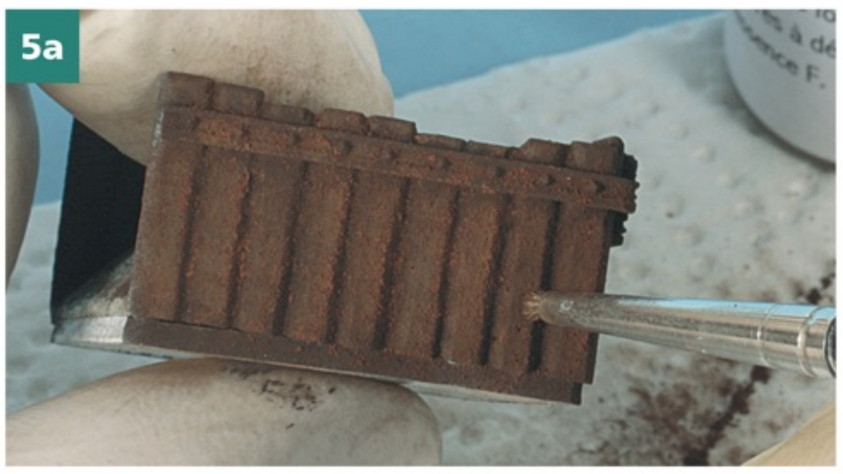


Step 5

After the whole assembly has been covered with the weathering powder, I remove the surplus by blowing gently on it.

Then immediately after that I go over the bands again, this time with 'light rust' pigment stamped on with the end of an old No.2 brush which has had the hairs cut short.

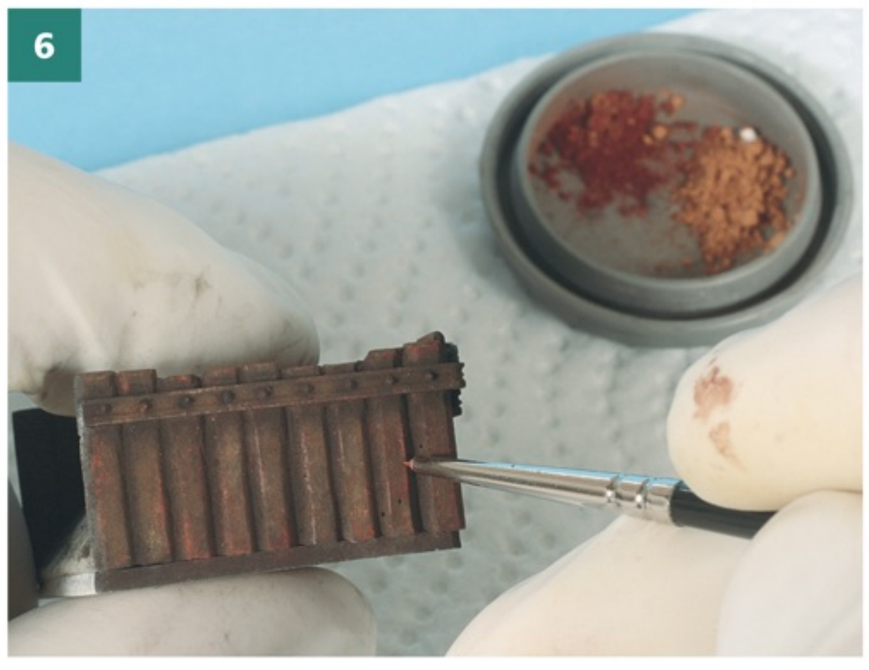
After removing the excess, I clear the troughs between each sleeper with a fine No.1 brush, then I imitate shadows at this level with black pigments applied with the same brush. These shadows seem to give the relatively flat surface much more depth.





Step 6

At this stage of the work, the general effect is already quite convincing, but I continue the weathering by enhancing the red and orange shades of rust to mark different stages of corrosion on the assembly. I apply these colours sparingly with multiple touches using the end of an old No.0 or No.1 brush.



Step 7

To emphasise the metallic look, I highlight the prominent parts (bolt heads, etc.) with graphite powder applied with a felt pad.

It is also possible to apply it directly from the tip of a neatly trimmed pencil to accentuate this effect or work in places not accessible with the pad.



Step 8

To finish, the wooden cross beam is painted with different shades of Humbrol paint (refs.28 and 119 in particular), very diluted. This is later washed over with dilute matt black acrylic and then dry brushed with grey to highlight the texture.

The whole thing is completed with few touches of micro-painting with Humbrol matt red (ref.60) to simulate in a very simple way old flaking red paint.

The interior will eventually be topped with a mixture of soil, sand, etc, pressed in place with the fingers on a layer of wood glue.





Second type

To contrast with the commercial item, I decided to make a different kind of buffer stop, made of concrete, which had been in place a long time, although I never took precise dimensions so this is only a general impression based on photographs.

This provides an opportunity for a simple exercise in scratchbuilding using foamboard, as a way of practising techniques on a small item before committing to more substantial projects in future.

Step 1

To begin, I first gathered the different materials and tools needed: 10mm thick foamboard, brass or plastic H section, lime wood board, Grandt Line bolts, contact and cyanoacrylate adhesives, scribing and cutting tools, etc.



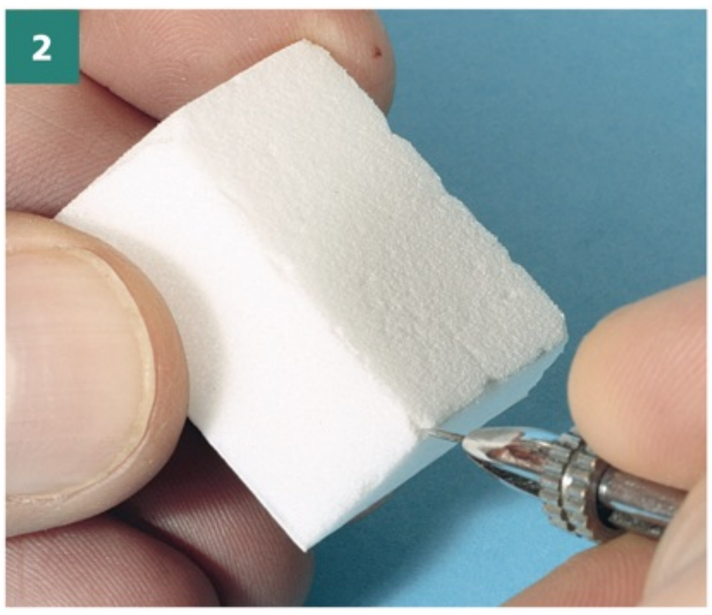
Step 3

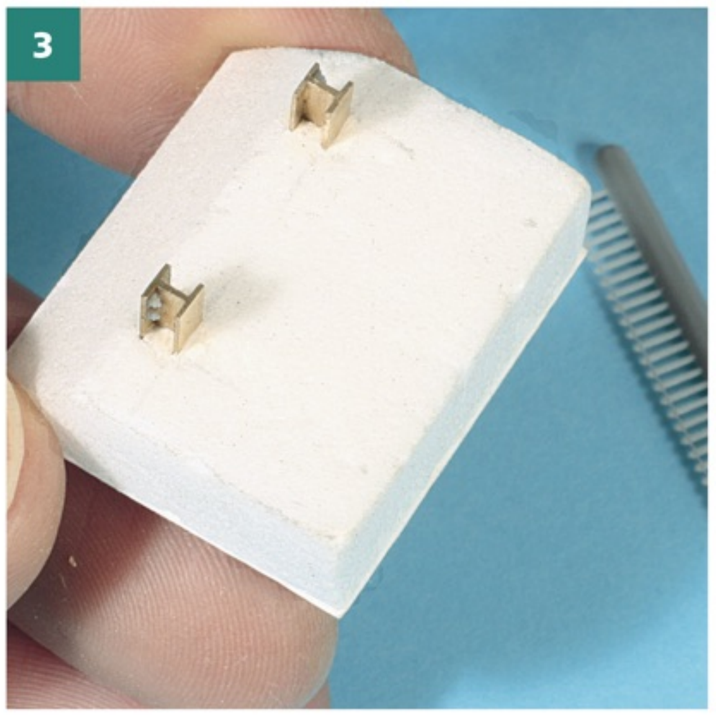
With the concrete block ready, I prepared two small sections of H-beam (3mm x 3mm) – these could be brass or plastic. They will be embedded in the block to carry the wooden cross beam, and they must project by about 5mm. I cut two small pieces 6mm long and pushed them 1mm into the foam, 5mm from each edge. To secure them I used cyanoacrylate glue.

I then applied large Grandt Line bolts (ref.5046 or equivalent) inside the H-beam to simulate the fixings for the wooden cross beam.

Step 2

I began with the reproduction of the concrete block. I started by cutting a 30mm square of foamboard from which I carefully removed the card skin, and then I angled the front by slicing into the foam with a new blade. The block is now 28mm long at the base and 20mm at the top. The surface was then moderately distressed with a wire brush. I created some additional degradation effects, especially along the edges, using a needle in a pin vice to simulate decayed places with as much finesse as possible.





Step 4

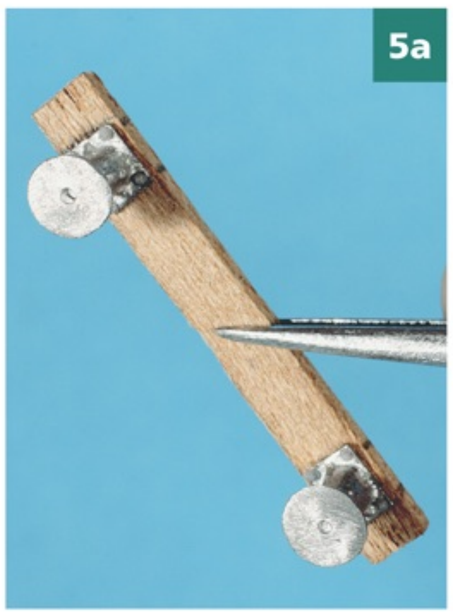
The wooden buffer beam was then prepared using 2mm thick lime wood; you could also use plasticard scribed to imitate wood. I cut a section 32mm long and 3.5mm wide. Although this type of wood has a close grain, I worked a wire brush along the grain to get a more prominent 'wood grain' effect.

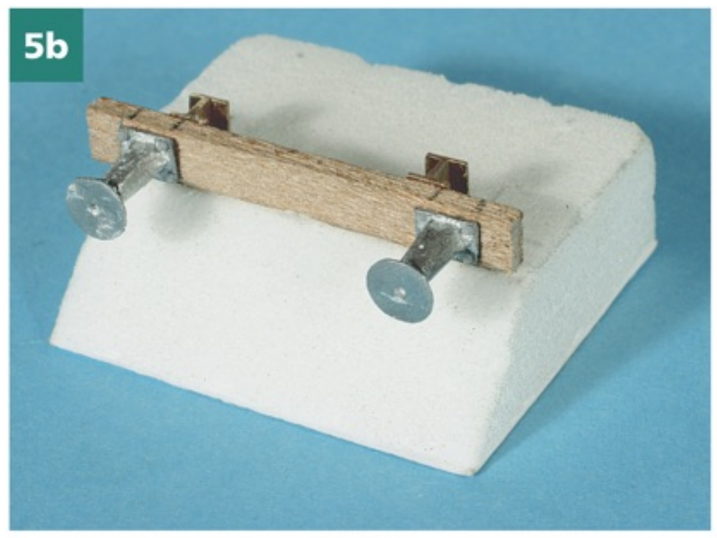


Step 5

The two whitemetal buffers with round heads came from Haxo Model; the original rivet heads were filed off and replaced with small bolts from Grandt Line (ref.5045).

One this piece was ready, it was fixed to the two embedded stubs with contact adhesive.



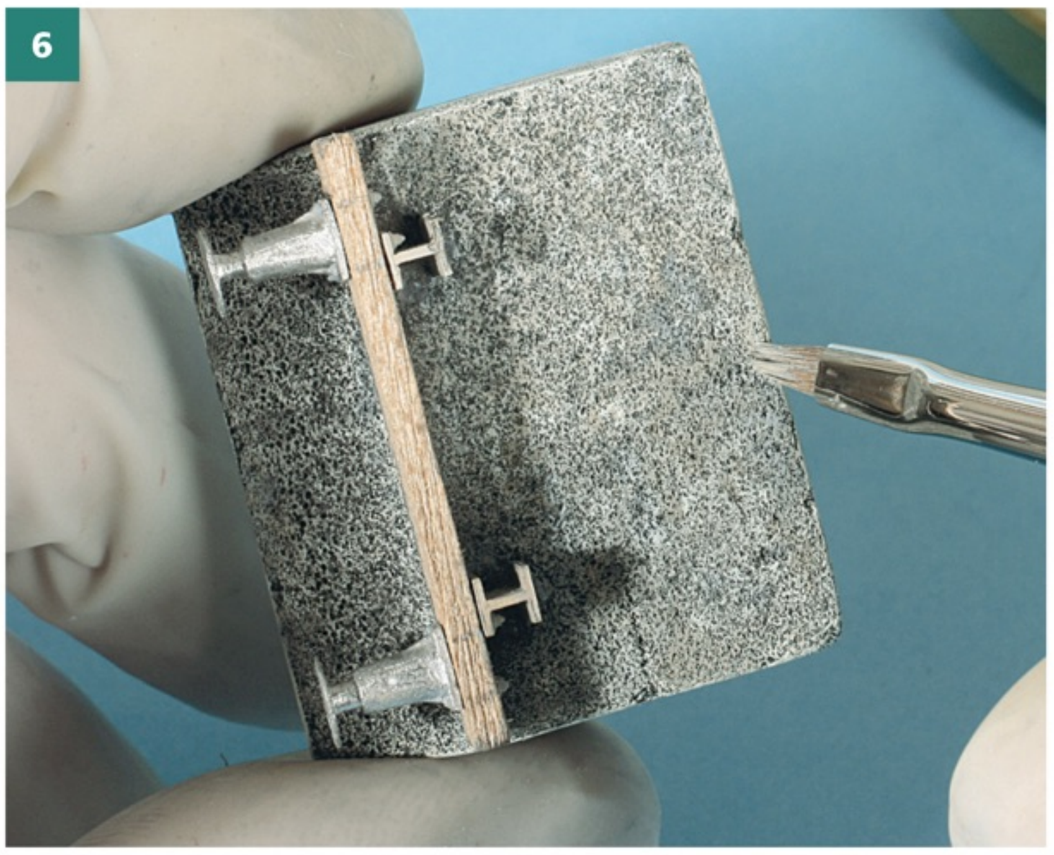


Step 6

The foam was then painted by successively applying two coats of Humbrol 28 paint. Once dry, the surface was washed with acrylic matt black, well diluted.

After that had dried, I sanded very lightly across the surface to release the black pigments left by the wash.

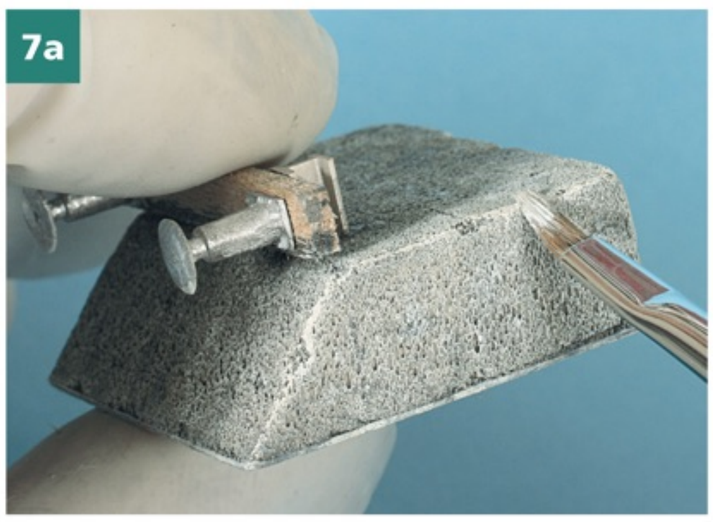
Then I dabbed multiple touches of different Prince August acrylic colours (grey stone, ivory, light grey, and dark grey) to give the surface the realistic look of aging concrete.

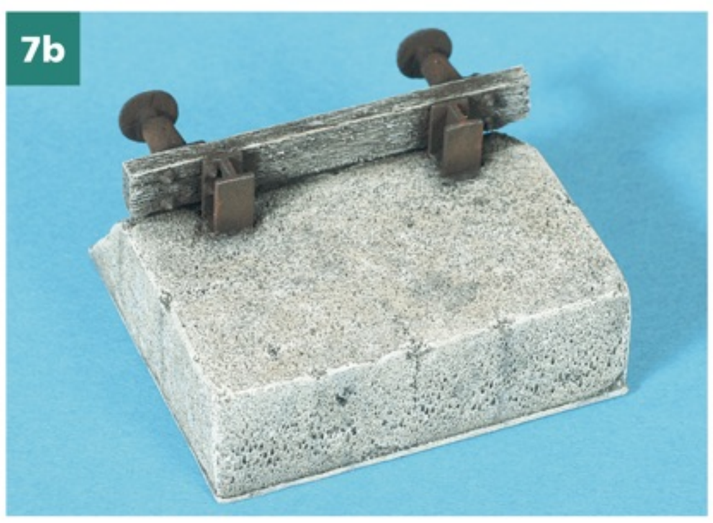


Step 7

I continued immediately using the ivory dry brushed onto the surface to highlight damaged areas. I used a flat No.2 brush, but any fine brush would do.

After completing this work with a few further brushings of grey and natural shade pigments, to finish I turned my attention to the wooden cross beam and the metal components, these being treated the same way as the metal buffer stop – dry brushing of rust pigments, and micro-painting of rust spots and flaking paint.









John Atkinson was fortunate to participate in the celebrations to mark 125 years of the 760mm gauge Steyrtalbahn in September 2014. *Photographs by the author.*

Steyrtal 125

A major anniversary on the Austrian narrow gauge

On 19th August 1898 the first section of the Steyrtalbahn, from Garsten to Steyr in Upper Austria, was opened. Apart from its importance for the local inhabitants, the line is particularly significant as being the first railway built to 760mm gauge, which became the norm for narrow gauge lines throughout the country and elsewhere in the Austro-Hungarian empire. It was used so extensively in the Balkans that even in Austria it is commonly known as the *Bosnaspur*, Bosnian gauge. Regular CM readers will recall the line's history up to its closure by the Austrian state railways (ÖBB) in 1982 was described in the June and July 2014 editions. Part has been successfully preserved by ÖGEG, the Austrian Society for Railway History.

Naturally, the 125th anniversary was appropriately celebrated. On the actual day, a special train left Steyr Lokalbahnhof at 1400 hauled by locomotive No.2 *Sierning* which was built by Krauss at Linz in 1888. *Sierning* was suitably decorated with a commemorative plaque and a floral wreath and many of the two hundred passengers filling the train of eight four-wheel coaches and a luggage van wore historic clothes or uniforms, as did the train staff. Photographers enjoyed several special stops and run-pasts and the special eventually reached the southern terminus –



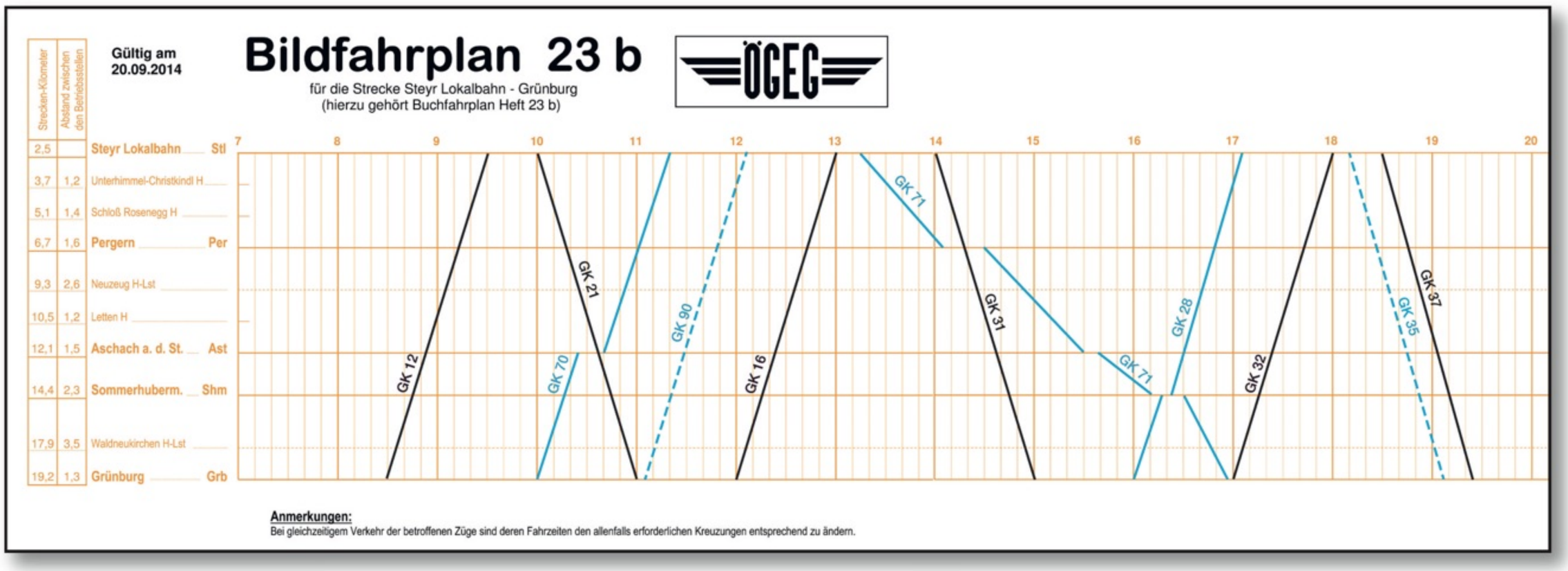


Left
The commemorative stamp issued by the Bundespost.

Right
A busy moment at Pergern – No.6 *Klaus* and No.2 *Sierning* double-heading on the left, while on the right 764.007 heads the photographers' train ahead of the goods.

Below
No.6 *Klaus* storms up the bank approaching Neuzeug with a mixed train.

Below left
Trachtenmusik Grünburg on parade to mark the occasion.



and the line's principal operating centre – of Grünburg at 1600, where the ÖGEG catering service offered the requisite victuals until return departure at 1700.

However, the main celebration was not held on 19th August. In order to ensure maximum attendance, it was deferred to the third weekend of September, when there were two days of intensive operation, with speeches and a VIP special on the Sunday. Normal fares applied but on each day a *Tageskarte* was available for €25 and covered unlimited travel on all trains. The Schmalspur Modulbaugruppe also mounted a free exhibition of their members' relevant HOe modules in a hall in Steinbach an der Steyr, but a few minutes' walk across the river from Grünburg.

My wife and I were fortunate to be able to participate in the festivities, as did a number of other visitors from the UK, one couple coming because they had learned of the event through CM. Four engines were in steam – 0-6-2Ts *Sierning*, No.6 *Klaus*, built in 1914, and 498.04 of 1929, plus a Romanian 0-8-0T, 764.007, dating from 1953. Also active were a couple of diesel shunters, a *draisine* offering exhilarating rides to the middle of Waldneukirchen bridge, and a couple of other very individual vehicles.

On Saturday 20th September, as will be seen from the train diagrams, there were a number of train crossings, including all four locos being present in Pergern simultaneously, double-heading, plus a photo special freight. At times Grünburg was very busy indeed, with all running tracks occupied and much shunting and re-marshalling of trains.

Sunday was VIP day and started at Steyr Lokalbahnhof. The first train out was at 1000, and a little before 0930 a good crowd had assembled to be entertained by the

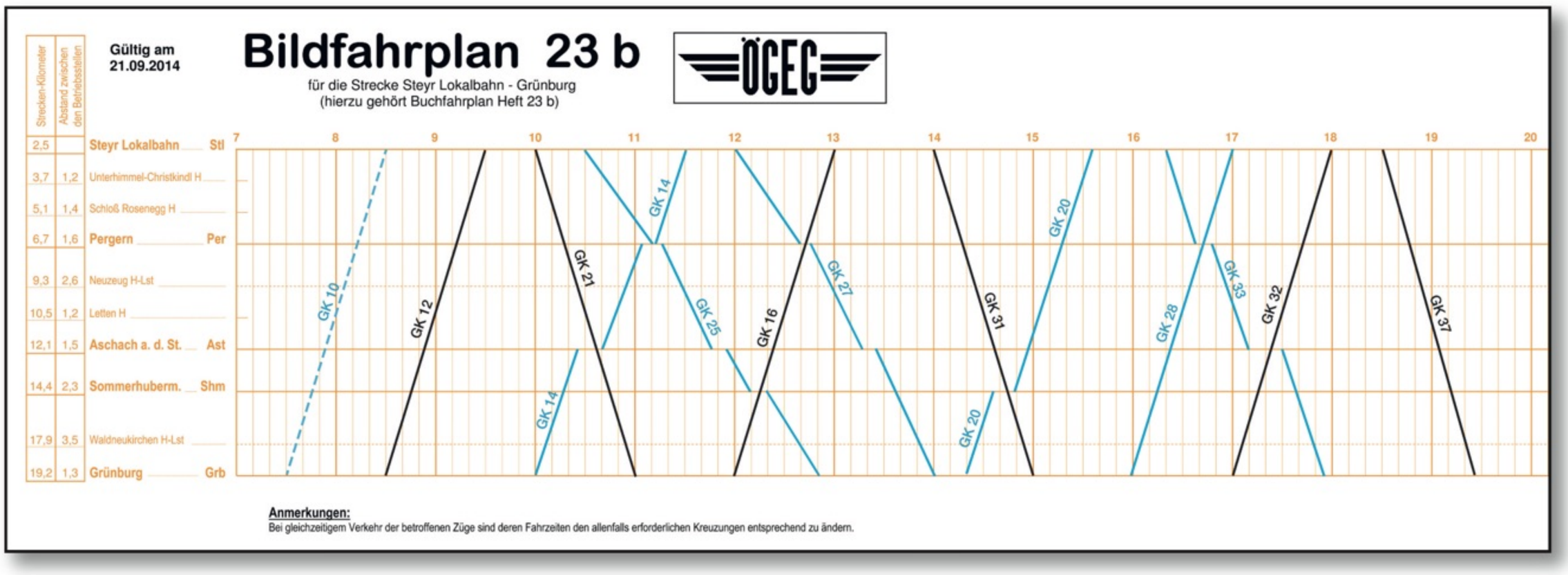
Train diagrams by courtesy of ÖGEG.

Timetable diagram key
Black line = service train
Blue line = special
Blue line dashed = special not for passengers.
'GK' is the former ÖBB code for 'main line' Steyrtalbahn trains, derived from the two termini, Garsten and Klaus.

Locomotive diagrams

20th September
No.2 *Sierning*: GK12 – GK21 – GK16 – GK31 – GK32 – GK37
No.6 *Klaus*: GK21 (double-header) – GK16 (double-header) – GK31 (double-header) – GK28 – GK35
498.04: GK70 – GK71-2 (photo freight)
764.007: GK90 (loco only) – GK71-1 (photographers escort train)

21th September
498.04: GK10 (running light) – GK21 – GK16 – GK31 – GK32 – GK37
No.2 *Sierning*: GK12 – GK25 (with photo stops) – GK20 – GK33
No.6 *Klaus*: GK14 – GK27 (with photo stops) – GK28







Above
No.2 *Sierning*, suitably decorated with headboard and Austrian flags, approaches its train after running round at Grünburg.

Right
No.2 *Sierning* seen from the opposing working during the cross at Aschach.

Stadtkapelle Steyr band and to listen to speeches from the ÖGEG President, Herr Karl Mader, and regional dignitaries. Herr Andreas Gabriel, Head of the Austrian Post stamp service, also presented a special commemorative stamp.

Similar speeches were delivered in Grünburg, where entertainment was provided by both the Trachtenmusik Grünburg and the band Smokey Two, the latter providing country and western and similar music until 1500. Naturally, catering was available and taking a break at one of the local Gasthöfe was also very easy.

Despite the atypically poor weather, there were some bright intervals, and enthusiasm was of a high order throughout both days. Both days were well supported, both by inhabitants from the immediate vicinity and visiting enthusiasts from further afield.

Harald Süß and all the ÖGEG team are to be congratulated on organising a weekend of interest and fun for all and for creating a very relaxed atmosphere whilst maintaining due vigilance on the health and safety front.

Right
Stadtkapelle Steyr were also on hand to enliven the official proceedings.





Left, below, and below right
The Schmalspur Modulbaugruppe staged a display of modules built by individual members depicting scenes along the line in a hall at Steinbach an der Steyr.











Above left and above
No.6 *Klaus*, celebrating its own centenary this year, runs round its train at Grünburg.

Left
Coupled to the train and ready for the return run. The loco is clearly in superb condition following a lengthy overhaul.

Below
No.6 *Klaus* and No.2 *Sierning* ready to depart from Grünburg.

Below
This small inspection trolley is still used by track maintenance personnel – hardy souls indeed. One hopes that the primitive suspension might encourage them to do a good job on the track!













Above
The *draisine* was being used to take visitors to the bridge at Waldneukirchen.

Above right
The interior of the draisine, showing the controls and the rather basic conditions.

Top
Former Romanian forestry 0-8-0T 764.007 bustles through the yard.

Above
Between trains, 764.007 is serviced by the loco shed at Grünburg.

Below
ÖBB 498.04 Uh class 0-6-2T with the demonstration goods train at Pergern.

Pit Karges created a snow scene depicting part of the Rio Grande Southern high line in the late 1940s/early 1950s.

First snow on the RGS

An exhibition diorama

This layout was built to show at the U.S. Convention in Rodgau, Germany, in October 2013. I had long had in the back of my mind the wish to make a snow scene but I lacked a suitable subject. I was sure it should not be too big, as I thought that a large snowy landscape would be too much of a good thing and quickly become monotonous.

When I first encountered HOn3 a few years ago, I had the idea of setting this long-desired snow scene in the Rocky Mountains. However, I did not want to reproduce a real location but a freelance setting. I also did not want it to be limited to a static diorama, but trains should be able to run through the snow-covered landscape. So I designed the layout on paper with a visible scenic area of 2m x 0.5m. In order to transport the layout easily, the scenic part was divided into two segments, each 1m long. The layout was intended purely for exhibitions, with trains running through the scene

without the need for constant attention from the operator, so I decided on a continuous run with a few hidden storage sidings.

The layout was designed to be set up and dismantled quickly, if necessary by one person.

The segments are plywood boxes. The curved sections were obtained from Harald Brosch, who constructs modules to order. They come as precisely milled or laser-cut kits which are easy to assemble. I had no desire to get wood from the hardware store and cut it myself, and I could not have done it so accurately anyway!

The whole thing is on supports which put the rail level at 1.1m above the floor – a height at which children can still look at the layout. These legs date back to when this was the Fremo modular standard. Eventually, that standard was changed to give a rail level of 1.3m – I guess because we all

Above
Denver & Rio Grande Western C-19 2-8-0 #343 hauls a mixed manifest through a rocky landscape just dusted with snow, crossing a shallow trestle and running along a ledge.
Photographs by the editor.

grew older and no longer found it so easy to duck under the modules! I still had a lot of the old legs, so they are now used for exhibition layouts.

I did not want to build hidden sidings just for HOn3 so they are laid with three-rail track – no, not Märklin, but dual 16.5 and 10.5mm gauges. The plain dual gauge track is from Micro Engineering, while the necessary turnouts were scratchbuilt with the templates from Fast Tracks, a Canadian company.

This rear section can therefore be used with scenes in HOn3, HO, and On30. It could be used with visible sections longer than 2m by simply inserting corresponding boards at the back. The diagram (N.B. not an accurate plan of what was eventually built) illustrates the arrangement; the overall size is 4m x 2m.

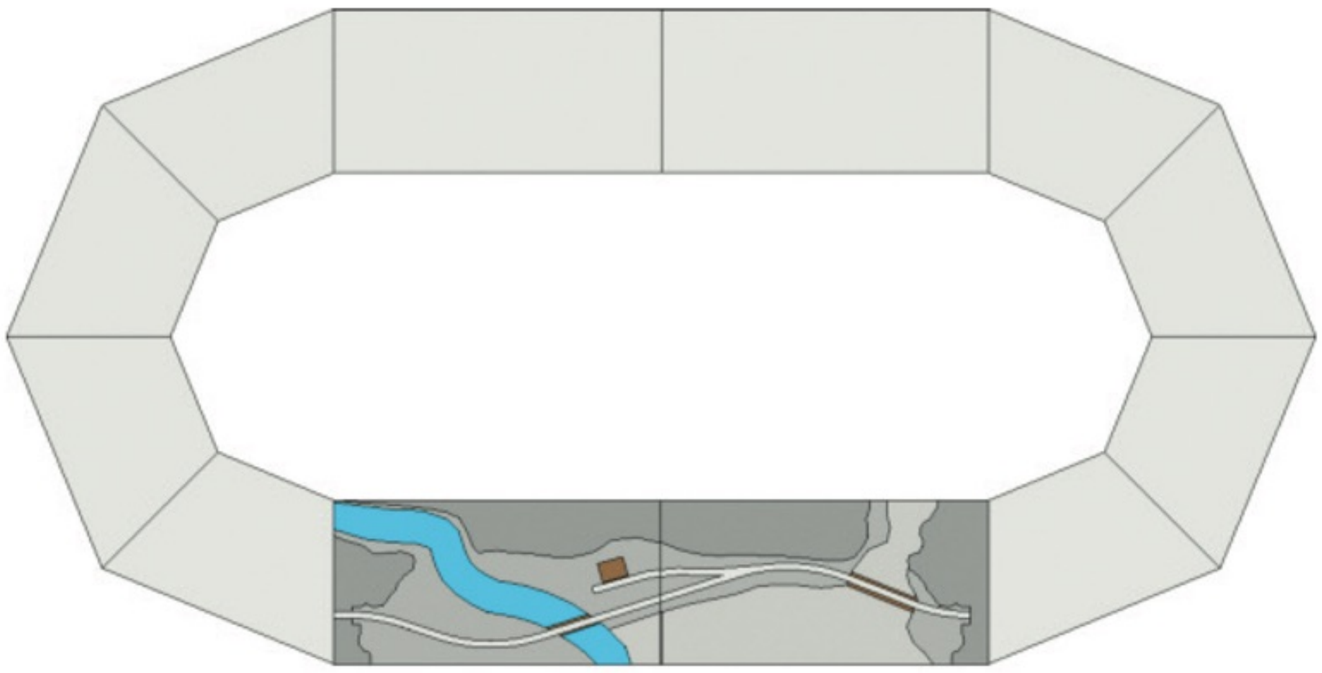
The radius of the curves was kept at a relatively generous 1m, in order to accommodate the larger locomotives and cars in other scales with no worries.

The scene

The visible area represents a snowy landscape in the Rocky Mountains. I did not want to depict a thick blanket of snow but a first light covering. This in turn required that the landscape was first made as if it were autumn.

The track layout in the visible section was kept relatively simple. The line emerges from a tunnel onto a small high trestle bridge which crosses a gorge with a waterfall. It runs on a slight curve past the site of an ore loading dock, crosses a second trestle bridge which is built onto the hillside, and eventually disappears into another tunnel. In fact, and perhaps surprisingly given the terrain, there were no tunnels on the Rio Grande Southern (RGS) but because the layout is freelance I have no problems with that.

There is also a switch and a spur which used to lead under the ore bins. However, the switch itself is not functional and only decorative – switching was never intended to be part of the operation. The blade is actually soldered so that the switch cannot be changed accidentally, and to ensure reliable contact.



Right
D&RGW K-27 2-8-2 #453 on the tall trestle over the mountain stream. These locomotives could have a snowplough mounted on the pilot to cope with moderate snowfall; such a fitting is available as an accessory from Blackstone Models.

Landscape

To make the landscape, a basic framework of chicken wire was attached to the baseboard box. Plaster bandages were applied to this to create a solid structure.

The rocks, cast in plaster in rubber moulds, were then applied to this stable base. The moulds are from an American company, Bragdon Enterprises (www.bragdonent.com), which has moulds for just about every possible kind of rock formation. By overlapping the shapes, I finally got a consistent surface.

After the plaster had dried completely, which may take as long as a week, the rocks were stained with commercially available tinting colours from a hardware store, using only black, brown, and ochre. These colours were very highly diluted (about fifty to one) and with applied with an atomiser spray (as used for flowers). The ink is absorbed by the plaster and if the colour is too bright after it dries, you can easily spray another coat.

Once dry, the crevices are emphasised with a dark colour, while the protruding edges are highlighted by the dry brush method using a lighter shade.

Bridges, track, and details

Before the track could be laid, the two trestle bridges had to be made. The RGS routes through the Rocky Mountains had a large number of these bridges, which spanned some very spectacular valleys. They were scratchbuilt of wood, piece by piece, and fitted into the landscape. Balsa strips were used to represent the concrete foundations, embedded in the scenery and suitably coloured.

The track was then laid. In the hidden section, flexible track was used, but in the visible area code 70 rail was hand spiked to real wooden ties. The trackbed was secured with wood glue directly to baseboard. Before the rail was laid, the ties were coloured with wood stain.

Finally the track was ballasted.

The two tunnel portals and the tunnel linings were also made of wood, which was pre-coloured with a mixture of alcohol and ink.

The final stage was the detailing. This had to be carefully designed with the intended snowfall in mind so the underlying structure and features should remain recognisable. So there is a narrow road which leads to the spur, a stream with cascades, tufts of grass, etc.

Below
Heading back, #343 crosses the dirt road; note the snow-covered flat car on the spur.




453



Left and right
#453 crossing the trestles. Note the tender is equipped with a 'doghouse' or, more properly, the brakeman's cabin, behind the coal space.

Below
The train is dwarfed by the imposing landscape.



Snow

Once the landscape, the buildings, and the track were in place, it could start to snow. The snow was represented with plaster. I sprinkled this over the countryside from a fine kitchen sieve, then dampened the applied plaster with water, carefully using an atomiser spray. I did this in several stages, avoiding snowing up the whole layout in one operation. Places where no snow would settle (for example, the river) were masked. Since the plaster was only a thin layer and cured relatively quickly when wetted, I could work quickly.

When I was satisfied with the effect, the track had to be exposed, as of course the idea was to run trains! Cleaning the track had to be done carefully so that no unpleasant surprises were experienced when it came to operation.

Presentation

Finally, a panel was attached to the top of the layout, with two daylight fluorescent tubes which light the layout evenly.

The surround was painted black so the viewer's gaze is concentrated on the scene.

At its first exhibition there were no major problems, and the snow was still in place after the layout was transported to the show!

Operation

The locomotives and rolling stock are mostly by Blackstone Models – I have C-19 2-8-0s and K-27 2-8-2s lettered for both the Rio Grande Southern (RGS) and the Denver & Rio Grande Western (D&RGW). As this is the RGS, there also has to be a 'Galloping Goose', of course, which makes an occasional circuit.

All stock has been weathered to a moderate degree in a consistent style.

The trains run through the scene in a leisurely manner under digital control (DCC); the electrical system is also according to Fremo standards, using the LocoNet bus. For this a two wire loop is installed, and handheld controllers can be plugged in to conveniently located sockets to drive the trains.

One digital central unit is sufficient for the layout, since it is not really possible for more than two trains to run at the same time.

All the locomotives have sound decoders, so they produce authentic sounds. The tall cliffs ensure that the noise is directed towards the viewers and not dissipated in all directions, so the volume does not have to be too loud.





Hintertupfingen

Terminus of the Emettalbahn

John Davies has created a period Bavarian scene, using a high proportion of salvaged materials.



The story

J.B.Priestley once remarked that, with hindsight, the Edwardian era seemed like a last mad glorious party, thrown by a doomed generation who sensed that their world was coming to an end. It was certainly a time of change, particularly in the big cities but not so much, perhaps, in the remote countryside.

It is the late summer of 1913. There has been peace in Central Europe for forty two years, a long time by recent standards, and for all that time the little trains of the Emettalbahn have been puffing up the valley to Hintertupfingen. To the people of this remote Bavarian valley it seems as though nothing has ever changed, or ever will.

Below
The local passenger train is about to depart, hauled by a D XI 0-6-2T. The Daimler bus was built from Henry Holdsworth's plans in RAILWAY MODELLER (December 1990, p.537); the little red Renault is an old Harbutt's kit, and the yellow Benz was rebuilt from a cheap toy.

Photographs by the editor.

But change is literally 'in the air'. A poster at the *Endbahnhof* advertises a great meeting of aviators at Bremen, while Graf Manfred von Munchausen, the local landowner, purrs overhead in his Taube monoplane, state of the art design in this new science.

And to the south, storm clouds of a different sort are gathering. When that storm breaks, nothing will ever be the same again.

The reality

Hintertupfingen depicts a typical rural Bavarian *Lokalbahn* in the early 20th century. Although based on no specific location, it reflects the countryside I have explored in the Donau valley and its tributaries, and parts of the southernmost Schwarzwald. While building it I consciously sought to avoid the familiar clichés which often appear on British 'German' layouts while incorporating plenty of realistic visual interest.

I had no intention of building an exhibition layout! It just sort of happened, like so many things in life. My principal layout is in the loft, and so a small test track was erected in my workshop for ease of checking stock on which I had been working. It quickly became a secondary layout, to use when the loft was too hot or too cold, with points and sidings but no scenery.

Then a crisis landed in our laps. At very short notice the group to which I belong was asked to take a stand to an exhibition, at a time when we had very little to put on it. Moving trains always attract an audience so two of us volunteered to provide portable displays. People stopped to watch them, and paid us more attention than would usually be the case. And so a bare test track suddenly grew into a proper layout.

Before we go any further I should say that I regard the term 'Heath Robinson' as a compliment. His machines actually worked. One of his sons was a qualified engineer, who vetted them for mechanical plausibility. (What this did for his son's career is not recorded!) Simplicity, economy, and robustness are the key factors for reliability. And, as you will shortly discover, this is a very environmentally friendly layout, in which re-cycling is a major consideration.

My approach to wiring is very simple. I prefer it that way, and avoid complicated electrics, which I do not understand anyway. 'One engine in steam', however, may limit operations at shows, so Piers Milne offered to re-wire and section-alise the layout before it developed any further. This made operation much more flexible, but if anything goes wrong now I have to call him to sort it out.

The baseboards are quite conventional, being made from 3" x 1" timbers with ½" plywood tops. They are joined by massive brass hinge plates and right-angled steel rods, salvaged from an old club layout which came my way.

The fiddle yard was inspired by an O scale layout I saw at a local show; a stout plywood sector plate holding three different trains rolls on Meccano pulleys and is locked in position by another of the steel rods.

The track plan is based on the station at Maroldsweisach, which appeared in the Fleischmann Model Railway Club magazine (issue four of 2004). It is a very typical standard track plan, almost identical to the one my friend Bill Bishop used for an O gauge layout he was building at the same time!

The layout uses Peco track and points throughout, save for a Hornby curved point at the yard throat which was needed to fit the geometry. Point control is robust and substantial – mechanical rodding beneath the baseboards was fabricated from piano wire or old rail, with bell cranks cut from strip brass. They are worked manually by knobs, donated by whoever dumped a derelict chest of drawers near our house – I took the knobs off before asking the council to take it away. Such nice people are an essential part of my modelling econ-

Above
The station building.

Right
A PtL2/2 *Glaskasten* 0-4-0T arrives with a down local. The permanent way gang are trying to repair their velocipede.

Below
The main goods yard. The horse-drawn benzine or paraffin tanks were painted with the help of a friend in Bremen, who supplied authentic livery details.

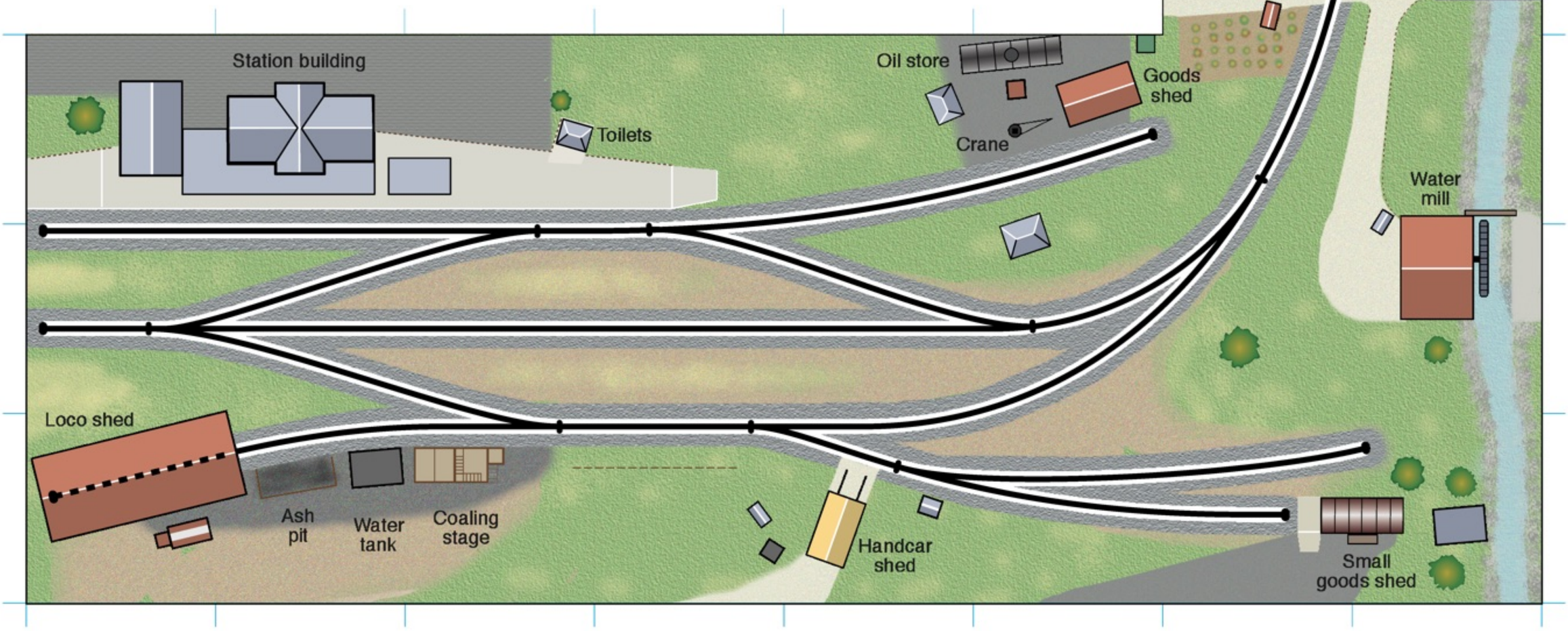
omy – they provide a steady source of free 1/8" plywood. In fact, most of the layout is built of salvaged material in one form or another.

Rather than relying solely on the point blades for electrical contact, Piers incorporated some sliding switches underneath the baseboards, linked in to the operating rods. This certainly adds to the reliability of operation under exhibition conditions; the little line worked faultlessly for the whole of the Warley NEC show in 2013.

Ballast is a real mixture – much of it is very fine granulated cork or something similar (salvage again) mixed with real sand, earth scatter mixes, and green ground cover (to simulate weeds). Many Bavarian local lines were very lightly built, often using sand or ash for ballast, and were not always well kept, so I tried to reproduce this in the appearance of the track. The ballast and ground cover was held down with a mix of water and white glue, with a dose of washing-up liquid to break the surface tension, squirted on with a syringe.

Hintertupfingen

Overall layout size 8' x 6'. Each grid square = 1 sq ft.



Scenery and structures

A basic landscape was built up from thick card sheet or polystyrene blocks as required, with the mill pond formed from the latter material. The bridge was cut from 1/8" plywood and fastened to the baseboard, after which a roadway of thick card was laid across the board. Another roadway leading to the mill and building platforms for the cottages was also made from this material. All of this was covered with several layers of paper towels, liberally soaked in a sloppy mix of decorator's plaster and left to dry. The station yard was treated in the same way, the plaster being worked over the edges of Wills cobblestone sheets used for the roadways.

Several of the buildings are second-hand Vollmer or Faller structures, refurbished and, particularly importantly, repainted. One of my pet hates is unpainted plastic structures – it is surprising how much moulded detail goes unnoticed until you paint them, and it greatly improves their appearance. The others were scratchbuilt, with information gathered from various sources; the two cottages, for example, are scaled up Schreiber card kit designs, while the water mill is modelled on a real one I found on the internet. And the trick of hiding the fiddle yard entrance by running the line between two cottages is based on a real place, the name of which escapes me. It has appeared several times in German magazines, the railway diving between two old houses before running straight down the main street.

The loco shed is an amalgam of two different actual sheds found in *Eisenbahn Journal* articles. Each had features I liked but was unsuitable for various other reasons. By combining the best elements from both, it was possible to arrive at a suitable design which did not dominate the scene.

Above
A Gt4/4 0-8-0T arrives with a down goods train.

Below
The locomotive facilities.

The scratchbuilt structures are built on shells of 1/8" plywood, cut with a fretsaw and a piercing saw. Assembled around a suitable wooden floor, the corners are braced with strip wood obtained free after Bonfire Night and Divali – and you are helping the community by picking up the spent rocket sticks. Half-timbering *(Fachwerk)* is built up from balsa strips prior to infilling with plaster. Just lately I have taken to using tubs of ready-mixed decorator's plaster, which is more controllable than loose powder and allows you to apply it in small areas at a time.

In places small pieces of moulded brick or stone sheet are glued to the shell. The plaster is then worked over their edges, to give the effect of exposed material.

Due to its prominent location, the loco shed has a detailed interior, first being lined with brick paper on top of which the interior timber framing, made from strips of card, is installed.

Intriguingly the walls of these sheds were quite thin, no thicker than the timber framing. This is clearly revealed in a photo of a BR95 which went through the back wall of Lauscha loco shed before plunging into the roadway below. Someone told me that this was precisely why they were so thin – just in case ...

The coaling stage came from an old MIBA plan book lent to me by Michael Watts; basically it is made from square stripwood and thin plywood, with a Parkside coal load providing the heaps. I do not know where the prototype came from but it serviced *Glaskasten*, judging from the upper level. The hoist bracket, a delightful piece of wrought iron work, was soldered up from thin brass rod, its basket an old Historex spare. The hoisting mechanism is a masterpiece of complexity – a long rope, with one end

Above
Another local service, on this occasion hauled by a Pt2/3 2-4-0T, departs to make its connection with the main line.

Below
The PtL2/2 *Glaskasten* brings its train into the platform. Notice the hoarding with the period advertisements, obtained from the internet.





Above
Driver's eye view of the level crossing and the pumpkin patch.

Right
The Etrich Taube monoplane, one of the best pre-First World War designs; at least six survive in various museums. The model is almost entirely made of paper; it was relatively simple to build but is delicate.



Below
A stork and a dove (Taube) – both 'flying' over the layout with the aid of fine wire supports.



slipped over the locomotive's draw-hook, after which it backs away. Do not laugh – some American wrecking cranes of the 1880s worked on the same principle.

Alongside the coal stage are an ash bunker and a fire iron rack, made from a drawing in *eisenbahn magazin*, which is soldered up from brass wire and spare rail. The station cat is taking perhaps too much interest in the engine driver's lunch box, left on the ash pit wall. (*Fische, frische und auf das tische*. The poetry gets lost in translation.) Visible through the shed doors are a work bench, with vice, loco spares, and cans of red oil (for tail lamps), and a tool rack. Most of the small details are from Langley, Scale Link, or Springside.

The permanent way gang are busy mending a velocipede, one man applying that essential tool, the Birmingham (or Essen) screwdriver, with liberal abandon. I am glad I am not his mate holding the part being fitted. Sitting outside the hand car shed is a 'Planke system' inspection trolley, modelled on an original which is preserved in the Slovenian State Railway Museum at Ljubljana. Strictly speaking, these were Austrian but the vehicle is too lovely not to be modelled, using card, plastic, brass, and spare wheels. When describing the original to Colin Capell, he said he felt a model coming on – and he was not wrong.

The water mill has an interior with floors, feed hoppers, and grindstones. The river area gets a lot of interest at shows; the lower part of the pool was modelled complete with weeds and rubbish before a sheet of stout Perspex was let into the bank. The earth mix was then worked down to cover the join and after finishing off several layers of marine yacht varnish were poured over the plastic. The stream and spillway were similarly treated, giving a quite realistic effect.

The landscape was painted with model makers' acrylic water colours, blending various shades together to obtain a more natural effect. I prefer to avoid artists' acrylics, which often have an artificial, almost chemical, tone to them, and use those by such firms as Anita's or Americana, obtainable from Hobbyworld stores. Use a big, soft brush and plenty of water to make them flow, blending the tones to avoid any harsh edges.

The ground was then covered with suitable scenic mixes. Woodland Scenics materials were intermixed with cheaper ones to give a varied, uneven, and more natural effect. Grass mats are fine for model lawns or similar well-cropped surfaces but not pasture; the real world is not perfect and too much neatness can destroy realism.

Busch provided the pumpkins, which are an eye catcher at shows, and Noch supplied some of the weeds and wild flowers. Others, particularly along the water course, are home-made using decorative paper punches sold in craft shops, particularly in Holland and Germany where ferns, ivy, and other leaf shapes seem more readily available. Punched out of green craft paper, trimmed if necessary, and touched in with water colour, they are glued together in clusters and added to walls, banks, or other suitable areas. The costlier commercial products are best used in areas close to the viewer, where their printed details can be better appreciated.

Period signs were obtained via Google, using the Images screen. Particular brand names, such as Hildegard Schokolade or Sunleicht Sief, can be used as search engines; alternatively phrases such as 'Edwardian (or 'veteran') German advertising signs' (or 'travel posters') will also find plenty of suitable material. Sizes can be adjusted to suit the scale required and a whole page can be filled with images

Hintertupfingen will be at the European Railways Association exhibition at the Cadbury Club, Bournville, Birmingham, B30 2LU on Saturday 6th December.

Above
The road through the village crosses the river and the railway line. The ferns around the weir were cut from craft paper with an ornamental paper punch.

Right
The water mill. Mill-stone cases can be seen inside the open doorway.

Below
The 'smalls' shed and the *Fäkalien* siding – at this period sewage waste from towns and cities was taken out to rural areas in special wagons for use as fertiliser.

before printing them off. The flying meet poster was obtained in this way, for example.

Figures are mostly from Preiser, bought in unpainted packs. They are selected and positioned to 'tell stories'; the shepherd and labourer stopping to chat, the goose girl with her flock, or the platelayers 'mending' their trolley. Animals and birds are from a variety of sources; they provide extra interest at shows, particularly for children who can spend several minutes finding them all. One Faller stork is flying across the meadow with the aid of a curved, very fine phosphor bronze wire. Unfortunately Preiser do not make soldiers of this era, with their pork-pie hats, so the Airfix ones had to be used, kept a little apart so the larger scale is not too apparent. These, like a number of the other figures, have a fine brass pin fitted into a leg, making a stronger attachment to the baseboard.



The Etrich Taube, probably the most advanced aircraft of its day, was designed by an Austrian engineer and built in some numbers by several different companies. At least six still survive, in different museums. The model was built from plans in an old *Scale Models* magazine, almost entirely using copy paper and thin brass rod. A length of spare rail, gently curved to form an unobtrusive, slender mounting, was fixed to the back scene, and the Taube (the name means 'dove' and came from its appearance in flight) is suspended from it by a fine brass rod.

And finally

Where did the name of the village come from? Well, 'Hintertupfingen' literally translates as 'behind the saucepan', which does not mean much in English but in Germany it is a colloquial term for 'the back of beyond' or 'out in the sticks', perhaps roughly equivalent to 'Much Binding in the Marsh', 'Pinter Wallop', or similar. Faller use it on a wayside halt but its pedigree goes back much further than that – Märklin used it on a very impressive tinplate Victorian station back before 1900, and you can see an example in the Nürnberg Toy Museum.



Sy Newitt has exploited modern technologies (the internet and 3D-printing) to help research and recreate a period scene. Continued from the October edition. *Photographs as credited.*

St.Frazal le Château

French narrow gauge in 1:160 – part 2



The narrow gauge tramway

One evening earlier this year I wandered into the club carrying some T gauge track, a railcar chassis, and a controller. My friends thought that I had finally taken leave of my senses when I told them that I had got bored of Z because it was too big and wanted a new challenge ...

What I have dubbed Nf uses 3mm T gauge track to represent 60cm narrow gauge (in fact it scales to 480mm). Whilst most French secondary railways were built to metre gauge, there were pockets of 60cm, especially in Normandy, and Nf offers an opportunity to model these railways.

The original plan was to incorporate a 60cm tramway on a new layout, *St.Frazal de Pantalun*. However, it occurred to me that if I lifted the closed branch line on *St.Frazal le Château* I could replace it with a tramway. Within a couple of days the work was done and a very small railcar was pottering backwards and forwards.

The story is that the line was proposed just after the First World War to carry passengers, wine, and agricultural produce from several remote villages to St.Frazal le Château. The 60cm line would have run into the metre gauge station where there would have been full interchange and goods transhipment facilities between the two railways.

Like many of these hopelessly optimistic rural railways, the cost of building the line was much greater than originally planned and the company responsible ran out of money

Above
A Billard A80D *autorail* and a passenger train headed by a Réseau Breton 4-6-0T pass at St.Frazal le Château.
Photo: editor.

short of the metre gauge station. Just like the Tramway du Mont Blanc, the line stopped where it was and never went any further.

Because of this, and competition from new-fangled internal combustion road haulage, goods traffic never really took off and passengers face an inconvenient walk between the two stations, although it has long been unofficial practice for metre gauge trains to stop at the narrow gauge station if a person wants to get on or off.

The real reason for the 60cm railway stopping where it does was that to take it into the metre gauge station would have involved wholesale demolition and rebuilding of the scenery at the station throat. Having done just this only a few weeks before when I had lifted all the points and relaid the track through the station, this was not something I was keen to do again. Also I did not want to try and take such tiny track across a baseboard join – and I only had one weekend as construction of the 60cm tramway was fitted in between two exhibitions.

When originally built, the line was operated with two railcars supplied by the well-known French company Crochat. As time went on, these *automotrices* got more and more decrepit and were eventually replaced by a single Hawa VT32 railcar. Why the line acquired a German unit is lost in the mists of time; the actual reason is that this was the only Nf railcar body I could find available off the shelf, 3D-printed and sourced from Shapeways. It is powered by a 41mm long T scale bogie chassis fitted with a Second Generation motor; combined with the new Pulse Width Modulation controller it has very good slow speed and stop/start control.

Above
A Billard A150D hauling a mail trailer calls at the narrow gauge station.

Below left
A Berliet/VFIL railcar of the Calais-Anvin railway squeals to a halt at the narrow gauge station to pick up a waiting passenger.

Below
The Hawa VT32 railcar at the end of the 60cm narrow gauge line.
Photos (3): Andrew Burchett.









After this experiment to see whether it is possible to do serious narrow gauge modelling in Nf using T scale equipment, I am now convinced that it can be done.

The 60cm tramway certainly gets attention at shows, along with comments about the (in)sanity of modelling in such a tiny scale. But it is fun and adds an unusual dimension to the layout that is very rarely seen on the exhibition circuit.

Buildings

Until I met Ivan, most of the buildings on my layouts were scratchbuilt as it was almost impossible to find available kits. This layout is now a showcase for 3D-printing and Ivan's skill.

Two of the barns, the derelict one on the abbey baseboard and the large barn attached to the house near the station, were scratchbuilt by me and fitted with 3D-printed roofs by him; he suggested that the roof of one of the barns should be derelict, and he has done a very convincing job.

The station is an MKD kit from France, and the Café/Bar/Hotel de la Gare is the same kit but minus one of the wings. Both have been fitted with 3D-printed shutters.

The 60cm narrow gauge station is a Kestrel Designs N scale Station Yard Hut that I found lurking in my bits box.

The rest of the buildings are 3D-printed. When you combine the research ability that the internet gives with the enthusiasm of a good designer, there is almost no limit to what can be done.

I wanted a very typical French café so I did a search using the words 'café francais' and found a picture of an establishment that could not be more French. This was e-mailed to Ivan and three hours later he replied with a link to Google Street View. He had found the actual village in the Aquitaine département and located the building itself. He spent two hours 'wandering' around the village and bookmarked other structures which he thought might interest me, and which could be produced. Thanks to the internet we were able to spend several hours wandering round a typical French village without leaving our homes in Kent and Oxfordshire!

Of course we had no drawings but to Ivan this was not a problem – he only needs one dimension to scale from, and then there is no stopping him. With the measurements of a typical French front door, he put his nose to the electronic grindstone and nine weeks later four very detailed N scale models of actual buildings from this village were delivered to me, and ten days later they were constructed, painted, and placed on the layout.

Above left
The Billard A80D railcar was the workhorse of the French metre gauge and one is seen here passing the abbey with an insulated trailer – this is the body from an N scale Scammel Scarab lorry (from Langley) which has been modified and fitted onto a Märklin wagon chassis.
Photo: Andrew Burchett.

Above
The diesel *locotracteur* is CFD No.62 from the Lozère, seen here with a short goods by the ruined abbey.
Photo: Andrew Burchett.

Below
The *locotracteur* returns with a rather longer train.
Photo: editor.

The big barn in the farm near the metre gauge station is from a photograph I found on a French estate agent's web-site in the Charente area of France after doing a Google image search for 'grange ancienne' and again is entirely 3D-printed.

The one-piece building shells are printed using the WSF (White Strong Flexible) material which gives a perfect surface for the rendered finish so typical of French buildings. They are painted using tester pots of emulsion applied with a damp paintbrush.

The one-piece roofs, doors, windows and shutters are printed using the FUD (Frosted Ultra Detail) material. This is the same material used for the stock and whilst more brittle than WSF it allows for great detail to be incorporated.

Roofs are painted with bauxite acrylic paint and then dry-brushed with black shoe polish to weather them.

Ivan has a keen eye for detail and will often see things in photographs that he is working on and ask me if I want them. Hence the sleeper stacks, water cranes, benches, café tables and chairs, drums and barrels, wine and beer boxes, manual point levers, five-bar gates and fencing, wells, wagon loads, and very typical French electricity pylons.

This makes modelling French layouts delightfully easy!

The disused windmill in the farm near the abbey came from my first French metre gauge layout, the imaginatively named *Somewhere in France* (CM October 2011), and began life as a plastic bottle that was cut in half, painted with white emulsion, fitted with Kestrel Designs window and door, and scratchbuilt roof and sails. It did originally have a full set of sails but having spent several exhibitions asking small children not to touch it because the sails are fragile, guess who it was who eventually broke them all off!

As with my railcars and locomotives, buildings are glazed using Glue'n'Glaze, a white glue that dries clear and makes glazing very easy and very realistic, especially for the awkwardly-shaped cab windows on railcars. Using this I can glaze an entire building or railcar in five minutes.



Above
The station in busier days, with three through tracks and sidings still in place. A track maintenance *draisine* for work is stabled by the water tower. The large barn was entirely 3D-printed.
Photo: editor.

L'Abbaye de Jean Martinus

Whilst building my previous layout, *St.Frazal de Volavent*, which was based on my favourite metre gauge railway, the CFD Lozère in the mountains of the Massif Central, I had found a picture of a ruined castle on the top of a cliff above a railway tunnel and decided that this was a scenic feature I wanted on the layout. I typed 'N Gauge ruins' into the search box and found a set of fourteen ruined castle/abbey bits ready painted and decorated for £17.99. Four sections were glued onto the layout and the other ten put into my bits box for future use.

When planning *St.Frazal le Château*, I decided that I would like a ruined abbey at one end of the layout but ten bits would not be enough, so another set was ordered. Because the bits came ready painted and weathered, all I had to do was stick them down and throw a load of green stuff at them, and I had a derelict abbey.

The Celtic cross is an old bronze necklace that I found in my kitchen junk drawer. Once the loop for the chain was cut off, it was painted grey and drybrushed with black shoe polish to weather it. A couple can be seen looking at it, but their dog has got bored and gone off in search of rabbits.

Below
A Billard A80D pauses to pick up waiting passengers. A single-axle baggage trailer has been left on the loop.
Photo: editor.

Above
The station before rebuilding – an ancient De Dion ML wheezes across the points.
Photo: editor.



Left
A rebodied De Dion OC1 accelerates away from the station. A horse has escaped from the nearby farmyard and is taking off along the Rue de la Gare.
Photo: Andrew Burchett.

Below
A BB400 diesel *locotracteur* growls past the narrow gauge station with a freight.
Photo: Andrew Burchett.



Scenery

I like the trains to be minor players as they are in real life, so trackwork on my layouts is always minimal and there is lots of scenery. In N it is possible to have a lot of scenery in a small space.

Most of the trees are from www.themodeltreeshop.co.uk and their service is excellent. They arrive with shiny plastic trunks and branches, so these are painted in various shades of brown and grey emulsion mixed together whilst wet and once dry diluted PVA is brushed onto the trunks and green flock lightly scattered on to represent ivy. Of all the mass-produced trees available, these are some of the most realistic I have found and whilst handmade trees are the ultimate I am also conscious that they take hours to make and that life is too short!

The five Lombardy poplars at the rear of the layout began life as pine trees on my previous Scottish layout and were attacked with a pair of kitchen scissors to re-shape them.

The trees behind the field of sheep were purchased from Penduke Models at an exhibition and were a very bright shade of green: a good dunking in dilute PVA and then scattering dark green flock toned them down, added bulk, and made them look more realistic.

Grass is International Models 4.5mm static grass applied using diluted PVA and a fiendishly clever (and remarkably cheap) electrostatic grass applicator converted from an electronic fly-swatter by Andrew Burchett, a fellow member of Oxford MRC. The 'tennis racket' head was removed from the handle and replaced by a metal tea strainer and a wire that hangs down and is pinned into the area to be grassed. It works very well and I can grass an entire baseboard, the worktop, and the kitchen floor in under two hours!

The rest of the green stuff has been sourced either from

Above
On the siding by the water tower are a maintenance *draisine* and 'The Beast of Calvi', the latter already abandoned, it would appear.
Photo: editor.

International Models, Howes Models of Kidlington, or from eBay.

Roads are modelling card cut to size and painted in dark grey emulsion. Once dry, black shoe polish is liberally painted on and then rubbed with a fingertip for the final finish. It works quite well but is very messy.

Vehicles are a motley collection of plastic mouldings, resin castings, and ceramic models that have been repainted, glazed, and fitted with little lenses from Little-cars.com

Presentation

All exhibition layouts benefit from lighting, and whilst there are some attractions in a purpose-built lighting rig these can be very heavy and bulky and a nuisance to transport, so I use three 28-LED clip-on lights. I prefer LED lighting for layouts as it is a much softer and more natural light than normal bulbs. The lights are supplied by leads that plug into a mains-powered USB hub. Being clip-on means that I can use them on all my layouts.

The exhibition curtain is two 5' x 3' French flags, again sourced economically through eBay, held on with Velcro.

Acknowledgments

St.Frazal le Château is finally finished. My grateful thanks to Peter McConnell for building the baseboards, to Graham Jones for his hard work in laying track and wiring up, to fellow members of the Oxford club for their endless support, encouragement, and mugs of coffee (even if they do sometimes question my sanity!), and to Andrew Burchett for his skills with a camera.

My greatest thanks, though are due to Ivan Furness for his enthusiasm, his friendship, and his 3D-printing design skills – without him *St.Frazal le Château* would not have happened.

His online shop can be seen at www.shapeways.com/shops/ivanindustries He can be contacted by email on ivanindustries@btinternet.com

Below
A Billard A150D pulls up at the station, now reduced to one through track.
Photo: editor.



Dave Cable, a longstanding member of Folkestone MRC, describes how his layout evolved over time in response to circumstances and opportunities.

Mineral Point

A layout which 'just grew' but has proved successful

How times have changed – from N to HO

Back in the 1950s and early 1960s, when I was fairly young, I had the usual 8' x 4' layout in my parent's loft, but with the passing of the years the railway interest got less and I began chasing and photographing ships all round the world: I was single at the time so I could afford it.

During one trip I found myself on the Pacific coast of Canada – Vancouver, to be precise; it was September 1976 and it was their wettest summer for fifty years, so there was not much opportunity for ship photography. As a result, most days I found myself wandering around the railroads of Vancouver looking for something to photograph. I did not know at the time that this was to lead to my love affair with Canadian railroads. The rest is history.

Right
A very weather-worn three-cylinder three-truck Shay is fuelled and watered ready for another day's hard work.

Below
A less weathered sister loco draws freight cars up the reversing zig-zag to the high level as a three-truck Climax sets off up the lower section. Geared locos are the norm to cope with the gradients on this part of the layout.





My next decision was to join my local model railway club, which bought me into contact with like-minded members. One person in particular, Brian Hills, had a guiding influence over my forthcoming years of modelling in the club. He became my mentor from the first day I met him; he also had an interest in Canadian N scale. We started to build the original *Bush Creek* layout, although that bears no resemblance to the layout we have now.

Being a member of this club for many years allowed me to gain sufficient knowledge of the many aspects of the hobby to build my first N gauge layout in my loft. This is based upon the Canadian Rockies through to the Pacific Ocean in British Columbia. This project has been a proving ground for everything at the club. Although I only get up in the loft in winter (my other hobby is my allotment and my garden), the layout is 90% complete.

Below
The company got some new motive power recently! A very smart Climax waits with a caboose to collect freight cars from the spurs on the high level.



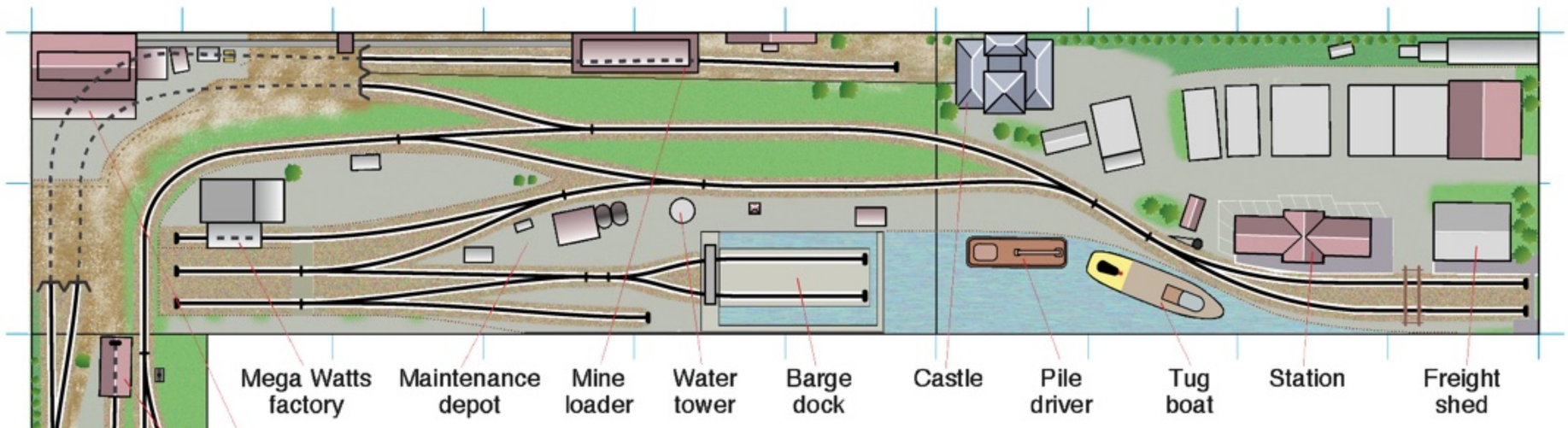


My next project came about when I was looking through a book of track plans by Kalmbach owned by fellow club member Glyn Lewis. I came across plans for a switching layout in HO. At this stage, it became apparent that I needed glasses, hence the change of gauge! I had purchased a Bachmann Shay loco some years earlier, so I asked our resident electrical 'wizard', Dave Woods, if he could install DCC and sound into the loco. Baseboards were made giving a reasonable sized layout measuring roughly 8' x 14". This part of the layout made its debut at our annual show in 2011, and was well received. It was operated by myself and Dave Woods and was, for the most part, problem free.

After about two months looking through *Model Railroader* and CONTINENTAL MODELLER for ideas, I found a ready-made baseboard approximately 6' x 3' which had been donated to the club; it was acquired for a suitable contribution to club funds. It was not a ideal size for a portable layout, but beggars cannot be choosers.

I knew I wanted a mine of sorts, and a barge operation, plus a small industrial area.

The governing factor for the mine was the height of the track on the upper level on the original boards. After many



Mineral Point

Overall layout size 10' x 10'. Each grid square = 1 sq ft.

Above left
The high and low level tracks on either side of the engine shed in this corner were simply dead ends on the original layout but now link the two sections.



Below
The large mine building is an imposing structure which dominates the high ground at the corner of the layout.

weeks of trial and error, a track plan was determined. I must add at this stage that I had quite a bit of input from Glyn Lewis, as he has a habit of thinking 'outside the box'.

After some minor changes, the track was finally laid. I used Peco track, points, and point motors, with electrics by Dave Woods.

Then came the scenery, which is the bit I most enjoy. The majority of the rockwork is made using Celotex, found at Wickes DIY store. As this is quite dense, it is fairly easy to carve using a sharp blade or any pointed tool – I use a fine point screwdriver for the basic shape then brush the face with a small wire brush, the size of a toothbrush, for smaller detail.

When I was satisfied with the result, I gave the whole surface a coat of sloppy Polyfilla, working it into every nook and cranny. When using any type of filler, put a couple of drops of black paint in when mixing – this prevents white spots showing if it gets knocked or damaged. When the rock face was completely dry, usually after two or three days, it was given a coat of grey primer then left to dry for half an hour. When it was thoroughly dry, painting commenced. It took a while to get the right effect.

Buildings

The mine is a wood kit adapted to fit the space. It was airbrushed and detailed. The conveyors were made from 1"x1" timber covered with Campbell corrugated aluminium foil and then suitably weathered. The ore bin was entirely scratchbuilt. The large factory came ready built from Woodland Scenics, with lots of detail. The junk yard was made from odds and ends from my spares box. Bob Bailey made the sign on his computer.

The water in the dock is many coats of varnish.

The barge itself is made from 18mm MDF and is solid. There is a certain amount of detail on the barge, with more to go on. The access ramp is made from two Viessmann towers cut to size. Other dockside details include a shed, for maintenance workers, and a water tower, to control water level in the dock. I came across it on a second-hand stand at a show, a bargain at £1.00. On getting it home, I found the actual tank was better suited to my original boards. I had

Above
The industrial area is always busy, with the junk yard and a transformer manufacturer; the plant has its own spur.

Below
The industrial area conceals the sharp curve which links the two parts of the layout. The track in the centre is the headshunt for access to the car float.







Above
The quay area; the dockside switcher waits by the link span. In the background, a Shay draws a hopper from under the mine loader.

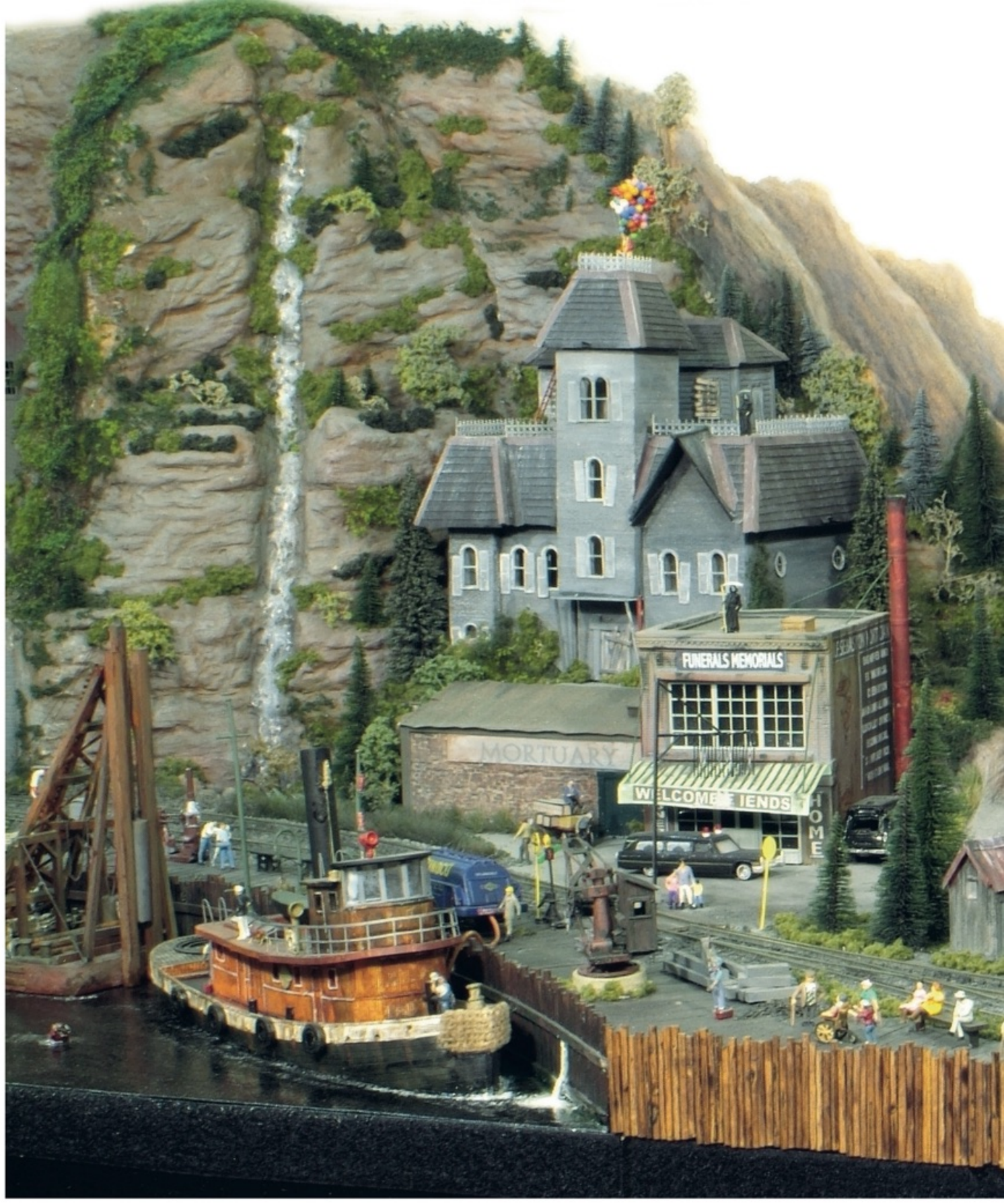
Right
The switcher positions two freight cars on the float. The curves and gradients on this part of the layout allow rod engines to be used.

Left
The track maintenance crew always has a lot to be doing.

already built a wooden base, so the tank was the crowning glory. That left the other base to use on the new board. To start with, I scratchbuilt a new wooden tank, but I was not happy with the result and so looked around for a different method. An empty tin of suitable size was washed, clad in scrap timber, and painted and stained. The roof was made by Bill Cartman, because I did not know how to do a conical roof!

Alongside the dock there is a lot of activity – the local utility company is installing a new water main for the port authority. This was made by cutting out a slice of baseboard and inserting a piece of U-shaped plastic girder pushed down so the top was level with the baseboard, then it was glued in place. The actual pipe is plastic tube painted suitably, then glued in position, resting on wooden supports. The sides of the trench are lined with timber as well. The figures are Bachmann dirtied to look old. You may see that there are two foremen on this job, so that spells trouble for the workers!





The latest chapter – the town

The last board came ready-made from 2"x 1" timber with a Sundeala top 1200mm x 600mm.

Most of the rockwork is Celotex again, carved and plastered over with Polyfilla. The waterfall was made using a hot glue gun and white paint.

The backscene is made from 6mm MDF. This is where Glyn Lewis took over; he is a wizard with a paint brush, and the results speak for themselves. He is a perfectionist because it took him two to three weeks before he was satisfied. The effect is very convincing.

The town is set during the 1950s – 1960s. Most of the buildings are Hydrocal (plaster) kits by Andy Peprock via Walthers. These are superb buildings with excellent details. The secret is in the painting. I have found using car primer (yellow, grey, red, and even black) seals the Hydrocal. I have used acrylics to give a rundown look, plus lots of different posters and signs to help to set the period. There are lots of roof details, people and junk, to add interest.

Buildings worth particular mention are the funeral parlour and mortuary; these are also Hydrocal, the mortuary being made up from left-over parts from other buildings.

Below left
The floating piledriver is a completely scratchbuilt model – remember I was into ships before the trains!

Below
The tug is being refuelled from a road tanker parked on the quayside.





Left and below
Freight is more important to the railroad – the passenger depot was squeezed in later between Main Street and the quay.

Foot of page
Passengers wait at the depot to board the daily local as afternoon strollers on the quay enjoy the sunshine.

The haunted house, which stands behind the mortuary, was intended to be Grimms Funeral Parlour but proved too large. So it was changed and weathered to look old and decrepit.

The cemetery and church area came next. Gravestones and people are by Preiser. The actual funeral party was assembled from various sources. The church is by Airfix. The road and pavement were made from card with lines and cracks drawn with a very fine pen. The road was painted with light grey emulsion, left to dry, then a finger dipped in a dark weathering powder was rubbed over the road surface to represent tyre marks.

Most of the road vehicles are Busch, Preiser, Walthers, and Woodland Scenics, with one hearse being Matchbox.

The freight depot is a Grandt Line kit, with lots of added detail. Next to this is a scratchbuilt gantry crane, which spans two tracks. The station is a wooden craftsman kit by Campbell, which used to be available through Walthers. I built it as per instructions except for the roof, which I changed from shingles to corrugated metal, which gives a better finish. Also included with the kit was a small outbuilding, which was given the same roof treatment.

The water in the dock area is a plywood base painted black then given several coats of clear varnish.

Above
A quiet moment at the freight house, which can only be reached by passing the passenger depot.

Below left
There is a lot of cameo detail on the roofs of the town buildings, and behind them the cemetery is also detailed even though it can hardly be seen from most normal viewing angles.



Right
Looking down Main Street from a hill above the town towards the dock area.

Photographs by the editor.





The dock wall is made of short pieces of a window blind, stained and glued upright to represent a wooden wall rather than concrete. I have included lots of detail and clutter. The crane is a whitemetal kit from Walthers painted and weathered. The two vessels usually found tied up to the dock are a tugboat and a floating pile driver. The tugboat is a Seaport Model Works kit made up as per instructions but with added detail. The mistake I made was not priming it, as it is a resin kit, so painting presented a few challenges, but the overall finish was better than expected. The floating pile driver is entirely scratchbuilt. I managed to find two photos of rail-mounted pile drivers, which gave me some ideas for the derrick arrangement. The actual barge is made of a small piece of MDF shaped to suit. Most of the detail and figures came from my spares box. The result is a reasonable vessel that looks the part.

The town board is far from finished as I like to visit shows and get ideas from other layouts and adapt them for use upon mine.

It took approximately two years since I started the first two boards: it was a learning curve from the word go! It has been an interesting challenge for me as I have been an N gauge fan for twenty-five years. It now has an acceptable level of detail, but there could be lots more to add.

In November 2012, I decided to join the NMRA, which put me in touch with like-minded modellers of the American scene.

All my locos have DCC and sound, and are mainly Bachmann Spectrum.

All track is Peco code 100, wired by club member Dave Woods. Much help was also forthcoming from various club members, namely Bob Bailey, Bill Cartman, Richard Banks, Peter Richards, and Glyn Lewis.

The layout can be used for exhibitions in two formats: the first two boards make a switching layout 10' long by 14" wide, while the complete layout is a 10' x 10' L, viewed from inside the angle.

Above
The 'haunted house' behind the mortuary – the local daredevil seems to be trying to fly with balloons, but the grim reaper waiting on the lower roof ridge may have other ideas!

Roddy Mullin has built two transportable layouts to take on visits to his grandchildren.
Photographs by the author.

The ultimate in portable layouts?



By chance I have solved the problem of taking my hobby to my grandchildren, who, to the surprise of all my friends, play remarkable carefully with Z gauge. I have also been invited to their schools to show the layouts to pupils, teachers, and parents. It is quite something to have fifteen three year-olds taking turns operating the layout under the supervision of a granddaughter. How did it happen?

I have two sets of three grandchildren, ages 7 to 2, who live in two different places.

My fortieth wedding anniversary present was a Noch case layout – eminently transportable. But I had to provide locomotives and rolling stock, which I did by buying starter sets. I also added cab control, lights inside the houses, powered points, and an additional siding.

Above
The two cases, ready to go.

Above right
The original Noch layout basis under construction.



Left
Part of the Noch layout, as completed with various modifications.



However, I was left with a lot of spare track, so I designed and built an urban layout (with a terminus and three suburban stations) constructed using foamboard, and operated through cab control. An area is set aside for models of the houses where the grandchildren live.

I then built a wooden case to house the urban layout.

I display the layout with a lighting bar to illuminate it.





Above
The complete display set up with the Noch case open, powered through the wooden case.

Below and left
With the wooden case open, the urban layout is displayed.



Mick Moignard explores the potential of a new product from SoundTraxx, a DCC decoder with sound designed to be installed in rolling stock rather than a locomotive. It is intended for but is by no means limited to the American scene.



SoundCar decoder

An innovative mobile digital device

The latest decoder in the Tsunami range by SoundTraxx departs from the norm of sound decoders. It is not for locomotives but for rolling stock, to complete the sound and lighting picture of the whole train. SoundTraxx clearly hope that you will equip quite a few vehicles with these decoders, and have gone a long way in delivering the right sounds as well as some clever features which make it really easy to use.

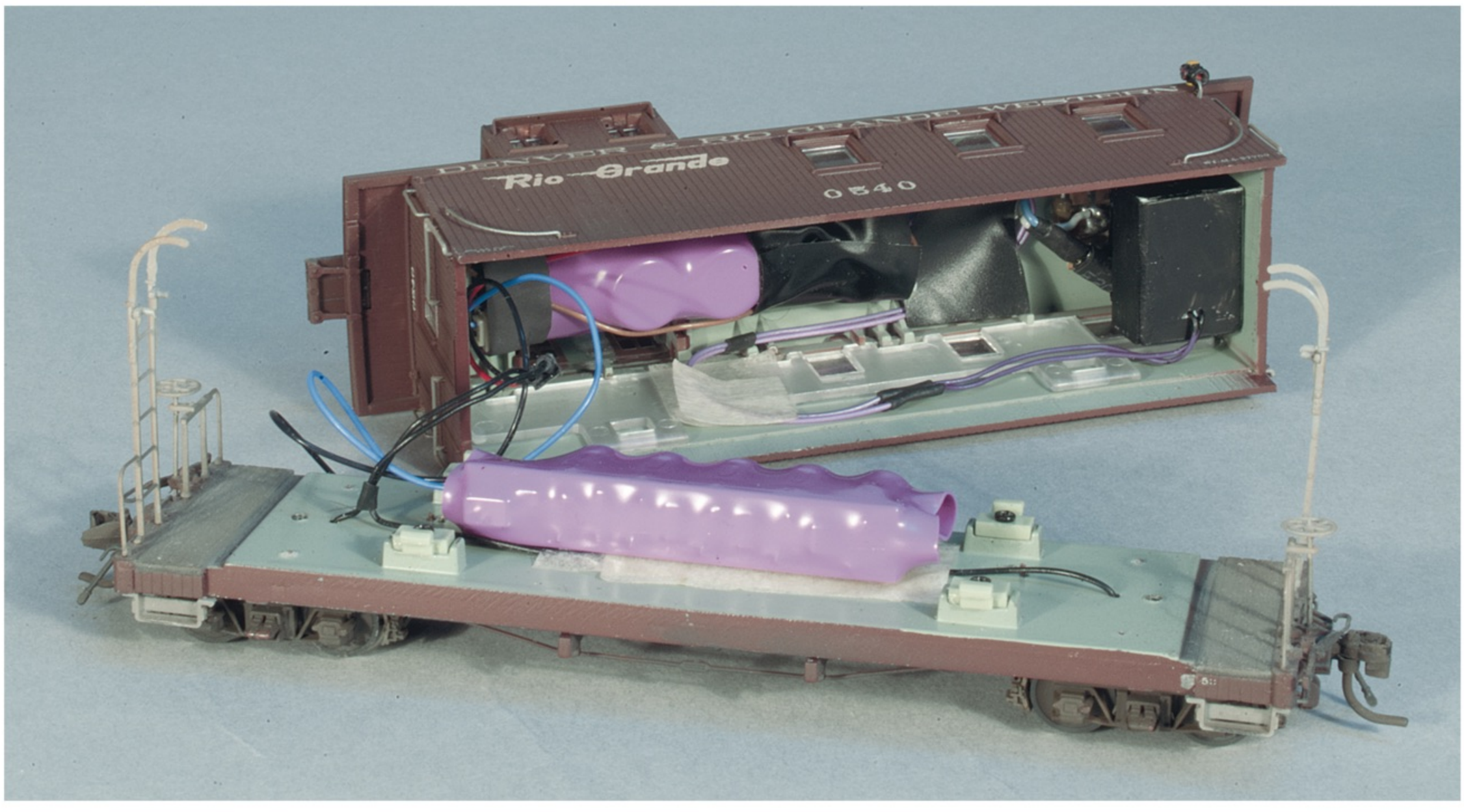
Installation

In terms of installation, it is a pretty standard piece of kit: NMRA standard wire colours for track power and for four lighting outputs, plus two purple wires for the loudspeaker – you supply an 8-ohm speaker. There is a also a socket at the other end of the device for the new CurrentKeeper keep-alive capacitor pack. I would suggest, given that most pieces of rolling stock may have less than perfect pick-up, that you do use one of these.

My test installation of the SoundCar and CurrentKeeper was in a Blackstone Models HOn3 caboose, which is already provided with pick-ups on the trucks. I used an Uhlenbrock ref.31101 15mm 'sugar cube' speaker, and I added 0603 SMD LEDs to the Blackstone-supplied caboose marker lights, wiring them to the F5 output of the SoundCar.

The SoundCar has a magnetically-operated switch on it, the function of which we will come to in a moment. However, you do need to keep this switch away from the speaker – by at least 5mm and preferably a bit more. You

Below
The components installed in Denver & Rio Grande Western caboose #0540: the SoundCar decoder is under the cupola, with the magnetic switch to the right; the loudspeaker enclosure is on the end wall. Above that is a small circuit board with a 15kΩ resistor for the 0603 LEDs in the marker lights. The CurrentKeeper has been fitted to the floor. The parts are linked with miniature connectors to allow access.





also need to mount the decoder so that you can reach that switch with a magnet. The instructions suggest mounting it under the vehicle roof, and do them all similarly, to reduce fumbling. That is good advice, so I fitted mine under the cupola, with the magnet switch in the middle of the long roof. The CurrentKeeper went on the caboose floor, and the speaker below the door at the long end of the vehicle. Then I started playing.

Lighting

First, the four light outputs are not just intended to power caboose markers. Imagine that you are bringing a push-pull driving cab car to life: headlight, tail lights, and possibly also flashing ditch lights – the SoundCar can do all of those. The white and yellow wires are standard directional outputs, though you can also function-map them not to be.

The F5 and F6, brown and green, wires are less standard in that you can set each of them to be operative in forward or reverse, or both.

All the lighting outputs support the same wide range of light options as a standard Tsunami, which means that you can set up head and tail lights on your cab car with the white and yellow wires, then use the green and brown for flashing ditch lights, and set them so that they only work when the cab car is in reverse, i.e. leading the train.

Extra sounds

To add to that cab car idea, the device also has two horns and a Hancock air whistle, and three different bell sounds (cast, electronic, and gong types). With these you can set up what you need, and then throw in a generator, too. That can be on all the time, operate intermittently, or be under manual control, so it works just as well for a mechanical refrigerator car as for a passenger car.

After that, you can set up the general wheel noise, wheel clack, and wheel flat spot sounds, noting that, just as with any Tsunami, each sound has its own volume control, though the SoundCar does not have the equaliser or the reverb of the standard Tsunami.

The wheel clack sound is particularly good. You tell it how many trucks are on the vehicle (one or two) and how many axles per truck (two or three), which means that you can simulate anything from a four-wheel bobber caboose to a twelve-wheel heavyweight passenger car, including setting the timing of the wheel clacks to simulate different length rails, and whether the rails are box-jointed as in Europe or staggered as in North American practice. Then add in randomly-generated flange squeal noises, and control the probability of this sound happening.



Above
Caboose #0503 has a similar installation, plus a brakeman with a signal lantern. This and the marker lights (supplied with the model) were drilled out to take 1mm LEDs. The lantern is perhaps a little too bright.



Consisting

Now comes the really clever bit: consisting this decoder with a locomotive. You can do this in the standard way, by programming the consist CV19 address, but you do not have to. This is where the magnet switch comes in, along with some of the brake sounds that the decoder has installed. Wave a magnet – I used an old motor magnet – over the car, and it responds by playing a handbrake release sound of chains slackening off; this primes the SoundCar into listen mode. Then press F8 (and you can remap that) four times on the locomotive of the train. The 'listening' SoundCar registers that happen, and latches on to that loco, responding with a brake release sound to let you know it has done it. If you have several of them in one train, you wave the magnet over all of them, press four F8s, and then they all follow that loco. Now, when the train starts, the wheel clacks start, and when it stops, they stop. Neat.

But there is so much more than that. When I programmed the decoder – and, by the way, JMRI DecoderPro 3.9.2 already has a decoder definition for the SoundCar, making it so easy to program – I set F5 and F11 to activate with the consist address. So when I press F5 on the loco, the caboose marker lights come on. Then, if I press F11, the brakes (all my locos use SoundTraxx Tsunami decoders, with the brakes all fully set up), the caboose air brake on or off sounds are triggered too. More than that: set CV3 and CV4 in the SoundCar to match the settings in the loco, and as the loco accelerates and decelerates, the wheel clack speed from the caboose follows along, speeding up and slowing down with the locomotive. Use F11 to brake the loco, and you hear the caboose brakes come on and squeal with the wheel clacks slowing down and stopping to match. And if things go wrong and you have to hit the emergency stop, you will get the big-hole sound from the caboose as the air is dumped! Finally, when you uncouple the loco from the train, wave the magnet over the caboose again to unconsist it from the loco; it plays the sound of the handbrake being wound up, to confirm the action, and stops responding along with the loco. It really does work very well.

Conclusion

The SoundCar decoder is available singly or in packs of three. It works with any DCC system, and will happily follow any decoder-equipped locomotive regardless of whether that loco has sound or not. It is particularly effective with Tsunami-equipped locos with the F11 brake set up and in use, but is equally good without. It brings to life not just cabeese, but any piece of rolling stock, and is particularly effective for mechanical reefers and for passenger head-end cars.

At 47mm long, 15mm wide, and 8.7mm tall, it is small enough to fit in many N gauge cars.

Although it is clearly orientated towards the American scene with air braked stock and the selection of horns and bells, I am sure it could also be useful to European and even British outline modellers who are looking for that little something extra to complete the sound scene.

Above
The Denver & Rio Grande Western parlor car *Alamosa* is a brass model by PSC which has been equipped with a SoundCar decoder and working marker lights at the open verandah end. The original trucks were fitted with pickups on the insulated wheels to provide current collection.

Manufactured for

Soundtraxx,
210, Rock Point Drive,
Durango,
Colorado 81301, U.S.A.
www.soundtraxx.com

PRICES
SoundCar US$42.50,
3-pack US$112.95.
CurrentKeeper™
US$24.95.

Below
If you look very closely you may just detect the decoder, in the clerestory roof at the closed vestibule end. The working corridor connection diaphragm was scratchbuilt.



Reviews

Evaluated by our own specialist staff







HO Siemens Vectron (BR193) Bo-Bo electric new from Piko

New in the Piko 'Expert' series is a model of the Vectron electric from Siemens. The Vectron is the successor to the successful Euro-Sprinter and thanks to modular construction can be produced in AC, DC, multi-voltage, diesel (BR247), and 'last mile' (electric with auxiliary diesel) variants, with various power ratings. Top speed is 200km/h. The type was announced at Innotrans in 2010 and the first were delivered in 2012. The most apparent difference is the cab shape. The body is also slightly smaller, to permit operation anywhere in Europe (with the relevant equipment packages). To date 135 have been ordered.

The model is accurate, according to published dimensions and diagrams.

This version is in the 'Railpool' silver livery. The finish is excellent, with well-defined edges to the coloured panels and all markings clearly printed.

The moulded plastic body shell is well detailed with panels, doors, handrails, rear-view cameras, and the distinctive front grilles. The fixings of the roof panels along the top of the sides are particularly notable. The roof is equipped with separately applied details such as the insulators, cabling, and switchgear, along with the horns, aerials, and GPS antenna. Other added parts include the nose handrails, electrical connectors, step treads, and buffer heads.

The glazing is flush, with neat black frames and windscreen wipers moulded in place, painted black. The cabs have basic interiors.

The underframe between the bogies is detailed with transformer housing, ancillary equipment, battery boxes, and sandboxes; the sand delivery pipes are in line with the wheel treads.





The bogie side frames are moulded with very good relief; the Indusi shoes and cab steps are added parts. Disc brakes are printed on the face of the blackened wheels.

The model is built around a substantial metal frame, using a central can-type three-pole motor with twin flywheels driving the outer axles of each bogie via worms and reduction gearing; there is pick-up from all driven wheels. Two traction tyres are fitted, on one side of the inner axle of each bogie. The model weighs about 440 grammes, so pulling power should be ample. It runs smoothly and quietly, and is controllable across the speed range, with a minimum of about 8km/h on about 1.5 volts and a maximum of c.290km/h, rather more than the rated 200km/h of the prototype, which is achieved on c.9 volts.

There are working directionally-controlled white head and red tail lights using LEDs, and the circuit board is designed to allow other lighting arrangements for future variants; it also carries a Plux22 socket for a digital decoder (NEM 658), and there is provision for a loudspeaker.

A digital sound decoder, complete with 23mm diameter loudspeaker, is available as an optional extra.

The pantographs are sprung and will ride the contact wire but there is no provision for current collection from the overhead.

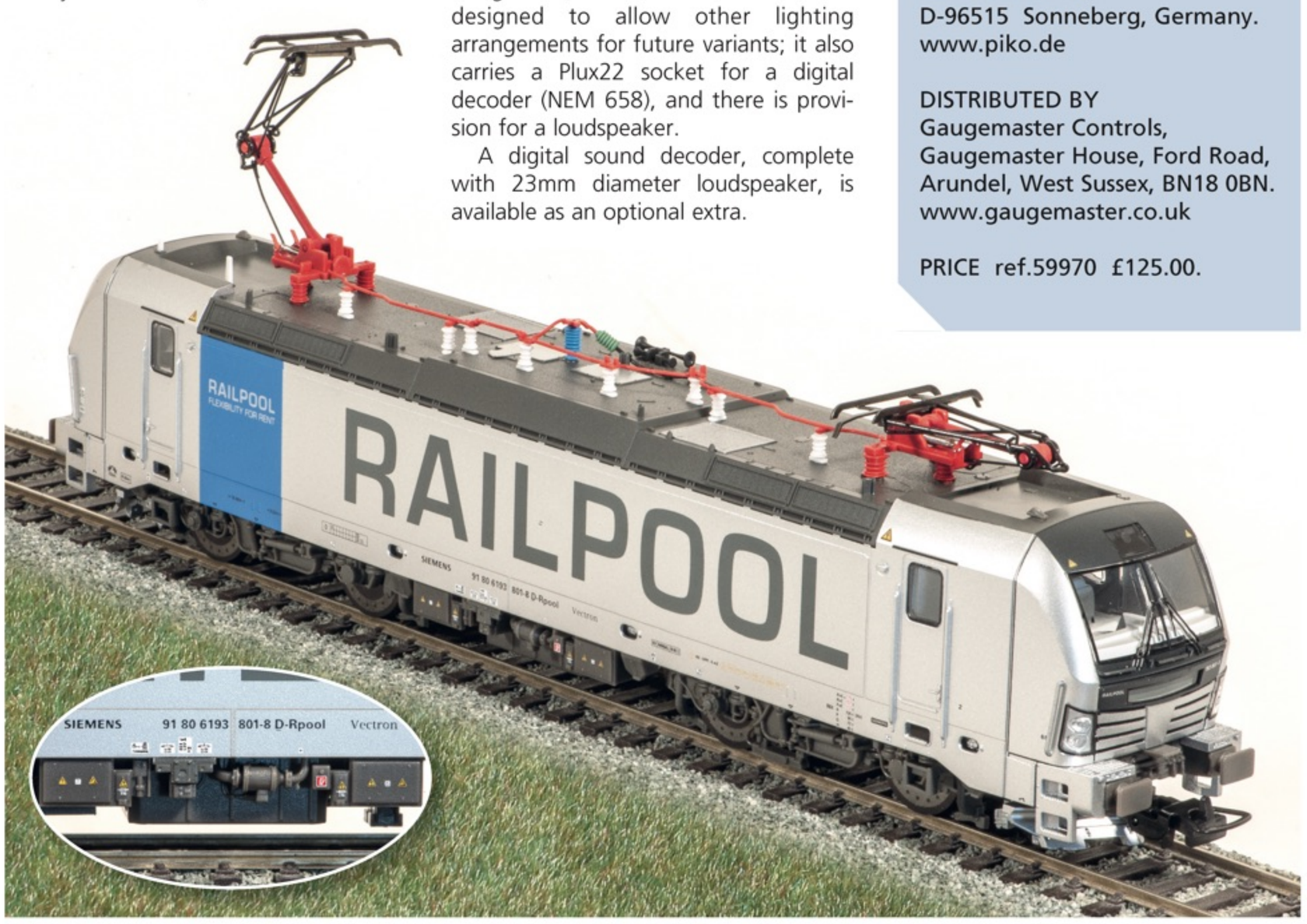
Standard couplers are supplied to fit NEM pockets on close-coupling mounts.

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.59970 £125.00.



HO TRAXX BR185 Bo-Bo electric new from A.C.M.E.



The BR185 is one of the modular TRAXX designs from Bombardier designed to operate all over Europe, with equipment to suit customer's specifications. This variant was introduced in 2004 and over two hundred have been built.

This new model, made for A.C.M.E. in China, is offered in several versions.

Our sample represents ERS Railways 185 635-0 in Epoch V/VI condition, with the blue 'Railpool' band.

The model is very neatly finished; colours are even and well-defined, and the small markings are sharply printed.

The plastic body shell has good side and roof panel detail.

Glazing is flush, with neat black and silver frames to the windscreens, and there is cab interior detail.

Added parts include pantographs, isolators, cabling, horns, windscreen wipers, perforated metal end steps, wire handrails on the nose and by the cab doors, and inset sand filler caps.

The model comes with a full snowplough, brake hoses, and a dummy scale coupler at one end and attenuated or cut-away fittings plus a NEM 362 socket to carry a working coupling at the other. Alternative parts are supplied to equip either end for display or function. Standard couplers are supplied.

The bogie side frames exhibit excellent relief, with axlebox detail, springs, and shock absorbers, plus sand delivery pipes in line with the wheel treads. Wheel faces carry the disc brakes.







A spare pair of traction tyres is supplied.

The minimum radius is given as 420mm.

There are working directional head and tail lights, using LEDs.

The fine pantographs can be used for current collection from the overhead by changing a link on the internal printed circuit board.

An eight-pole socket (NEM 652) is provided for a digital decoder, with space for the device within the underframe equipment. However, there is no obvious location for a loudspeaker.

An illustrated instruction leaflet is provided in Italian, German, French, and English.

Another high quality offering from A.C.M.E.

The equipment between the bogies is also well detailed, with battery boxes, air tanks, and pipework as separate parts.

The basis of the model is a substantial cast metal chassis, housing a central can motor, with twin brass flywheels, which drives via cardan shafts and reduction gearing within the bogies onto all four axles. There are traction tyres on one wheel of each outer axle, and pickup wipers on the back of all wheels. As a result the loco runs smoothly and pulls well – the weight of 460 grammes is also a factor, of course. It moves off at walking pace and top speed is not much above the 140km/h of the prototype.

Manufactured for

A.C.M.E. S.r.l.
Viale Lombardia 27,
I-20131 Milano, Italy.
www.acmetreni.com

DISTRIBUTED BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.60410 £212.99.

HO

Deutsche Bundesbahn BR219 new by Liliput



V169 001, after 1968 renumbered 219 001-5, was a further development of the successful V160 created in 1965 as an experiment with an auxiliary gas turbine to provide extra power for use in hilly terrain and for starting heavy trains, as well as to assist with electric train heating. (Use of a gas turbine for the main engine was considered uneconomic.) The gas turbine was run on diesel fuel, not kerosine.

Driving the e.t.h. generator with a shaft from the hydraulic transmission proved itself in the V169 and was adopted for the later classes 210 and 218.

The usefulness of the additional gas turbine was also demonstrated with this loco and was later applied to the BR210 production series of eight machines, although these used a different, more powerful unit.

From 1966 the loco was used on the Allgäu line, based at Kempten, but was superseded there by the more powerful 210s. It was damaged by a fire in 1974 but rebuilt with a more powerful engine, no gas turbine, and no train heating; it was then allocated to Gelsenkirchen-Bismarck as a goods loco until late 1977. In 1978 it was set aside and stored in the open at Bremen works until 1985, when it was sold to a contractor in Italy. In 1998 it was brought back to Germany and rebuilt by Gmeinder with a Caterpillar engine, working for several companies since 2000. It is now in service with private operator EVB as 420.01 hauling container trains between Hamburg, Bremen, and Bremerhaven.

The new model has a nicely detailed moulded plastic body, which accurately depicts the different features of the prototype – roof, vents, and windows.

The flush glazing has neat silvered frames, and the cabs have interiors.

Added parts include the exhaust cowling, metal windscreen wipers, bright metal cab door handrails, nose handrails, shunters' grabs and steps, and buffer beam detail (attenuated both ends) – full brake hoses and dummy scale couplings are supplied for the modeller to fit if required for display.

The finish is good, with excellent separation of the main colours and markings very neatly rendered, revealing the unit is based at Kempten with an overhaul date of November 1971.

The bogie frames have a good representation the axleboxes and springs, with added cab steps, cabling, and sandpipes. The brake shoes are in line with the wheel treads.



There is a representation of the drive shafts to the bogies between the fuel tank, although hardly visible.

The model is built around a metal frame; a central motor with twin flywheels drives all axles through cardan shafts and reduction gearing on the bogies. Current collection is from all wheels. The model moves off at a crawl and the top speed is only a shade over the 130km/h of the prototype.

There are traction tyres on one wheel of each inner axle, and the weight of 420 grammes should ensure ample pulling power.

The minimum recommended radius is 360mm.

A 21-pole socket for a digital decoder can be easily accessed by removing the body, held by four screws; a mount for a 20mm diameter loudspeaker is under the roof.

A digital version with sound is also offered.

The directional lighting is achieved with directionally controlled LEDs; a set of small slide switches, accessed by simply unclipping a roof panel, can be used to isolate the lights at one or other end for push-pull working.

The model comes fitted with standard couplers in NEM pockets on close-coupling mounts.

Full marks to Liliput for accurately representing such a specific singleton.





Manufactured for

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

PRICE ref.L132023 SRP £190.40.

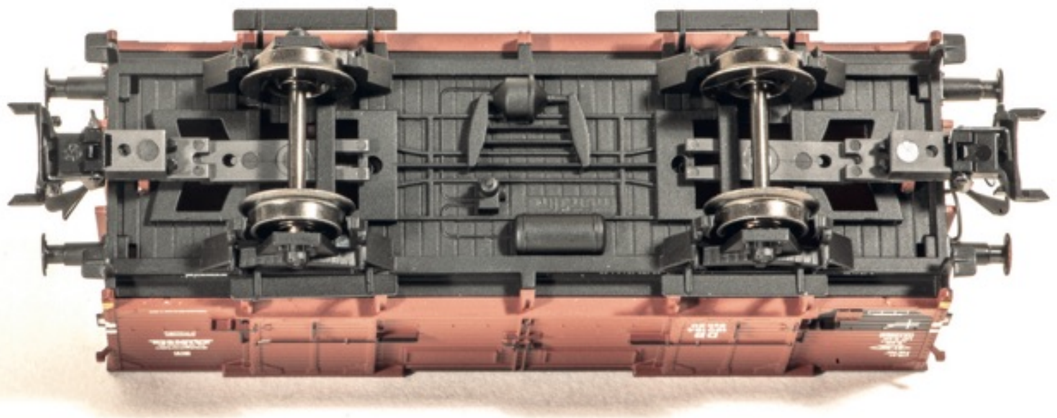
HO Deutsche Bundesbahn mixed train pack new from Märklin



New from Märklin is a set of five four-wheel vehicles forming the basis of a mixed train (Güterzug mit Personenbeforderung, GmP) with Deutsche Bundesbahn markings; it is marketed as a limited edition.

The set consists of one type LPwPost local baggage and post van; one type Bie 'Thunderbox' second class coach; one type Omms55 open wagon, with queen posts and truss rods, loaded with pit prop timbers; and two type Geh 20 vans, one in red-brown livery and one in off-white. These are new models of former Bavarian milk vans, with barrel roof, two pairs of small sliding doors per side, no handbrakes, and through connections for steam and electric heating, along with the air brakes, to allow use in passenger trains. The planks in the ends are slotted, to let a draught of air through the vehicle when in motion help cool the contents.





The moulded plastic bodies are nicely formed, with good panel and plank detail. The steps under the van doors are added parts.

All markings are clearly printed, even over moulded features and in the solebar recess, and the brake controls are neatly picked out. The wagons have been modelled as they were c.1958 (Epoch III); transport of 40-litre milk churns in these dedicated vans continued in Bavaria into the 1960s, when road transport took over. As the vans were suitable for use in passenger trains, the double doors helped minimise loading times at stations.

Underframe features (such as the frame girders and brake equipment) are moulded in medium relief. There are channel solebars with well detailed axleboxes, and the brake shoes are in line with the wheel treads.

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

The wagons roll freely on blackened metal disc wheels. DC wheelsets are available as replacements.

Manufactured by

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

PRICE ref.48816 €159.95.







HO Deutsche Bundesbahn Klv04 railcar new from Märklin



New from Märklin is a limited edition model of the open top variant of the Deutsche Bundesbahn Klv04 track inspection railcar. (The enclosed version was offered in 2011).

The Klv04 was developed in the late 1940s with a two-cylinder two-stroke motor, and was built in both enclosed and open (with folding cover) versions; some of the latter later got a 'hard top'. The railcar could carry three people.

The model has a metal body with added plastic detail parts (clear windscreen with printed frame, lamps, running boards, bumpers, and seat) mounted on a plastic underframe.

The livery and decoration is authentic.

The model is tiny – just 28mm long – and is not powered, but does roll freely on small blackened metal wheels, insulated one side with a plastic centre bush.

Motorising would be a challenge!

Manufactured by

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

PRICE ref.46779 €42.95.

HO New European passenger stock from A.C.M.E.

New from A.C.M.E. are models of the widely-used Eurofima type Z coaches, rated for 160km/h services: we illustrate a type Bcm second class couchette coach in SBB Epoch IV blue livery with narrow white waist stripe.

This is available with an alternative running number, and a first is also offered in the InterCity two-tone grey colour scheme (Epoch V-VI).

The finish is first class finish, with very neatly printed markings.

The vehicles are to scale length, and the moulded plastic body has the relevant panels and grilles on the sides and skirts.

The shell is enhanced with many separately applied parts – electrical cables, handrails by the doors, doorsteps with perforated metal treads, shunters' steps, corridor connections, and working fall plates.

The flush glazing has neat silvered frames,and there is full interior detail, including etched metal ladders to access the upper 'bunks'.

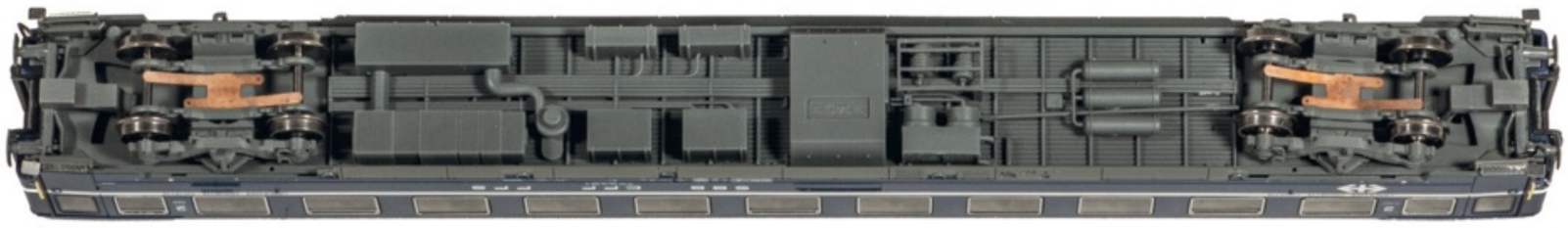
The buffers are sprung, and the underframe is fully detailed, with separately added brake gear and other components.

For the modeller to add there are lashing loops, toilet outfall pipes, electrical sockets, and both full and attenuated brake hoses and dummy scale couplers. There are also spare door handrails. A diagram is supplied, with instructions. Some of these parts may need to be glued in place.











The bogie side frames exhibit very good deep relief and fine features.

The models roll freely on blackened metal wheels on metal axles, insulated one side with a plastic centre bush. The come ready fitted with wipers for current collection (one side from each bogie) for the optional internal lighting.

The coaches are nicely weighted for smooth and reliable running. The minimum recommended radius is 450mm.

The models come with standard couplers supplied to fit the NEM pockets on close-coupling mounts.

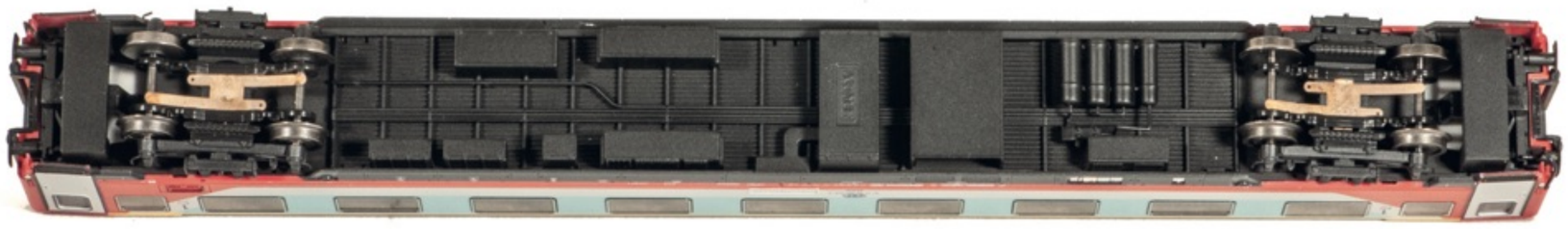
Also recently released is a PKP (Polish) type Admnu first class express corridor coach, rated for 200km/h running, in the so-called 'Papuga' livery (Epoch V).

Here too the finish is excellent, with very clear definition of coloured bands and sharp markings.

The second class equivalent is also listed, with two different running numbers.

This model is detailed to a similar standard as the type Z, and also comes with a packet of accessories for the modeller to install.







Manufactured for

A.C.M.E. S.r.l.
Viale Lombardia, 27,
I-20131 Milano, Italy.
www.acmetreni.it

DISTRIBUTED BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.GoldenValleyHobbies.com

PRICES
SBB ref.52410/1 £53.99.
PKP ref.52701 £53.99.

N Deutsche Bundesbahn E03/BR103 new from Fleischmann

The E03, later BR103, Co-Co electric for express passenger services has become the iconic symbol of the Deutsche Bundesbahn and its rôle in the post-war German economic recovery.

The first four entered service in early 1965, in parallel with being presented at the transport exhibition in München. In 1969, the production series was ordered and by 1974 145 had been built. With a top speed of 200km/h and a power rating of 5,940kW, they handled the premier passenger trains of the period. They remained in traffic until 2003, and several units are still active.

This is a completely new model, or rather two, as Fleischmann have produced both the pre-series units (with the short cab, a single row of ventilation grilles along each side, full front skirt, and scissors pantographs) and the standard production machines (with the longer cab fitted from 216, the double row of bodyside vents, no front skirt, and a modern single-arm pantograph).

We illustrate a pre-production machine in the standard 'TEE' red and cream livery with Epoch III plates and a standard unit but in a very special livery, the so-called 'Touristik' colour scheme only applied to 103 220-0 in 1995.

In both cases the finish is first class, with very sharp printing of the markings, right down to the smallest lettering. Pre-painted etched metal plates are provided with the standard Epoch III livery.

The models are very accurate according to published dimensions, and the moulded detail on the body shell is fine and not over-emphasised.

Added parts include insulators, roof cabling and equipment, pantographs, brass whistle, metal windscreen wipers, and buffer heads.

The flush-fitting glazing has neat silvered frames.

The bogie side frames are formed with good relief, with the axleboxes and suspension rendered very nicely. The underframe is also detailed with equipment between the bogies.

The main frame is a metal casting which houses a centrally-mounted open-frame motor, fitted with a flywheel:















extended shafts carry worms which drive reduction gearing to just the two outer axles on each bogie. Running is smooth and quiet, from walking pace to a maximum which is perhaps rather faster than the prototype, but easily controllable.

Two traction tyres, on one inner wheel of each bogie, ensure reasonable pulling power even with the relatively light weight of c.105 grammes.

The headlights work using maintenance-free LEDs and are directionally controlled. The machine room interior is also illuminated. The printed circuit board has a six-pole inline socket for a digital decoder; the model is optionally available with a sound decoder factory fitted.

There appears to be no provision for using the pantographs for current collection from the overhead.

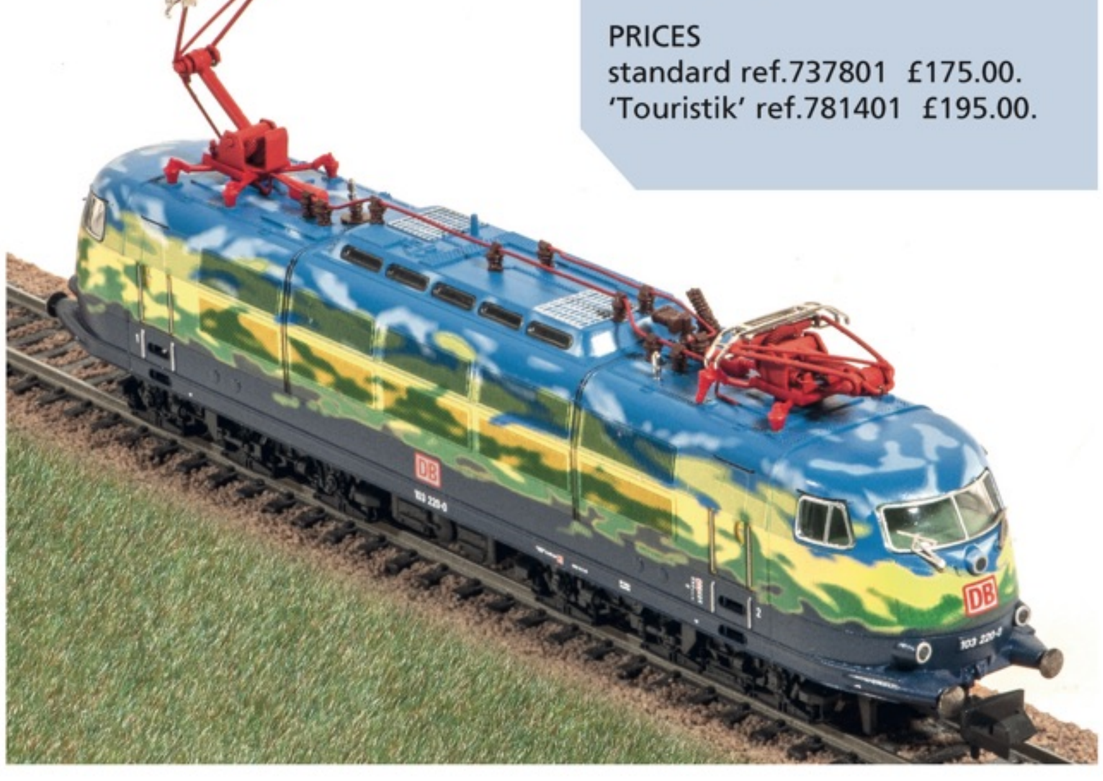
Standard couplers are fitted in pockets on close-coupling mounts on the frame.

Manufactured by

Fleischmann GmbH & Co.KG.,
Adlerstraße 2,
D-91560 Heilsbronn, Germany.
www.fleischmann.de

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

PRICES
standard ref.737801 £175.00.
'Touristik' ref.781401 £195.00.



N

E70 electric in exclusive 'Fine Art' series from Minitrix





'Fine Art' is the brand name used by Trix for very high quality, very accurate, and very limited edition handmade brass models, assembled from etched and milled parts and lost-wax castings, with fine wire for the handrails and grab irons, to satisfy the expectations of the most demanding modellers and collectors. The methods of production, the costs involved, and the choice of unusual subjects mean that only a very limited quantity were made, and only once, as part of the 2013 programme. The overall quantity is not stated, but the certificate with our sample identifies it as number 347.

The prototype of this 0-8-0 rod-coupled electric with a central jackshaft was built in 1913 for the Royal Prussian Railway Administration (KPEV), intended for passenger and light freight work. Ten were ordered but only two were delivered before the war. EG 507 and 508 were used around Berlin and on the electrified network in Silesia, and later (under the DRG) moved to Garmisch-Partenkirchen for shunting. They were withdrawn in 1927 and 1938.

Following the HO example last year, Minitrix offers both KPEV Epoch I and DRG Epoch II variants, with appropriate detail differences as well as the livery and plates.

The model comes in special presentation packaging: the regular grey & yellow cardboard outer encloses a wooden presentation case within which the model is held safely in a shaped foam insert, with additional packing pieces.

A pair of white soft cotton gloves is provided to handle the model.

The finish is first class, with all markings as separately applied plates, as per prototype.

The roof detail is very impressive, with a see-through walkway, fine insulators and cabling, and delicate pantographs, with copper contact strips. The arrangement is correct for the later condition.

There is no provision for current collection from the overhead.

The model is powered by a coreless can motor which drives though reduction gearing to the second axle; the others are connected by the rods and allowed a degree of sideplay but no minimum radius is quoted. No traction tyres are fitted, and current is collected by sprung wipers on all wheels.

The loco runs very nicely, and is controllable across a sensible speed range, from around 4km/h to 70km/h (the prototype's intended maximum, through in practice it was restricted to 50km/h).

A crankpin nut driver is supplied if it is necessary to remove the rods.



The headlights work and are directionally controlled; they can be switched under digital control, as can the cab interior lights (F1) and the upper signal lamps front and rear (F6 and F5 respectively). F2 and F3 isolate the rear head and tail lights if required.

The model comes equipped with a multi-protocol digital decoder which will work automatically on DCC, Selectrix, or analogue DC. A credit-card sized plastic card carries a 'chip' to enable the locomotive's data to be uploaded to Trix and Märklin digital controllers with the relevant 'readers'.

F4 switches the inertia simulation off for shunting.

The model comes fitted with standard N couplers.

Instructions are provided in German, English, French, and Dutch.

This is certainly a work of art as well as a finescale model, and those fortunate enough to be able to acquire one will no doubt consider they have also made a good investment.





Produced for

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

PRICE ref.16672 €999.00.

HO Liliput offer new variant of BR75[1-3]

Liliput have recently released an alternative variant of their model of the Baden VIb 2-6-2T, later BR75[1-3]; it now features the sloping front tanks, and the first version issued is for DRG Epoch II. A DR Epoch III version is also listed as available, and presumably DB will follow.

The model was originally reviewed in our February 2014 edition.

It 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 coloured plastic.

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, 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 though 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 crawl to a maximum that 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. 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.

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.L131191 SRP £269.90.

HO Piko produce new variant of Deutsche Bundesbahn BR220

New in the Piko 'Expert' series is a modified model of the classic Deutsche Bundesbahn BR220; the first version was reviewed in our September 2013 edition. This depicts the later variant with the larger access door in the nose, as fitted from 056 – thought to be the first time this has been accurately produced in model form.

It is numbered 220 065-7, in wine red, with the Epoch IV 'Keks' logo. The finish is first class, with sharply printed markings, right down to the smallest data, and the Krauss-Maffei maker's plate is a delight.



The model is accurate, according to published dimensions and diagrams.

The moulded plastic body shell is well detailed with panels, doors, louvres, grilles, fans, and exhausts.



The glazing is flush, with neat silver frames and windscreen wipers moulded in place, painted black. The cabs have basic interiors, and the machine room interior is also represented, different each side.

Added plastic parts include the buffers, Indusi shoes, and handrails – now factory-fitted. No additional detail parts are supplied.

The bogie side frames are well detailed in deep relief; the brake shoes are in line with the wheel treads.

The model is built around a substantial metal frame, using a central can-type motor with twin flywheels driving the outer axles of each bogie via worms and reduction gearing; there is pick-up from all driven wheels. Two traction tyres are fitted, on one side of the inner axle of each bogie. The model weighs about 440 grammes, so pulling power should not be a problem. It runs smoothly and quietly, and is controllable across the speed range, from walking pace to a reasonable maximum.



There are working directionally-controlled white head and red tail lights using LEDs, and the circuit board carries a Plux22 socket for a digital decoder; there is provision for a loudspeaker in the fuel tank between the bogies.

Standard couplers are fitted in NEM pockets on close-coupling mounts, which also carry the lower part of the front skirts.

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.59706 £95.00.

N Latest American stock from Micro-Trains®







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

The 40' despatch stock car becomes Milwaukee Road number MILW 110301 (ref.035 00 220, US$19.20).

Built by Standard Steel Cars in 1929 and General American in 1930, running on Bettendorf trucks, these double-deck cars were for moving sheep and hogs. (Single deck cars were generally preferred for cattle.)

The 50' flat car with fishbelly sides and side mount brake wheel represents New York Central Railroad road number NYC 499855 (ref.045 00 040, US$20.95). It was built in 1950 by the General American Transportation Corporation in Chicago, and runs on Bettendorf trucks.

The load of planks is a detailed resin casting, and finely moulded plastic side stakes are supplied for fitting if required.

There are two new versions of the 50' flat car with fishbelly sides and side mount brake wheel as used by the Denver & Rio Grande Western, road numbers DRGW 80000A & 80000B (refs. 045 00 511 and 512 respectively, each US$36.95). They run on Barber roller bearing trucks.

In the mid-1960s these cars were set up as linked pairs for container service and numbered 20025 - 20039 A and B. Ten of the GSI cars were also paired, in the early 1980s, and renumbered 80000 - 80005 A and B. They could be seen carrying refrigerated containers RGTU 500007 and 500011, as modelled.

Pennsylvania Railroad road number 342615 is the latest incarnation of the 50' gondola with fishbelly sides and drop ends (ref.046 00 070, US$20.95).

It was built by the PRR shops in 1940 and wears the pre-1953 iron oxide paint scheme with circle keystone herald in white. It ran on National B-1 trucks.

The load is a removable resin casting

The 56' general service tank car appears as General American Transportation Corporation road number GATX 723593 (ref.110 00 170, US$34.75). Built in 1999 by American Car & Foundry as part of series 723002 – 723626, this AAR type T106 tank car runs on Barber roller bearing trucks and was designed to handle food-grade oils, ethanol, petroleum products, and various chemicals.

Baltimore & Ohio road number B&O 478087 is the new identity for the 50' standard box car with double doors and no roofwalk with art deco lettering (ref.037 00 140, US$26.75).



This was one of seven cars equipped with six partial DF-2 belts for shipment of automobile transmissions. Both Superior and Youngstown doors were used on this type. It ran on Bettendorf trucks.

Canadian Pacific CP 437265 (ref.130 00 160, US$36.95) is a 31' bay window



caboose built as part of series 437265 - 437267 and runs on Bettendorf swing motion trucks. This yellow paint scheme with the so-called 'Pacman' logo was applied in the Ogden shops in December 1977, when the vehicle was fitted with a fuel tank in the roof.

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



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.





MIBA-Spezial 102
Allerlei Anlagen

Edited by Martin Knaden
VGB - Verlagsgruppe Bahn GmbH, MIBA-Verlag, Am Fohlenhof 9a, D-82256 Fürstenfeldbruck, Germany.
www.miba.de
295mm x 210mm 108pp
Softback €12.00
German text ref.1201 0214
ISSN 0938-1775

The latest quarterly Special from *MIBA* is concerned with suggested plans for rather different layouts, from room-filling large schemes on a specific theme to a child-friendly compact layout with potential. All should be practical to build, though require widely different amounts of room.

The collection opens with suggestions for standard Fremo HO modules, illustrated by artist's impressions.

There is a plan for Fürth, a busy main station not far from Nürnberg, designed for N using Peco code 55 track.

In contrast, next is a compact layout based on Straßberg on the Selketalbahn, part of the Harz metre gauge system, to be modelled in HOm, inspired by the growing range from Tillig.

Metre gauge recurs in the plan based on Zell, the interchange for the local line from Todtnau with the electrified standard gauge: the large layout is shown on a foldout page, and is augmented by drawings of some of the structures.

Prototype inspiration also comes from Halstenbek station, near Hamburg, which served market gardens and nurseries in the early twentieth century.



To answer the request "Dad, build us a layout ... " there is an apparently simple but nevertheless railway-like suggestion which has scope for development and expansion.

Those with almost no room for a conventional layout might consider small diorama cases with integral backdrops and offstage sidings fronted by display tracks on shelves.

There are two ideas for Bever on the Rhätische Bahn in HOm, prompted by the recent anniversary celebrations – here again metre gauge does not mean small.

However, the next suggestion, San Bartolomé, metre gauge terminus of the FSC on the outskirts of Valladolid in Castile, is a compact setting, even when suggested for depiction in Om. The feature is illustrated with rare colour photos from 1961.

It is back to modern main line operations with Summerau in Austria, on the line from Linz to Budweis in what is now the Czech Republic, with a plan for a large layout in HO.

The collection is completed with Curtisville, an American subject suggested for N, also designed around Peco code 55 track.

As can be seen, the schemes encompass considerable variety in subject matter and size. Anyone who has not yet started a layout, or who has one not yet completed, will find a wealth of suggestions here.

Presentation is clear and simple, in the usual *MIBA* style; coloured type and background tints are used with restraint, to aid clarity by distinguishing information panels and separate sections.

The features range in length from six to fourteen pages, and are well illustrated with photographs and diagrams, most (bar the historic images) in colour and all well reproduced on good quality paper.

The diagrams are not in a uniform house style but provided by the various contributors; all are of a high standard.

Some knowledge of German will help to get the full benefit of the text, but the illustrations should provide plenty of accessible inspiration for the modeller.

The issue includes the equivalent of nine pages of advertisements, mostly for other MIBA and VGB publications but with a few from specialist suppliers and retailers.



Modellbahn-Kurier Special 17
Faszination Spur 1 Teil 2

Edited by Ralph Zinngrebe
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
280mm x 210mm 92pp
Softback €11.50
German text ref.1773
ISBN 978-3-8446-1773-3

This second modelling special from *Eisenbahn Kurier* devoted to Gauge 1 is dated for the second half of 2014, and comes quite soon after the first edition (spring), which may be some indication of the growing popularity of the 'royal' gauge.

The collection consists of seventeen articles, ranging in length from two to eight pages, plus a longer report from the major Gauge 1 exhibition in Sinsheim, with something on the layouts and lots on new products – locos, stock, structures, and accessories.

There is also a brief section of news of other new releases, and many of the features are effectively reviews of commercial items – a partly de-streamlined 01 Pacific modified from a Kiss model, the KM1 Deutsche Bundesbahn rebuilt 01 Pacific, the KM1 Glaskasten, the KM1 G10 van, the MBW DB V200.1 diesel, and DB middle-entrance coaches by Wunder.

The subject of the only layout portrait in this issue is the 50m long (!) layout of the MEC Köln, though the photos inevitably concentrate on scenes and details and struggle to convey an impression of size.

There is also a report on the modular meeting at Halver, over 300 modules in a large sports hall, giving some 1km of running line!

An article on track planning considers how to fit a Gauge 1 layout into the domestic environment, and an alternative track plan is suggested for the magazine's project layout.

Construction articles include super-detailing and weathering of two goods wagons, a Märklin 'Dresden' van and a Märklin (formerly Hübner) type Tcms sliding roof wagon; construction of the KM1 laser-cut kit for a signal box; scratchbuilding a small barn from real stone and wood; and buffer stops, prototype and model.

While some of the features are by individual contributors, most of the contents have come from the editor, supported by the talented staff photographer and modeller Frank Zarges.

The work is lavishly illustrated, in colour throughout, with excellent photos, clearly reproduced on good quality paper.

The presentation is straightforward, with few graphic devices, bar some tinted backgrounds to help distinguish supplementary information panels.

Passable German will help to get the most from the text, but it is possible simply to enjoy the highly detailed modelling apparent in the pictures.

There are thirteen pages of advertisements, eight for other EK publications, the rest from relevant manufacturers – not surprisingly Märklin and KM1 but also several less well known specialists.



DB-Lokomotiven und Triebwagen 2014
EK-Aspekte 36

Edited by Thomas Frister
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
280mm x 210mm 76pp
Softback €9.80
German text ref.1915
ISBN 978-3-8446-1915-7

The latest edition of the 'Aspects' series, dated for the third quarter of 2014, once again offers an annual analysis of the allocation of all DBAG locomotives and railcars, electric and diesel, as at 1st July 2014.

Le Train – spécial 79 3/2014
Les Grands Trains
Tome 3

by Jean-Marc Dupuy

Éditions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.
www.letrain.com
285mm x 220mm 100pp
Softback €16.50
ISSN 1267-5008 French text

The latest special from *Le Train* returns to the theme of named expresses. There are four main sections: the *Drapeau* and the Trans Europ Express services ´ *Étendard* and *Aquitaine* linking Paris to Bordeaux; the *Flèche d'Or* between Paris and London, which includes some views of the *Golden Arrow* in England; the TEE *Arbalète*, from Paris to Basel and Zurich, which became a EuroCity service and was eventually replaced by alternative TGV workings; and the *Bourbonnais*, the *Arverne*, and the *Thermal* linking the capital to Clermont-Ferrand and the Massif Central.

As the coverage ranges across the country (and indeed even beyond), there is a wide variety of scenic settings and motive power – steam, electric, and diesel, with RGP sets and even *autorails* providing some services. Even the loco-hauled workings are not all long and imposing consists: the 141TA tanks with just a couple of coaches and a four-wheeled *fourgon* forming part the *Thermal* are a very practical modelling prospect!

As usual with these specials, this is basically a collection of 159 excellent photographs. The historic pictures (into the 1980s in this case!) are in black & white, but most (from 1960 through to March 2014) are in colour; all have been very well reproduced.

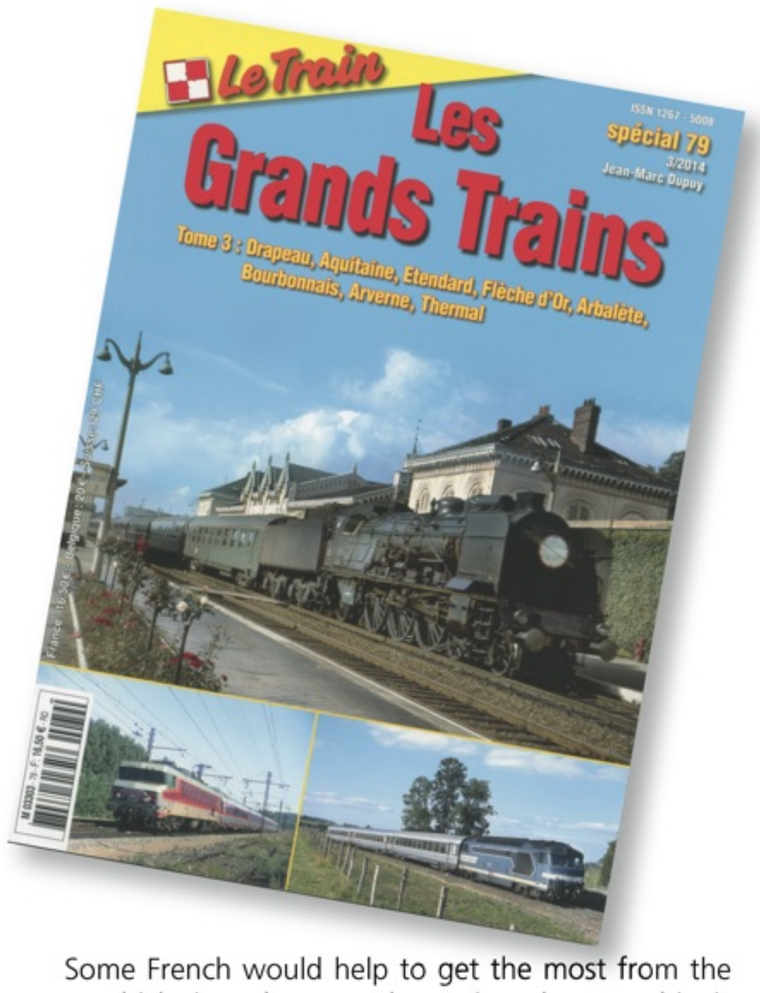
Many are presented large, with some double page spreads, and many page width or more. The large size allows lots of incidental detail to be observed – useful for modellers.

The pictures have informative captions, which are numbered (though the images are not) and mostly laid out either adjacent to, or sometimes over a blank area on, the relevant photo. There seems to be a slight confusion with the number sequence on the contents and introduction pages.

The page design is straightforward, with graphic devices restricted to coloured chapter and section headings, along with occasional information panels (e.g. train consists) on a tinted background. Two minor style innovations (for this series) were noted: where one image overlaps another (not often, and only over plain sky) a small drop shadow is now employed, and the edge of panoramic views (wider than a page) now fades when adjacent to text (instead of being framed).

There are just three pages of advertisements, for other *Le Train* publications.

The publication is perfect bound, using high quality glossy paper between heavier varnished covers.



Some French would help to get the most from the text which introduces each section, but as this is principally a photo album it can still be appreciated for the pictures.

Salute to the Hudswells

by Ian Stocks, David Mewes, and John Browning

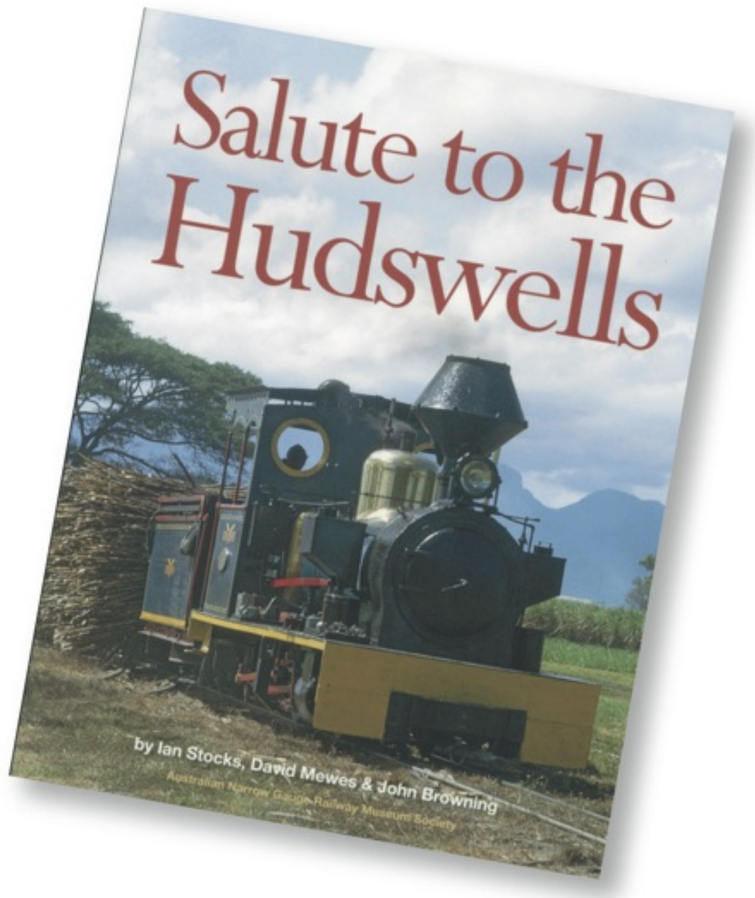
Australian Narrow Gauge Railway Museum Society, P.O.Box 1135, Woodford, Queensland 4154, Australia.
www.angrms.org.au
275mm x 210mm 148pp
Softback A$35.00
ISBN 978-0-9596009-5-7

The Hudswells in question are 2' gauge locomotives supplied to the Colonial Sugar Refining Company (CSR) for use on the tramlines (as the railways were known) at sugar mills in Queensland and Fiji. These were principally a series of 0-6-0T and 0-6-0 steam locos but there were also some specials (for Fiji, an 0-4-0ST dock shunter and a 4-4-0 for the famous free passenger train), and for sake of completeness three early internal combustion machines are included, along with Hudswell Clarke 2' gauge locos supplied to other users in Queensland.

The locos were used mostly for transport of cut cane from the fields to the mill, on lines which could be up to 80km long, and with loads of around 500 tons – in unbraked four-wheel wagons!

The book is a successor to *Last of the Hudswells* by Ian Stocks which appeared in 1983.

It relates the history from the initial orders in 1911 (when Hudswell Clarke won the business from Fowler)



right up to the centenary run of the preserved *Homebush* at Victoria Mill on 23rd June 2014, hauling the first load of cane for the new season, as well as the restoration of Lautoka No.11 at Statfold Barn in the UK and its naming in May 2014.

There is a outline history of CSR and its operations, detailed descriptions of all the locomotives in order of construction, and a survey of the locations where they were used, in Fiji and Queensland. This culminates with an account of the last ten years, at Victoria and Macknade mills, up to 1976.

There are details of all the survivors in preservation, and the work is rounded off with a complete list and a five-page index.

Presentation is sensibly straightforward, with framed tinted panels are used to distinguish technical data, supplementary information, personal anecdotes, staff reminiscences, etc.

The work is illustrated with a fine collection of photographs, from archive black & white to contemporary colour. A few of the older colour images might have benefited from a little more processing, and it would have been good if more of the photos could have been presented even larger, but there has to be a limit to how much can be included.

Maps show most of the mill areas and their tramlines, and there are detailed scale drawings for most of the loco types featured.

A worthy tribute to these hard working locos, and wonderful inspiration for modellers.

The book can be ordered direct from the publishers. Postage: Australia A$15.00, NZ A$25.00, Fiji A$31.00, USA A$33.00, UK and rest of world A$42.00. It will also be available in the UK from the Industrial Railway Society. www.irsociety.co.uk

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

There are few major motive power changes to report, perhaps the most significant being the arrival of the BR245 four-engined TRAXX diesels and the long-delayed entry into regular service of the BR407 'Velaro' ICE sets. The ICE2 upgrade programme was completed, and although BR146.5 electrics are arriving in white and red InterCity livery there is continued use of the veteran BR115 electrics, and even reactivation of stored units, but the year saw the end of the BR110, displaced by continuing deliveries of Talent 2 electric multiple units, as well as FLIRT and Coradia designs, although the new 430/431 S-Bahn units were delayed so some 420/421s are hanging on in a few places.

Apart from the factual information, which will no doubt interest future historians as well as present enthusiasts wishing to work out where to find specific types, the other major value of the work, particularly for modellers of the modern German scene, is the accompanying collection of contemporary illustrations, all taken within the period August 2013 to July 2014. All are in colour, well reproduced on good quality glossy paper. The photos are presented large, taking half a page, which allows detail to be examined. The majority of the views show trains in context, from industrial settings to scenic landscapes, all over the country. Traffic red livery dominates, of course, but there are some specials, advertising graphics, and historic colour schemes to add a little variety.

The work is only concerned with DBAG stock and does not include private operators, so while it is a comprehensive guide to current DBAG motive power, it is not a complete handbook for anything to be seen on German rails.

No technical details of the classes are included.

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

The book includes ten pages of advertisements for other EK publications (books, magazines, DVDs, and calendars); several now include QR codes offering previews on appropriate devices.



Die Bäderbahn auf Usedom

Eisenbahn Kurier *DVD c.58mins ref.8338 €19.80*

In 1876 the first railway line was laid to the island of Usedom, to Swinemünde, now Swinoujscie in Poland, and on to Heringsdorf by 1894. From 1911 there was an extension north and west along the Baltic coast with its resorts to the station at Wolgast-Fähre, with a ferry to the mainland. Until 1945 the railway connection was in the south via Ducherow, since 1933 including the Karniner *Hubbrücke* (lifting bridge).

The programme shows many old scenes with Deutsche Reichsbahn V100 diesel hydraulics and *Ferkeltaxen* (piglet taxis, the BR771/ 971 railbuses) as well as operations today by the Usedomer Bäderbahn (UBB) using new BR646 diesel railcars.

The film begins with a look at the sandy beaches which attract visitors to Usedom before we see a blue & white Usedomer Bäderbahn (UBB) type GTW2/6 BR646 unit crossing the new (2000) bridge at Wolgast. This is followed by scenes inside the train. At Zinnowitz a unit is observed on a service to Swinemünde. This is followed by further scenes of the train seen from the lineside.

Jörgen Bose, head of the UBB, is interviewed on the train and gives an account of the company's origins and the vehicles employed.

A train is seen arriving at the terminus station Seebad Heringsdorf and then it is observed departing for Swinemünde. At Seebad Ahlbeck another service formed of two BR646 units is shown, followed by scenes filmed along the lineside and from the cab.

Next we take a look back to the line's beginnings with archive black & white photographs and maps of the railway stations, bridges, and locomotives. Colour film resumes with a further look at the railway stations along the line.

Moving on to Deutsche Reichsbahn diesel era, we see colour film of a BR201 diesel hydraulic on a passenger service at Seebad Heringsdorf. Ten of these locomotives were once allocated here.

At Wolgast-Fähre a train formed of three *Ferkeltaxen* is seen with views inside the units and from the cab. At Seebad Ahlbeck the service is seen arriving, now with 771 026-2 leading. Passengers are seen boarding and the train departs. Further scenes show the guard checking the tickets on board the train and there are also views from the lineside.

At Seebad Heringsdorf we see the station building before its renovation and watch 771 070-0 and 971 629-1 arrive at the station before departing for Swinemünde. With 971 629-1 now leading, we see the service at Zinnowitz. Another *Ferkeltaxe* is seen arriving from Wolgast-Fähre and then departing.

At Peenemünde Dorf we see 971 629-1 and 771 023-9 arrive and depart on a service to Wolgast-Fähre. This is followed by scenes on the train before it arrives at its destination. It is then observed leaving for Seebad Ahlbeck.

Next we are at Heringsdorf depot where we see the fleet of BR771/971 railbuses stabled, and at Ahlbeck the arrival of a service from Wolgast-Fähre is seen, formed of BR771/971 units with 971 626-7 leading. The train is then seen leaving for Wolgast Hafen, reopened to passengers in 2000.

At the renovated station at Seebad Heringsdorf, we see the arrival and departure of a BR771/971 formation on a service from Ahlbeck.

This is followed by scenes filmed at Zinnowitz where we see the new UBB type GTW2/6 (BR646) by Stadler alongside the older BR771/971 railbuses; a 771 and 971 trailer are seen departing with a service to Peenemünde. Work being undertaken to upgrade the line is also shown with scenes showing the building of Swinemünde Bad and the laying of track.

At Ahlbeck-Grenze we see the first train to cross the border into Poland bound for Swinemünde/Swinoujscie. We see the service on arrival at its destination and then depart back bound for Wohlgast Hafen. There are scenes inside the cab and from the lineside before the train is seen arriving back at Ahlbeck-Grenze on the German/Polish border. We also take a look at the renovated station building at Seebad Ahlbeck.

Next we see a pair of BR646 units arrive and depart for Wolgast; we then see the train arrive at the new station at Ahlbeck Ostseetherme. Passengers board and we see the train depart with scenes filmed from the driver's cab showing the UBB depot on the approaches to Seebad Heringsdorf.

Trains are then observed at Seebad Heringsdorf, Bansin Seebad, a former fishing port, and Zinnowitz, where we see diesel hydraulic locomotive 201 792-9 and several BR771/971 units stabled out of use. A BR646 is seen leaving on a service along the branch to Peenemünde; the former military installations there are now a historical museum attraction.

Archive film then shows black & white stills of earlier days, and then the former rocket establishment at Peenemünde is briefly shown, together with the remains of the Karnin *Hubbrücke* on the long abandoned route from Ducherow to Swinemünde Hbf., which there are proposals to restore to give a faster link to Berlin.

As a bonus there is a film (78 mins) of a journey from Swinemünde (Swinoujscie) to Wolgast Hafen, filmed from the cab of a UBB BR646.

The commentary, which is only in German, is clearly delivered and informative. There is some use of backing music.

The DVD is rounded off with approximately five 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



Stars of Sandstone 2014

Sandstone Heritage Trust *c.60mins DVD £15.00, Blu-ray £16.00.*

This programme records the steam heritage festival held on the Sandstone narrow gauge railway in the Eastern Free State of South Africa between 12th and 21st April 2014, which attracted an even larger number of participants and visitors than in previous years.

The 2' gauge line on this working farm has become well-known for the constantly growing variety of motive power – once again there were many steam locomotives in action, from tiny industrials to massive Garratts. The operation is rightly famous for the standard of the restoration work carried out, bringing derelict machines back to working order.

The collection also includes agricultural machinery, old tractors, traction engines, steam lorries, vintage cars, old buses, and military vehicles – many were in action during the gala, and are represented here, as well as draught animals. Aircraft are also now getting in on the act!

Local staff were augmented by visiting volunteer loco crews from Australia and the United Kingdom.

Good weather again blessed the gathering. Steam effects are at their best in the autumn, especially for the early morning photo session. The combination of hard-working locomotives, steep gradients in places, and stunning scenery with the mountain backdrop makes for some memorable images.

The first two screens offer access to twenty-five sections: these are relatively short scenes simply identified for convenience, and the programme flows through the topics very smoothly and satisfactorily.

Railway highlights are perhaps the two 'Lawley' 4-4-0s, the early morning special with the NG4 4-6-2T, the diminutive Decauville 0-4-0T with the Easter egg hunt train, naming Avonside works no.1624 *Xanthe*, and the BSA railcar – not forgetting the NGG16 Garratt super-power, of course!

Although the railway action is based around the Hoekfontein site, we are also shown something of the working farm, with both modern and historic machinery in use.

A collection of military vehicles parades as a highlight of the event, and some of them get more detailed attention, as do a couple of the traction engines (Fowler B5 with crane and Marshall 'Colonial').

Picture quality is excellent, camerawork steady, and locations well chosen. There is even aerial footage, both from an aircraft and using a remote controlled miniature unit.

The commentary is clearly delivered and informative, although generally only the few locos featured in detail are specifically identified. The location sound is stirring, and backing music has been sparingly used to cover long shots where background noise would be objectionable.

The programme does a remarkable job in encapsulating the essence of several days of action in about an hour.

For those who want more, as well as the movie the package includes a disk of over six hundred still images (as high quality RGB .jpg files) from some of those present at the event – more than twenty photographers are represented, among them some well-known names. The pictures cover all aspects of the event – trains, agricultural machinery, military equipment, vintage vehicles, aircraft, and people.

The DVD was produced by Frameline Productions for the Sandstone Heritage Trust, P.O.Box 67805, Bryanston 2021, South Africa.

www.sandstone-estates.com

It is available in the UK from 33, Searing Way, Tadley, Hampshire, RG26 4HT.

joannewest@btinternet.com

The prices quoted include postage and packing. Cheques should be made payable to 'Sandstone Steam Railroad'.

Another very enjoyable production from Frameline and Sandstone – a souvenir for those who were fortunate enough to be able to attend, and a temptation for anyone considering participation next time: plans for 2015 are reported to be already well advanced.



Steam in Hungary 1968 - 1981 Steam in Yugoslavia 1964 - 1977

Ton Pruissen *DVD c.51 minutes £18.25 + £1.95 p&p*

The latest release from Dutch archive railway producer Ton Pruissen returns to his familiar territory, eastern Europe, in the 'Steam under the Red Star' series.

We begin in Hungary and after a brief introduction there is some pre-war black & white footage of class 22 (later 275) 2-4-2Ts in Sáránd. In Pruissen's own colour film from 1981 we follow a pick-up goods from Pápa to Tatabánya before looking at some narrow industrial railways, including a quarry line with modern bogie wagons worked by a class 490 0-8-0T, a horse-hauled tram linking the main line station to the village, and a steelworks with standard and narrow gauges, in part rack fitted.

There is a short clip of a GySEV 2-10-0 working in Austria before a longer look at steam around Szerencs, including a visit to the loco facilities. We see coal and oil fired class 424 4-8-0s, some on push-pull workings, and there is even a cab ride. The class 324 2-6-2 is also shown, again some on push-pull, along with the class 375 2-6-2T and the class 411 2-8-0 (American S160).

The Yugoslavian section is considerably shorter as Pruissen suffered more attention from the authorities.

It also begins with pre-war black & white material before showing the results of a visit in February 1974, mainly featuring former Austrian types (such as class 28 0-10-0, class 25 2-8-0, and class 53 2-8-2T), filmed around Ljubljana, Virovitica, and Kosovo. Subsequent sequences broaden the selection with Hungarian and German designs, while the American class 62 (USATC S100) 0-6-0T is not omitted.

Camerawork is steady and the action shots well composed; Pruissen also has eye for detail and atmosphere to complement the conventional railway views. The material has been carefully compiled. The picture quality, in 4:3 format, is very good. The sound was recorded on location and skilfully dubbed later to match the images. The commentary is in English, as a result of co-operation between Camden and Pruissen. It is informative, identifying the date of each clip (in most cases, as far as known), the location, and details of the train destination and motive power. It is clearly delivered by Ton Pruissen himself – his English is excellent, albeit with a slight accent.

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

There are several trailers for other Pruissen productions (about 15 minutes).

The DVD also includes printable PDF files that provide background information, maps (there are none on screen), with filming locations indicated, and still photos.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. www.camdenmin.co.uk



Cavatigozzi il paradiso degli Eaos

TG-Trains *DVD c.87mins €25.00*

This programme in the 'Italian railways' series looks at the busy freight yard at Cavatigozzi, in the heart of the plain of Padua, just west of Cremona.

Thanks to the industries active in the area, there is very intense freight traffic. Trains come and go to and from the ports at Venice (to the east) and Liguria (to the west) as well as to the north-east of Europe, via the Brenner and Tarvisio passes, plus the sole connection into France via Ventimiglia.

Motive power for the trains is provided by almost all the operators active in this sector – on days of greatest activity you will see locos from DB Schenker (ex Nord Cargo), Captrain, Rail Cargo Italia 'Linea', Rail Traction Company (RTC), Compagnia Ferroviaria Italiana (RFI), Inrail, and Trenitalia Cargo.

The principal source of traffic from Cavatigozzi is the Arvedi steelworks, a colossal foundry which is known worldwide, a leading producer of carbon steel tubes, high precision stainless steel tubes and plates, coils, and rolled strip. The furnaces and rolling mills work in a continuous cycle, and in the same manner trains of raw materials and scrap metal arrive to supply them.

On the evidence here, Cavatigozzi is indeed a 'paradise' for the type Eaos steel bogie open wagon, with all the variations of the type apparent.

The material was filmed in June 2013 and is presented in five chapters, which are directly accessible from an initial screen. Picture quality (in 16:9 format) is excellent, with generally smooth and moderate use of the zoom.

Sound was recorded on location, so there is a little wind noise, apparent mostly in long shots.

A good grasp of Italian will be needed to follow the commentary, which is naturally fast, although after the opening sequences the narration is sparse. Instead, as usual, trains and locomotives are mostly identified by captions on screen. The inside of the sleeve carries an extract from a map to show the location, and a schematic of the junction giving access to the yard.

This programme was produced by and is available from
TG-Trains, Casella Postale 15, I-21040 Castronno (VA), Italy. www.tg-trains.com



Big Boy 4014 is coming home

Railmedia *DVD c.62mins €24.80 + €3.45 p+p in Europe.*

Union Pacific 'Big Boy' 4-8-8-4 No.4014 was built by Alco in 1941, and retired in 1959; the last of the class remained in use until 1961. In that year, 4014 was donated to a railroad museum at Pomona in California, and moved west for static display. Recently the Union Pacific decided to restore the loco to working order as part of its steam program, in time for the planned Golden Spike celebrations in 2019, and a deal was done. The first task was to transport the loco back to the workshops at Cheyenne.

The massive machine was moved between two SD70M diesels, the lead unit numbered 4014, the other 4884 (with reference to the Big Boy's wheel arrangement). It was accompanied by three business cars, two converted box cars for equipment, and seven container flats to provide braking capacity. The pistons were removed but the main rods were left in place, and arrangements were made for lubrication with no steam. The whistle was also connected to the train air line, though not at full pressure – and it could not be used too much lest the brake function was impaired! Even if a bit under pitched, it did make a nice contrast to the diesel horns.

This programme follows the train back on home rails from Ogden to Cheyenne, moving at a leisurely pace and fitted in between the freights on this busy route, through the Wasatch Mountains and such scenic locations as Weber and Echo Canyons, across the Wyoming desert, and finally over Sherman Hill – very much the loco's former stamping ground. The first overnight stop was at Rock Springs, where lots of people came to see the loco; the second overnight was at Laramie, where there was no less interest despite the rain.

We observe the action from several well-chosen locations along the route. The producer reports that in many places his was the only professional camera in evidence, other than local television crews. Picture quality is very good, despite some less than ideal weather. The material is in 16:9 format. Camerawork is steady, with gentle panning and restrained use of the zoom, though this is powerful enough to pull in some long shots when required. Even the pacing sequences from a car on the parallel Highway 30 are very smooth. On a couple of occasions, the producer was lucky and other trains either crossing or overtaking are perfectly timed and do not spoil the carefully-composed shot.

The first screen offers the choice of with or without commentary, or access to the previews.

The commentary is in English, with a German accent but quite comprehensible. As well as details of the locations, there is some background information. Road traffic noise or chatter from other fans is unavoidable in some places, but never too intrusive. A little music is used latterly, in views where the train is too distant – it is tastefully done. The locations are given as small 'tabs' on the top right of the screen, and there is a route map within the sleeve.

The landscape settings are often spectacular, dwarfing even these mighty machines.

The disk includes almost ten minutes of trailers for four other titles, one yet to be released.

This programme was produced by Railmedia, Medienproduktion Rolf Stumpf, Holzstraße 41, D-90763 Fürth, Germany. www.railmedia.de

News

Information from CONTINENTAL MODELLER



NSWGR 32 class 4-6-0 in HO from Ixion Model Railways

Further to our news item in the last issue, Ixion Model Railways has revealed that the identity of their next model is the New South Wales Government Railways low-frame 32 class 4-6-0 tender locomotive in HO.

The model will represent the class in its original low-frame (P class) configuration; this variation has only previously been available ready-to-run as limited-run hand-built unpainted brass models.

The prototypes were the universal workhorses of the NSWGR, working suburban, main line, and branchline passenger, goods, and mixed trains. One low-frame member of the class has been preserved – No.3265.

The engines displayed many variations in their lifetime. The model will be paired with an ex-50 class ('Standard Goods') bogie tender.

Whilst the computer-generated drawings are still being finalised, Ixion has asked the factory to look at the options of including both saturated and superheated versions, with both angled and curved running plates.

Liveries are likely to include standard black, lined green, and the preserved maroon. Delivery is expected some time in the third or fourth quarter of 2015. Ixion welcomes feedback from would-be purchasers.

Ixion Model Railways Ltd.
www.ixionmodels.com



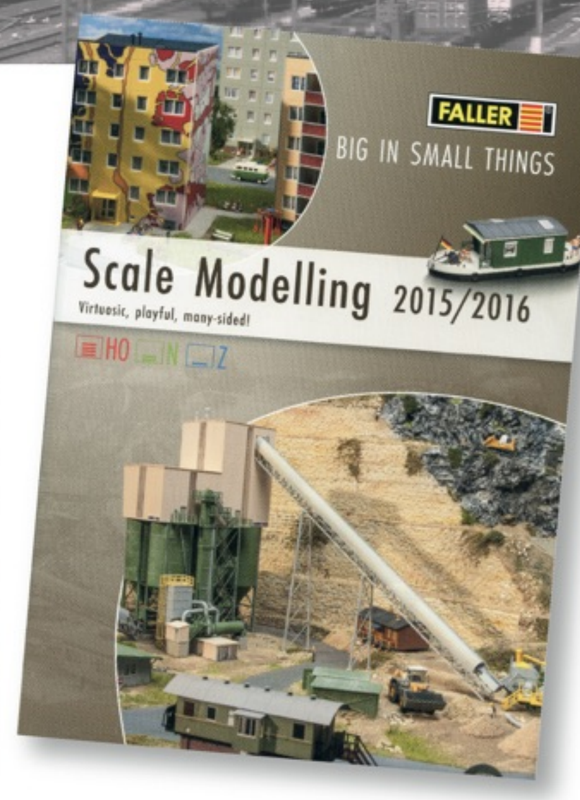
The preserved low-frame 32 class, No.3265, is seen here approaching Gerogery with a tour from Junee to Albury on 16 March 2014.
Photo: Henry Owen.

New Faller 2015/2016 catalogue

The noted German model railway accessory manufacturer Faller has published its latest catalogue. The 498-page full-colour production includes full illustrated listings for its product ranges covering HO, N, and Z.

Items include buildings and structure kits (both railway and domestic prototypes), figures, scenic accessories, and the extensive car system. Numerous new items have been added to the latter, which now offers tremendous flexibility with digital control.

The structures and building kits are suited to many European outline layouts, and some could also be of interest to British modellers.



Copies of the English language version of the catalogue can be obtained in the UK from Gaugemaster, priced £5.95.
www.gaugemaster.com

First of a new wave of Australian outline models?



In the November 2014 issue we reviewed the new Victorian Railways F class diesel shunter from Roco in HO. Although it represents a humble prototype, the model may have a much greater significance – it is not only the first loco made by Roco for the Australian market but also, we believe, the first by any major European manufacturer in recent times. (Lima offered a range Australian HO items from the 1970s, but these do not seem to have resurfaced since Lima became part of the Hornby group).

With awareness of the many projects undertaken by local companies (albeit mostly made in China), it is only natural to speculate whether the F class will be the first of a new wave of Australian outline models that Roco may develop. The eagerly-awaited USATC S160 2-8-0 is evidence of a wider scope. If they are indeed planning to break into new markets, what other opportunities might there be?

There is undoubtedly an interest in modelling the railways of Australia amongst British and European modellers, encouraged by articles in CM on Australian layouts and reviews of models produced for the Australian market.

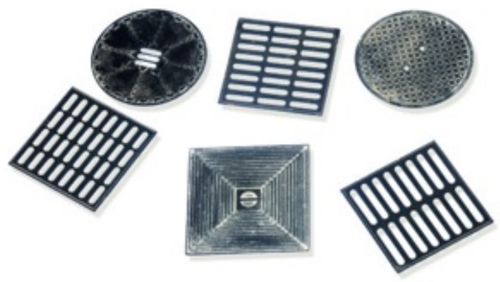
We will await future developments with interest!

New items for 1:35 from Add On Parts

The Belgian scenic accessory specialist, Add On Parts, continues to expand its range of detailing products, with several new items for 1:35 scale. All supplied unpainted, illustrated here are wooden pallets (ref.35-0112, two per pack), metal wall supports (ref.35-0108, pack of ten assorted), etched manhole covers (ref.35-0104, six per pack) and etched wrought iron fencing (ref.35-0105, three sections per pack).

Add On Parts
Den Duiver 5,
B-9840 De Pinte, Belgium.
www.addonparts.com









Peco magazine survey ends

Readers who completed the Peco magazine survey (launched in the June CM) were entered into a monthly prize draw, with three lucky winners each month receiving a £25.00 voucher that could be exchanged for Peco products at any of the 400 Peco stockists in the UK.

The winners of the final two draws (for August and September) were David Smallbone, Steve Youle, James Armstrong, Neil Limbrick, M.Strong and Dennis Higgins. Our congratulations to them, and our thanks to all our readers who took part.

Laser-cut mini kits for HO from NOCH



Amongst numerous new products listed in the German scenic accessory manufacturer's latest catalogue are several additions to the range of 1:87 scale laser-cut card mini kits.

Useful to modellers whose layouts feature island platforms with subway access, the subway unit kit (ref.14312) has a footprint of 46mm x 28mm. A 30mm deep cavity is required in the platform to accommodate it.

Also illustrated here is a wine press (ref.14370), a well head (ref.14375), and a bus stop (ref.14389). All four items are also available for N scale, and all but the wine press are also offered for TT.

www.noch.de
www.gaugemaster.com



ref.14312



ref.14370



ref.14389



ref.14375

Baldwin 4-6-0T from Accucraft



Accucraft is to produce a special edition of its 1:19 scale live steam model of the War Department Baldwin 4-6-0T. Due for release during the course of 2015, versions will be available for 32mm and 45mm gauges.

The models (UK RRP £1,395.00) will be available through all Accucraft retailers as well as the UK-based Moseley Railway Trust; some of the proceeds will be donated to the Trust.

The models will be constructed from etched brass and stainless steel, and will be internally gas fired. They will only be available with manual control.

The cab roof has been designed to lift up and tilt sideways to give easy access to the cab interior and controls.

The standard colour will be satin black.

The locomotives will come fitted with the manufacturer's standard square headed chopper couplings.

Accucraft UK Ltd.
Unit 8, Mynd Industrial Estate.
Crossways, Church Stretton,
Shropshire SY6 6EA.
01694 723 799
info@accucraft.uk.com
www.accucraft.uk.com

Modratec 2015 calendar

Modratec, the Australia-based manufacturer of signalling control products for modellers, has published an attractive calendar for 2015 entitled *The Magic of Railways and Signals* featuring pictures that illustrate aspects of railway signalling operation.

British and continental prototypes are featured, together with one model railway subject.

The calendar measures 295mm x 208mm and opens to hang with the picture above and the date panel below.

Copies can be obtained direct from Modratec or UK distributor DCC Supplies.



DCC Supplies
Unit 17a,
Top Barn Business Centre,
Holt Heath,
Worcester WR6 6NH.
01905 590 069
www.dccsupplies.com
www.modratec.com

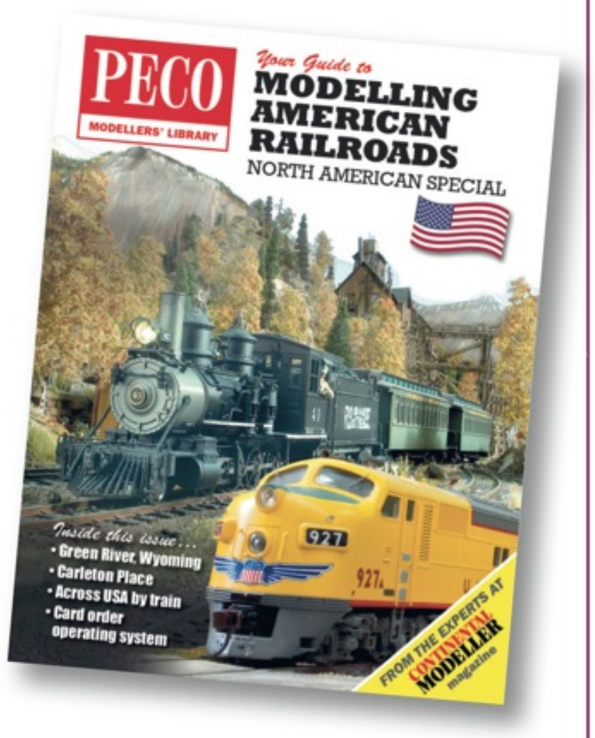
New guide to modelling American railroads

Peco has released a new publication entitled *Your Guide to Modelling American Railroads*, effectively a North American special issue of CM packed with prototype features, track plan suggestions, construction articles, and layout visits.

The 132-page edition in the Peco Modellers' Library provides an ideal introduction for modellers looking to embark on an American outline project.

Priced £6.99, copies are readily obtainable from Peco stockists and also direct – see the Peco website, or order by telephone.

(Postage is £1.50 each UK, £6.50 Europe, £9.50 rest of world.)



Peco Publications
01297 21542
www.pecopublications.co.uk

New static grass applicator

GrassTech USA offers a range of tools that use static electricity to create realistic grass and other foliage. The existing GrassTech I static grass applicator has been upgraded with a larger 3.5" wide mouth opening (1" larger than the original) and revised steel mesh spacing in order to accommodate longer fibres.

The applicator is attached to an 18" wire with an alligator clip. It also features a red LED light indicator which indicates when the device is ready to use, together with a user-friendly on/off button (press – on, release – off).

www.grasstechusa.com



Exhibition Diary

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

Please send details for possible inclusion to:

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

November

Saturday 22 & Sunday 23 November
NEC – BIRMINGHAM
Organiser: Warley MRC.
Venue: Hall 5, National Exhibition Centre, Birmingham, B40 1NT.
Open: 0945 - 1800 Saturday
0945 - 1700 Sunday
Admission: **1 day ticket**: adults £14.00 (£12.50 in advance), children (age 5-16) £8.50 (£7.00), family (2+3) £41.50 (34.00). **2 day ticket**: adults £24.50 (£21.50), children £15.00 (£12.00).
Amenities: NEC parking £10.00.
Features: 85+ layouts in Z to 1 including *Gare de Chalon sur Saône* (French N), *Göttingen Süd* (German N/Nm, CM November 2014), *WEK-Bahn* (German HOe, CM October 2011), *Engelhausen* (German HOe, CM September 2012), *Bad Boderan* (German HO), *Felsen* (German HO, CM December 2009), *Pradeux* (French HO), *Saint Laurs* (French Om, CM March 2013), *Ahrtalzweibruck* (German O, CM September 2012), *La Rochelle Engine Terminal* (US HO, CM February 2013), *Colorado Bluff - Harrison District* (US HO), *Silver Pine Creek* (US HO), *Grain & Beer* (US HO), *Kennesaw, Georgia, 1863* (US 1:55n3, CM November 2014), *Lake Louisa* (US On30), *Great Western Railroad* (US On30, CM April & May 2013), *Fire Creek* (US On30, CM November 2010), and *Dawes Creek* (Australian N, CM April 2014). 150+ trade stands.
Contact: www.thewarleyshow.co.uk

Friday 28 - Sunday 30 November
PONTOISE, France
Organiser: RailExpo 2014.
Venue: Parc des Expositions de Cergy Pontoise, Hall Saint Martin, Chaussée Jules César, F-95300 Pontoise. 30 minutes from the centre of Paris by direct suburban train to Pontoise or Cergy-Prefecture stations. 10-15 minutes walk from either station or take bus 30 (which shuttles between the two stations) and alight at Plateau Saint Martin.
Open: 1000 - 1900 Friday
1000 - 1900 Saturday
1000 - 1800 Sunday
Admission: €10.00, under 12s free.
Amenities: English speakers who will be pleased to welcome and assist you.
Features: 6,000m² dedicated to model trains in all scales; a huge variety of layouts. Trade.
Contact: www.railexpo.info

Friday 28 - Sunday 30 November
WAKEFIELD
Organiser: Wakefield RMS.
Venue: Thornes Park Athletics Stadium, Horbury Road, Wakefield, WF2 8TY.
Open: 1730 - 2100 Friday
1000 - 1800 Saturday
1000 - 1700 Sunday
Admission: adults £7.00, seniors £5.00, children (6+) £2.00, families (2+3) £15.00.
Amenities: disabled access; refreshments.
Features: 20 layouts, including several American – *Menasha* (HO, CM December 2011 and January 2012); *Roundhouse* (HO); *Woodsville, NH* (HO); *Trinity, Colorado* (Sn3, CM March and May 2009); *Deadwood* (On30); and *Western Avenue* (O). Demonstrations; trade.
Contact: www.wakefieldrms.org 07549 149051 (during the show)

Saturday 29 November
ARLESEY, Bedfordshire
Organiser: Letchworth MRS.
Venue: Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire, SG15 6XS.
Open: 1000 - 1630
Admission: adults £4.00, concessions £3.00, children £2.00, family £10.00.
Amenities: free parking; full access for the disabled; refreshments.
Features: 20+ layouts including *Tolzdorf* (N, CM November 2014), *Marmagne SNCF* (HO, CM March 2005), *Phoenix Junction* (HO), and *Bad Obing* (O). Demonstrations; societies; trade.
Contact: www.letchworthmrs.org.uk David Coates 01438 725707 (6pm-7pm only, please) davidandlynda@ntlworld.com

Saturday 29 & Sunday 30 November
FALKIRK
Organiser: Falkirk MRC.
Venue: Forth Valley College, Grangemouth Road, Falkirk, FK2 9AD.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £5.00, seniors £4.00, under 14s £2.00, family (2+2) £12.00.
Features: 20 layouts including *Smierweida* (TT), *Hadeeg* (HO), and *Canadian Railroad* (G). Trade.
Contact: www.falkirkmrc.co.uk

December

Saturday 6 December
BOURNVILLE, West Midlands
Organiser:
The European Railways Association.
Venue: The Cadbury Club, Bournville Lane, Bournville, West Midlands, B30 2LU. **Note**: do not use Cadbury World entrance.
Open: 1030 - 1700
Admission: adults £6.00, children (under 16) £2.00, family (2+3) £12.00.
Amenities: free parking.
Features: layouts include *Bad Feriendorf* (German Z by Brian and Ann Silby, CM May 2007), *Wellmich am Rhein* (German N by Brian and Ann Silby, CM July 2014), *Vicetínec* (a new Czech TTe – narrow gauge on 6.5mm gauge track – layout by Blair Hobson), *Erlaufklause Bahnhof* (a new HOe layout by John Attewell), *Bärental* (Rhätische Bahn HOm built by the late Ray Williams and now shown by Mike Ausden, CM December 2004), *Hintertupfingen* (Bavarian HO by John Davies, in this issue), *Oberkapellendorf* (a new German HO layout by Colin Capell), *Aversac-les-Mines* (French HO by Ian Jowett, CM September 2000, July 2008, May 2010), *Stellabeek* (Belgian HO by Alan Wardman, CM August 2010), *Boommeer* (Dutch HO by Nick Palette, CM March 2014), *Tre Ponti* (Italian HO by Brian Bennett, CM February 2012), and *Port d'Étropal* (French G by Simon Dawson, CM November 2005). Plus demonstrations, societies, and specialist traders.
Contact: 0121 478 3554
info@eurorailshow.org.uk
www.eurorail.org.uk

Saturday 6 December
LYTHAM ST.ANNES, Lancashire
Organiser: The G-Wizz Garden Railway Display Team.
Venue: St.Margaret's Church Hall, St.Leonard's Road West, off Clifton Drive, St.Annes, Lytham St.Annes, Lancashire, FY8 2JW. 10 minutes from St.Annes station.
Open: 1000 - 1630
Admission: adults £2.50, children £1.50. Proceeds to Fylde Sharks.
Features: festive G scale railways, trams, and narrow gauge. Trade.
Contact: www.g-wizz-group.co.uk

Saturday 6 December
PRESTATYN, Denbighshire
Organiser: Rhyl & District MRC.
Venue: Prestatyn Parish Church and Lower Community Hall, High Street, Prestatyn, LL19 9AR. 5 minutes walk from the station and new retail park (3 hours free parking).
Open: 1030 - 1600
Admission: adults £3.00, children £1.50, seniors £2.00, family £7.00. In aid of Ty Gobaith childrens' hospice, Conwy.
Amenities: free parking; wheelchair friendly; light refreshments.
Features: ten layouts including the Seabank Group's large G scale layout with European and North American equipment. Demonstrations, trade.
Contact: Martyn Wild 07746 604749
www.penmorfa.com/rdmrc
www.rhylmodelrailclub.co.uk

Saturday 6 & Sunday 7 December
STOCKPORT, Cheshire
Organiser: The Model Show.
Venue: Poynton Leisure Centre, Yew Tree Lane, Poynton, Stockport, SK12 1PU.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £5.50, uniformed personnel £4.00, 14-18 years £3.50, accompanied under 14s free (maximum 2 per adult), family (2+3) £15.00. £3.00 after 3pm.
Amenities: free parking; suitable for disabled visitors; refreshments.
Features: 14 layouts from 2mm to 7mm including *Hironocho* (N) and *Canaan Valley* (On30). Static exhibits, demonstrations, scale societies, trade.
Contact: www.modelshow.co.uk
enquiries@themodelshow.co.uk

Sunday 7 December
CLEVEDON, Somerset
Organiser: Nailsea and District MRC.
Venue: The Barn, Great Western Road, Clevedon, BS21 6HB. (Opposite Morrisons).
Open: 1000 - 1600
Admission: adults £3.00, seniors £2.00, children £1.00, family £5.00.
Amenities: light refreshments.
Features: layouts by club members, including the *New Mexico Railroad Museum* (US HO/HOn3) and an Austrian narrow gauge layout.
Contact:
www.nailsea-district-mrc.co.uk

Meetings

Monday 1 December - 14.00
RCTS - Birmingham
Dutch Railways on DVD – Steam, Diesel and Electric – Part 1, 2003–2005 by Brian Hutton.
Venue: Christ Church Community Hall, Burney Lane, Ward End.

Monday 1 December - 19.30
RCTS - Ashford
New Zealand Wanderings
by Geoff Dunster.
Venue: The Elwick Club, Church Road.
Contact: southeast@rcts.org.uk

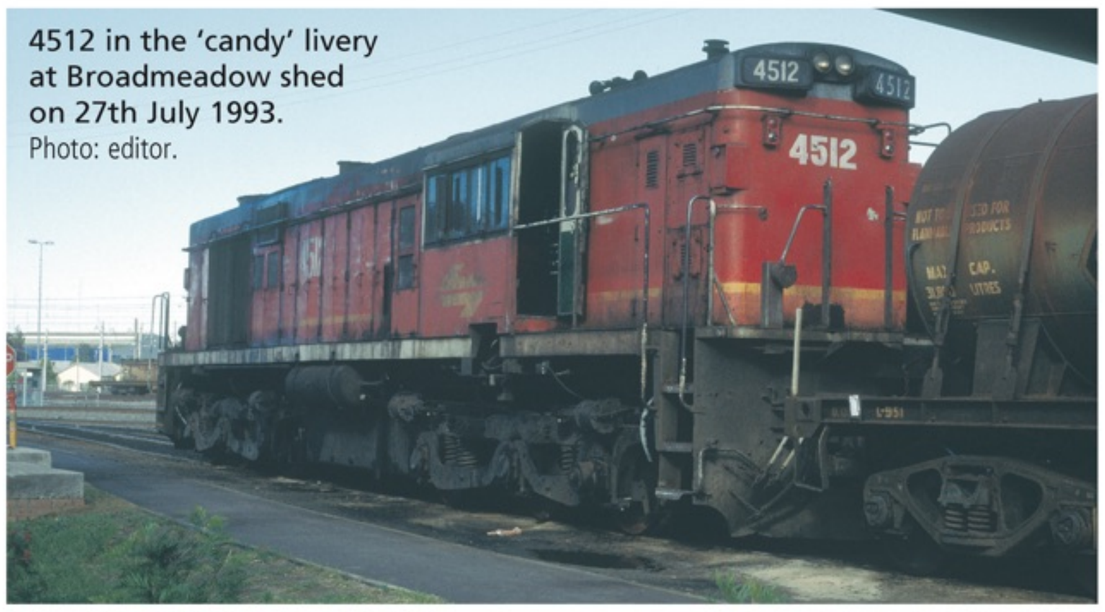
Wednesday 3 December – 19.30
SLS - West Wickham
Fire and Steam on the island of Java
by Dave Longman.
Venue: Coney Hill Baptist Church, Coney Hill Road, West Wickham, Kent, BR4 9BU.
Contact: 0208 289 9935

Saturday 6 December - 14.00
SLS - Manchester
Narrow Gauge Railways of the Harz Mountains by Ian Mainprize.
Venue: The Friends' Meeting House, Mount Street, Manchester, M2 5NS.
Contact: 0161 973 1165

Wednesday 10 December - 20.00
Hornchurch Transport Circle, supporting the EARM
San Francisco Historic Street Cars
by John Rayment.
Venue: Main Hall at The New Windmill Hall, St.Mary's Lane, Upminster, Essex. Disabled access.

Wednesday 10 December - 19.30
RCTS - Cheltenham
Taking the Broad Gauge to the Great Western and *Ramblings around Sri Lanka* by Stewart Blencowe.
Venue: The Victory Club, Burlington House, Lypiatt Road.
Contact: paul.gearey@gmail.com

Funding sought to produce New South Wales 45 class in N



4512 in the 'candy' livery at Broadmeadow shed on 27th July 1993. Photo: editor.

Phil Badger, of Australian model supplier Badger Bits (incorporating Gopher Models), advises that his forthcoming N scale New South Wales Government Railways 44 class model is expected to arrive before October 2015.

He has recently launched a Kickstarter crowd funding project to secure backing to produce the 45 class as well, to be manufactured at the same time as the 44 and with the same delivery date.

The 45 class is the narrow hood version of the full car body 44, and uses the same equipment, frame, and bogies.

The 45 class project needs two hundred pledges of A$160.00 to go ahead. Pledges need to be made before Tuesday 23rd December 2014 and each pledge of A$160.00 will be rewarded with one of the models; when it becomes available in the shops the price will be A$199.00.

The model will be offered in a choice of three liveries (Indian red, 'candy', and 'red terror'). Decals will be provided for modellers to select a number.

The 45 class was introduced by the NSWGR in 1962, and forty were built. Seven similar machines were also used in South Australia (the 600 class). The design was a standard Alco export model and very similar machines could be found in other countries, including Spain, India, and Peru. They were also use by the US Army (as type MRS-1).

The NSW 44 class is an example of the Alco 'World' design and was also used in several other countries.

The N scale 45 class will be made to the same specification as the existing Gopher Models 48 class, with the same gearing and motor. Other features include: DCC-ready with working headlights and lit marker lights; dual flywheels; pickup via all wheels; all wheel drive; and body mounted Micro-Trains 1015 knuckle couplers.

Conversion components will also be included for the South Australian 600 class, including the larger grille for the dynamic brake for post mid-70s operation, together with correct handrails for the front and rear of the loco.

It is intended that the buffer plates and mounts will be removable for both the South Australian locos and for the NSW units from 1984.

The project page can be found by going to the Kickstarter website and searching for 'Phil Badger'.

Phil Badger
+ 61 (0) 2 9626 9273
badgerbits@gmail.com
www.badgerbits.com.au
www.kickstarter.com

Possible TT event in the UK

Axel Klozenbücher is planning to organise a dedicated one day event for UK-based modellers of European TT (1:120 scale) to take place in 2015. The date and location are yet to be confirmed, although a venue in Derby and an early March calendar slot are currently being considered.

The event is aimed at modellers interested in starting in European TT as well as those already actively using it, and is planned to feature support and information for the scale, traders with products from all the main manufacturers of TT products (such as Tillig, Piko, Roco, and Auhagen), and second-hand sales.

A number of layouts have already been provisionally invited, representing several different countries.

The event is being organised independently to further knowledge and appreciation of continental and world-wide TT in the UK.

If you are interested in participating, either with a layout or as a trader, please contact Axel:
AAK2008@hotmail.co.uk
07743 660 461

American HO models taken

We have been notified by Graham Underhill, secretary of the Hazel Grove and District Model Railway Society, that some American HO items were taken from the society's sales stand at its annual exhibition, which was held over the weekend of 25th & 26th October 2014.

The items taken include two LifeLike Proto 2000 GP9 Phase 3 Cotton Belt diesel locomotives, Nos.820 and 825, both boxed and in Southern Pacific 'Black Widow' livery, and a Roundhouse Southern Pacific 40' overnight box car (also boxed).

Anyone who thinks they may have been subsequently offered these items is asked to contact Graham:
GUnder7102@aol.com

Coming next month

out 18th December

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Lijn 11 – Hague trams in HO

Inside this issue...







Latest Reviews ... and much more

- **Half of Lijn 11**
A small team of friends in The Netherlands got together to model selected scenes on the tramway line from the centre of The Hague to the coast at Scheveningen.

- **Hansestadt Brünshafen**
Douglas Rhodes has modelled in HO a small rail-served German harbour on the coast of the Baltic Sea as it might have appeared in the early 1920s.

- **Stow Creek**
Andrew Eastabrook chose an unusual theme for his American On30 layout, a stone transshipment wharf with a fiendishly complicated working crane.

- **Peeling paint**
Emmanuel Nouaillier explains more of the techniques used in his intricately detailed structure modelling.

- **First World War 'Pershing' 2-8-0**
An American-built Consolidation modified to represent a machine used by the Railway Operating Department, constructed from a Model Loco HO kit by Francis Samish.

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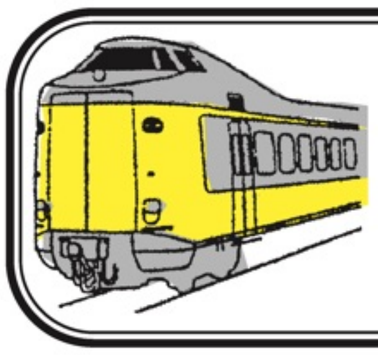
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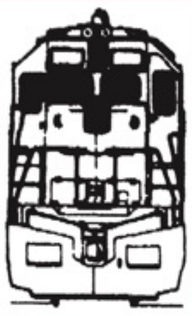
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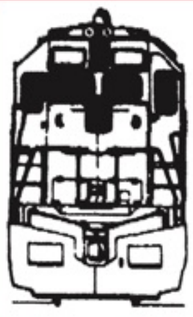
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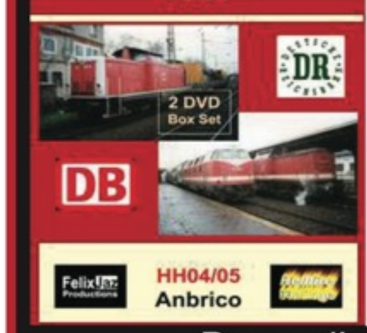


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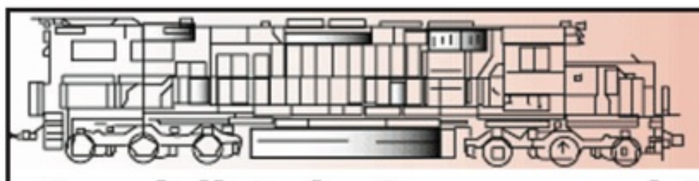
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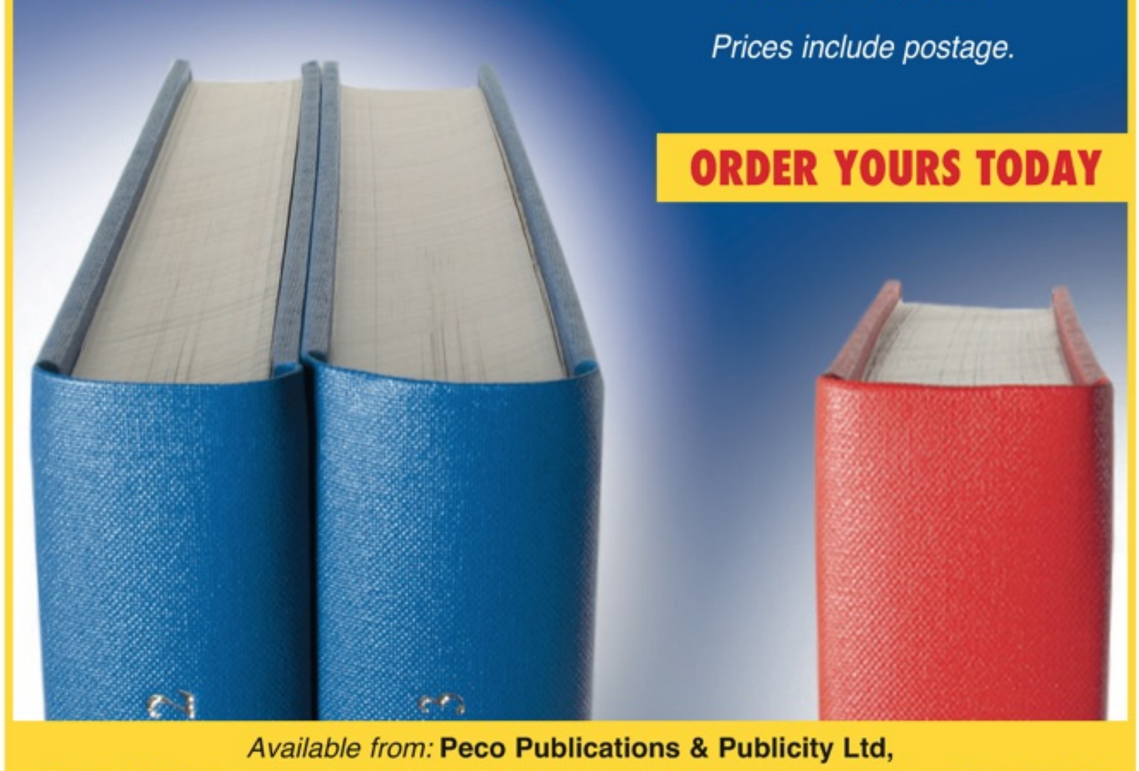
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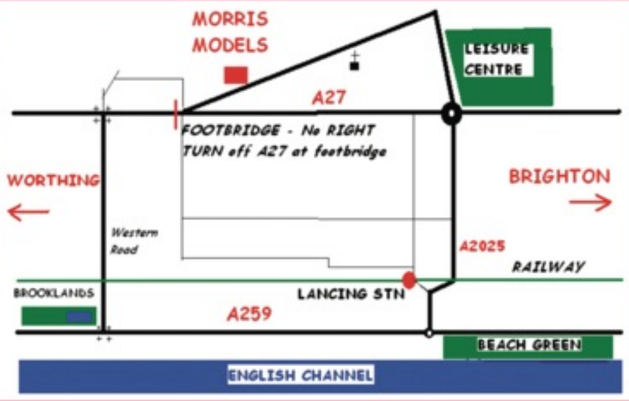
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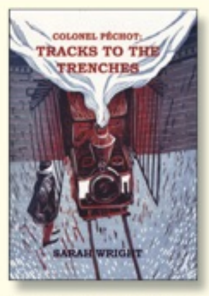
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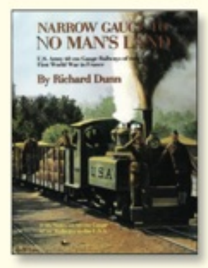
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Colonel Péchot: Tracks to the Trenches
Wright • £42.60



Not seen as we go to print - due late November. This is a biography of the father of all military narrow gauge railways - French soldier, Prosper Péchot. He realised their potential, not only in stopping the enemy but also in taking war to their doorstep. Told here is how he developed this game-changer and how it was copied and used to deadly effect by both sides in World War One. Four chapters are biographical, three give background, and four are on the technical details of his work, including the Péchot-Bourdon locomotive. 256 pages, more than 280 illustrations. Cover by James Alban. 15 maps and technical drawings. Hardback.

Narrow Gauge to No Man's Land • Dunn • £41.80



Richard Dunn's superb book on the U.S. Army's 600mm gauge lines in France during World War I remains one of the most detailed books on the subject of First World War NG railways Covers the equipment in considerable detail, with many drawings, and also the various lines, sector by sector. If you haven't a copy, now is your chance! 214 photos. 212 pages. Hardbound.

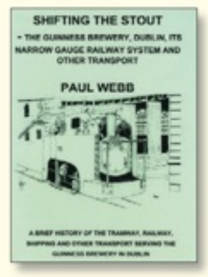
WDLR Album - no sooner had we included this fabulous book in our advertisement in the October issue than it went Out of Print. As we go to press with this ad we understand that the Album will reprint and be available again late November. Contact us or check our website for the current situation.

Finnish Railways in Wartime - in the lens of army photographers • £39.35



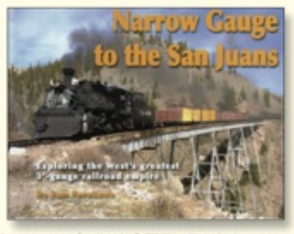
These photographs taken by Finnish army photographers during World War 11 are fascinating. Finland fought different wars to most of Europe, fighting Russia twice and Germany once. Most of the photographs here show the two campaigns against the Russians in the south and graphically demonstrate how important the railways were to both the military and the civilian population. Around 220 largely B&W photographs, all full page, showing mostly showing broad gauge lines, but including 20 or so shot on the narrow gauge. 5 very necessary maps. Text & captions in Finnish and English. Landscape format & hardbound.

Shifting the Stout • Web • £10.45



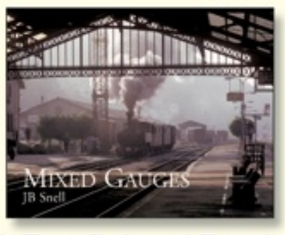
By 1875 the Guiness Brewery in Dublin was so big a railway system was needed to transport items round the site, which resulted in a 7-8 mile 1ft 10" gauge tramway, and some 2 miles of Irish standard gauge railway being developed. This book tells of the development of the site, the railways and also the marine fleet developed by Guiness. The narrow gauge system is the main feature, especially the unique Geoghegan locomotives developed by the Company's chief engineer; these could be lifted bodily and fitted into converter wagons to function as locomotives on the broad gauge lines. Nine drawings of the locomotives and other items, and 60 B&W photographs - some rather murky. 68 A4 pages. Softcover.

Narrow Gauge to the San Juans
Furukawa • £44.80



Sam Furukawa's two previous books on the Cumbres & Toltec and Durango & Silverton Railroads have been deservedly popular, as the photography is superb. In his latest book he returns to these lines at various times of the year, with the major addition of three 'new' engines featuring prominently - D&RGW 2-8-0 No. 315, D&RGW 'Mudhen' No. 463 and the beautiful 1875 Baldwin 4-4-0 *Eureka*, with the two smaller engines being seen working on both lines. If possible, this is even better than Sam's earlier books. 176 beautifully produced pages, with around 190 all-colour photos, plus line map. Landscape format and hardbound.

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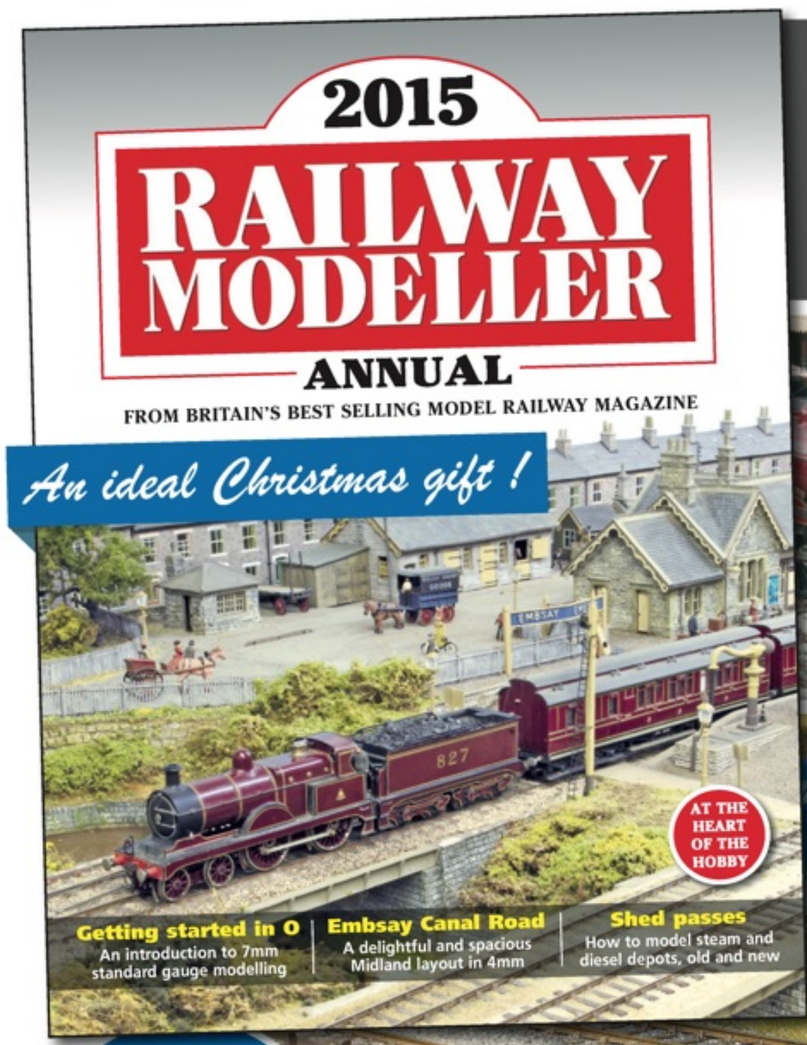
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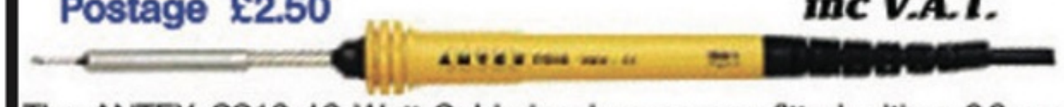
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To (Bank/Building Society)

Address

Postcode

Reference Number (Office use only)

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Name(s) of A/c Holder(s)

Date

Bank/Building Society Account No.

Signature(s)

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HO SCALE EUROPEAN

BRAWA

O570 BLS Te2/3, orange (DCC) £85.00
O428 BTE V100 1001 Weserbahn, black/white 'Coe livery' £65.00
O414 DB Cargo 232 800-3, red £75.00
O384 DB Cargo 216 102-4, red £65.00
O610 DB 65 1049-9 2-8-4T £135.00
O380 DB 216 221-2 diesel, maroon (DCC) £75.00
O770 DB ET65 Artic EMU, maroon £148.00 (2)
O388 DBAG 216 144-6, Orient red £60.00
O406 DBAG 219 137-7, red £80.00
41090 DBAG 219 159-1, red/weathered, Digital sound £155.00
O401 DBAG 219 197-1, red/white stripe(Digital) £85.00
O712 DBAG 643 Talent, red/black £125.00
44000 DBAG 643 Talent, red/black £125.00
O366 DBAG 312 011-0 Kof, red £55.00
O426 DR V100 106, maroon/white stripe £58.00
O417 DR 298 326-0, yellow £64.00
41012 DR 110 008-4, epIV, maroon/white stripe £65.00
O400 DR 119 006-5, red/cream stripe £90.00
O410 DR 2332 371-5, maroon/white stripe £75.00
O422 DR V100 025, maroon/cream £65.00
O426 DR V100 106, maroon/white stripe £60.00
O620 DRG 53 849, 0-6-0 £90.00
O471 DRG Kofll #4725, black £60.00
40200 DRG 06 002 Streamline 4-8-4 £275.00
40150 DRG 57 409 0-10-0 epII £175.00
O624 DRG 53 863, 0-6-0 £125.00
O342 MWB V1202 diesel, blue/yellow £60.00
O596 MWB V121 Kof, blue/yellow stripes £60.00
O560 SBB Te'' traktor, brown (DCC) £65.00
O425 TLG V100 diesel, yellow/blue £60.00
O600 Wurt T3 89343, 0-6-0T, black £80.00
O590 RWE Energie Kof II, orange *NEW* £65.00
O308 Schauffele Br232 diesel, green £75.00
O348 WAB 16 (V100) diesel, green £85.00
O480 SEEHAFEN KIEL Kof II #16, orange £68.00
2165 BBO 4wh 2nd, gondola ends, green + passengers £25.00
46016 DB 1st/2nd Aby, red/grey, epV £40.00
46019 DB 2nd Byz, red/grey, epV £40.00
45371 DBAG 2nd/baggage Sitzgepackwagen BDghws £28.00
45817 DR Zellenwagen Z 4wh, green £22.00
45810 DRG 4wh Dientswagen, green, epII *NEW* £38.00
2151 DRG 4th 4wh grey £25.00
2152 DRG 4th 4wh green £25.00
2164 Wurt 4th, 4wh, grey £28.00
2410 Wurt 4wh Gepackwagen, green £28.00
2049 DB Bodenseeobst van, white £18.00
2281 DB Bogie stake epIV, brown £24.00
2020 DBAG set of 3 Flachwagen, 6 axle bogie lowside £50.00
48415 DR Om21 open, brown, epIV £20.00 (2)
48750 DR Bogie tanker, grey/weathered £25.00 (5)
48751 DR Bogie tanker, grey/weathered £25.00 (6)
2071 DRG Erfurt lowside, brown £15.00
48680 DRG Stuttgart stake wagon, brown £22.00
2079 DRG Erfurt 7687, 4wh flat with load £18.00
2008 GBAG Bogie coal hopper, grey £20.00
2010 GBAG Bogie coal hopper, grey £20.00
2043 NS 3 x Interfrigo vans, white £40.00

FLEISCHMANN

74106k DB 003 111-2 4-6-2 Digital Sound £235.00 (2)
4824k DB 03 140, 4-6-2 £145.00
4824k DB 03.140, 4-6-2 Ltd Ed Wagner Deflectors £165.00
4131k DB 041 334-4, 2-8-2 £135.00
4175k DB 050 167-6, 2-10-0 with kab tender £145.00
4096k DB 094 567-5, 0-10-0T £115.00
4380 DB 151 030-4, green, blackened wheels £80.00
4136k DB 39.161, 2-6-2, original deflectors £145.00
4130k DB 41 16 2-8-2 £138.00
4130k DB 41 270 2-8-2 £155.00 (2)
80.4176 DB 50.591, 2-10-0 Ltd Ed open front Wittle deflectors £165.00
4181 DB 50.849, 2-10-0, Wagner deflectors, 4 dome £135.00
4155 DB 55 4455, 0-8-0, professionally weathered £95.00
4061 DB 64.335, 2-6-2T, black £75.00
4320k DB Cargo 145 002-2, red (Digital) £115.00
4319k DB E19 12, blue *NEW* £120.00
4325(NEM) DBAG 141 284-0, red £70.00 (3)
4324k DBAG 146 017-9, red (digital) £115.00
4382 DBAG 151 021-3 red, blackened wheels £80.00
4076 DR 78 198, 4-6-4T £85.00
4077 DR 78 510, 4-6-4T £118.00
4104k DRG 03 139, 4-6-2, large deflectors £145.00
4113k DRG 13 1189, 4-4-0 £135.00
4827k DRG 39 105, green/black, 2-8-2 £165.00
4133k DRG 41 275, 2-8-2 Digital £138.00
4894k F-Zug Gambrinus set DB 03 140, 4-6-2 + 3 x coach £195.00
904320CHk MThB (Swiss) Lokoop (SOB) Re486 651-3 *NEW* £125.00
854320k Railion 145 063-4, red (DCC Fitted) £118.00
4323k SBB 481 005-7 CARGO, blue/red £95.00
4345 SBB Ae3/6'', green £95.00
4343 SBB Re4/4'' green #11374, blackened wheels £65.00
505801k BLB 2nd, short 4wh, maroon/lined £24.00
505802k BLB Baggage short 4wh, maroon/lined £24.00
4432 DB (914 coach) 2nd for 614 railcar £20.00 (2)
4433k DB centre coach for 614 set, LIT, S-Bahn, orange/grey £25.00
5060k DB Post 4wh, green £24.00 (2)
5062k DB 2nd 6wh clerestory, green £22.00 (4)
5063k DB 2nd 6wh green £22.00 (4)
5064k DB 2nd, 6wh, epIII, green £20.00 (2)
5075k DB 2nd, 4wh, gondola end, green, epIII £15.00 (3)
5076k DB 1st 4wh epIII, green £14.00
5077k DB 1st/2nd, 4wh, gondola end, green, epIII £15.00 (2)
5123k DB 2nd/drivers Citybahn, orange/grey (ex silverfish) Lights £40.00 (2)
5123k DB 2nd/Drivers, City Bahn, orange/grey £35.00
5124k DB City Bahn 1st/2nd, orange/grey £18.00 (2)
5125k DB 2nd Citybahn, orange/grey £18.00 (2)
5127k DB 2nd/Baggage Bogie convert, epIV, green £20.00 (2)
5128k DB 1st/2nd Bogie convert, green, epIV £24.00
5129k DB 2nd bogie convert, green, epIV £24.00 (2)
5141k DB 1st/2nd Silverfish, turquoise skirt, epIV £18.00 (2)
5142k DB 2nd Silverfish, turquoise skirt, epIV £18.00 (3)
5149k DB 2nd, silverfish, epIV, lights £25.00
5190k DB Bogie baggage, t/b £18.00 (2)
5192k DB 2nd/corridor, t/b £16.00 (5)
5194k DB 2nd/open, t/b £18.00 (7)
5594k DB Nurnberg 6wh Baggage, green £15.00
5601k DB 1st, blue, epIII £23.00 (4)
5601k DB 1st, blue, era III *NEW* £24.00 (2)
5603k DB 1st/corridor, blue, epIII £20.00
5604k DB 2nd/corridor, green, epIII £24.00 (2)
5610k DB 2nd/Baggage, t/b £22.00 (2)
5611k DB 1st, t/b £26.00 (4)
5612k DB 1st/2nd, t/b £24.00
5613k DB 2nd, t/b £24.00
56303k DB Bogie Baggage, green, epIII £26.00
5630k DB Baggage, green, epIII £24.00
5631k DB 1st recess door, green £25.00
5641k DB 1st/2nd, silverfish, black skirt £25.00 (2)
5677k DB Thunderbox Baggage, green, epIII £18.00
5684k DB Bogie Baggage, green, epIII £18.00
5792k DB 6wh 2nd, Clerestory, green £15.00
5829k DB Deutsche Bundespost, 3 tone grey special £25.00 (7)
5860k DB 2nd/baggage, bogie convert, epIII, green £16.00 (2)
5861k DB 1st/2nd Bogie convert, green, epIII £17.50 (3)
5863k DB 2nd centre entrance, green, epIII £25.00
835613k DB 2nd, blue/grey POP livery, epIV £38.00
835683k DB Bogie clerestory works coach, green £28.00
835684k DB Bogie Clerestory baggage coach, green £28.00
855090k DB 4wh works + 6wh baggage, green £48.00
4433k DBAG Br614 (914) centre coach, S-Bahn, orange/grey £20.00
4439k DBAG 2nd centre car for DMU *NEW* £25.00
4439k DBAG 2nd centre coach for railcar, two tone green/grey £25.00
5114k DBAG Bord restaurant, red/pink/grey with Panto £24.00
5145k DBAG 2nd, green/grey *NEW* £20.00
5176k DBAG 2nd/Corridor, two tone blue/grey £20.00
5177k DBAG 2nd/open two tone blue/grey £20.00 (6)
5178k DBAG 1st/Bistro Café two tone blue/grey £20.00 (3)
5181k DBAG 1st Eurofima ICE colours £24.00 (2)
5183k DBAG 2nd/corridor ICE colours £24.00
5184k DBAG 2nd/open ICE colours £24.00
5620k DBAG 2nd/Drivers, Double Deck, red *NEW* £68.00
5646k DBAG 2nd/Drivers (ex silverfish), red/grey £35.00
5647k DBAG 1st/2nd (ex silverfish) red/grey £22.00
5648k DBAG 2nd (ex silverfish) red/grey £22.00 (4)
5653k DBAG 1st/2nd Drivers Modus, red/grey £45.00
5654k DBAG 2nd Modus, red/grey £30.00 (3)
5671k DBAG 1st/open, two tone blue £20.00
5673k DBAG 2nd/open two tone blue £20.00 (5)
5843k Deutsche Bundesbahn bogie baggage, blue £25.00
5688k Deutsche Bundespost Bogie clerestory with brake hut, green £24.00
5632k DR 2nd, recess, green, epII £24.00 (7)
5745k DR 1st/2nd, recess doors, green, epIII £22.00
5760k DR Baggage, green £18.00
5762k DR 6wh, green £18.00 (2)
5763k DR 3rd 6axle, green £18.00
5777k DR 3rd 4wh gondola end, green £18.00
5778k DR 2nd, 4wh, gondola ends, green, epIII £15.00 (2)
5778k DR 3rd 4wh gondola end, green £18.00
5780k DR Bogie Baggage, green £28.00
5782k DR 1st/2nd bogie Clerstory, green £28.00
5783k DR 2nd Bogie Clerestory £28.00 (2)
5057k DRG 4wh Baggage/Post, green £15.00
5058k DRG 4wh 2nd/3rd, green £15.00
506013k DRG 4wh Post Baggage, green £24.00
5071k DRG 2nd, 4wh Thunderbox, green £15.00
5084k DRG Bogie Clerestory baggage, green £24.00 (2)
509002k DRG 4wh baggage, green £16.00
5090k DRG 3rd Clerestory, green £24.00
5090k DRG 4wh baggage, green £18.00
509102k DRG 2nd/3rd 4wh green £16.00
509202k DRG 3rd 4wh green £16.00
5151k DRG 1st/2nd, 6 axle bogie clerestory, green £24.00
5368k DRG 3rd 4wh, green £14.00
5382k DRG 6wh baggage, clerestory, green £22.00 (2)
568101k DRG 6 axle Diner, wooden, brown, clerestory £28.00
5689k DRG 1st/2nd Clerestory with brake hut, green £24.00
5788k DRG Deutsche Post bogie clerestory, green £28.00
5871k DRG 3rd/4th 6wh, green £20.00
5605k DSG Diner, maroon, LIT £26.00
5634k DSG Schlafwagen, recess doors, red, epIII £24.00
5607k DSG Sleeper, maroon, epIII £26.00
5841k DSG Speiswagen, recess doors, red, epIII £30.00
5189k Dutsche Bundespost, t/b £18.00
509101k KPEV 4wh 2nd/3rd, lined green, gondola ends £27.00
509201k KPEV 4wh 3rd, lined green, gondola ends £27.00
509301k KPEV 4wh 2nd/3rd, lined green, gondola ends £27.00
580901k KPEV 1st/2nd 6 axle bogie clerestory, lined green £32.00
580904k KPEV 6 axle bogie sleeper clerestory, lined green £32.00 (2)
5851k KPEV 3rd/4th, 4wh, brown/grey £20.00 (2)
5890k KPEV 3rd Bogie Clerestory with brake hut, brown £30.00
5892k KPEV 3rd 6wh, brwon with brake hut £20.00 (3)
5894k KPEV Halle 6wh baggage, brown £25.00 (3)
5081 Mitropa Diner Bogie clerestory, brown £20.00
5078k Mitropa sleeper Bogie clerestory, maroon £20.00
5082k Mitropa Bogie Clerestory diner, brown £22.00
515601k Mitropa 6wh sleeper, maroon £32.00
5743k Mitropa diner,maroon £20.00 (2)
5130 SBB Bogie baggage, green, lights £12.00
65132k SBB Driving car D Deck, blue/grey/yellow doors £65.00
5071Bk SNCB 4wh Cocktail coach, grey £22.00
995333CZK CSD Utz slideroof wagon, brown £18.00
5223k DB Stake wagon, epIII, brown £12.00
5229k DB EKU 4 x cont wagon £23.00
5230k DB Dortmunder Beer 4 x cont wagon £23.00
5245k DB Cargo Heavy bogie flat Sgns with MAERSK cont £30.00 (2)
5246k DB Kombiwaggon flat Sgns with Thyssen cont £30.00 (3)
5247k DB Kombiwaggon Heavy bogie flat Sgns with K-Line cont £30.00 (2)
5249k DB Cargo Heavy bogie flat Sgns with Norsia cont £30.00
5251k DB Kombiwaggon Heavy bogie flat Sgns with ECS cont £30.00
5252k DB Twin TT wagon set (No logload) £18.00
5252k DB Twin TT wagon set with log load £22.00
5253k DB 4wh low side Xo5, brown £10.00
5255k DB Kombiwaggon Sgns with NSCSA cont £30.00 (2)
5257k DB 4wh flat wagon, brown £11.00
52628701k DB Bogie open with catenary post load £16.00
5286k DB Long bogie stake wagon £16.00 (2)
5299k DB 8 axle bogie Bolster with Kurz silo load £28.00
5333k DB Slideroof wagon, brown £15.00
5344k DB 4wh Refrigerated van, white £14.00
53701k DB Railion High Capacity van, red £18.00
5372k DB Cargo van, red £15.00
5376k DB Dunlop High Capacity van, silver £16.00
5395k DB Bogie GGuwehs44 works van with brake hut £22.00
5396k DB kkt27 bogie hopper with brake hut £22.00
5415k DB 4wh tank car 'Wacker', blue £16.00
5425k DB THORL 4wh tanker, green *NEW* £15.00
5425k DB Thorl 4wh tanker, green, epIII £13.50 (4)
5516k DB Quarzwerke 4wh closed hopper, brown/blue £16.00 (2)
5723k DB twin TT wagon with wood load *NEW* £22.00
5910k DB Lidded wagon, brown, epIII £10.00
5952k DB Twin TT wagon set with rail load £22.00
80.5286k DB Bogie Flat + 2 cars, covered 'Opel' £22.00
805370k DB Ford van, blue £15.00
82.5910k DB 4wh Lime wagon and flat wagon set £25.00
83.5726k DB Bogie Flat wagon £20.00
855530k DB Cargo Side Tip bogie wagon, red £48.00
865521k DB EVA/RAG Bogie coal hopper, brown *NEW* £22.00
875521k DB VTG/RAG Bogie coal hopper, brown *NEW* £24.00 (3)
94.5802k DB 4 tank cars (UK, DEA,, Hoescht, EVA) £75.00
95.5805k DB 3 wagon set (Open + Von Haus zu haus cont + carbouy), epIII £60.00
96.5344k DB 4wh Refrig van 'Transthermos', white £20.00
96.5807k DB 4 wagon set (Banana van, Lime wagon+ flat with bogie load), epIII £85.00
97.5227k DB 4wh flat wagon + 2 x Mercedes Lorries £20.00
97.5308k DB 4wh Covered van 'Buhre', blue £22.00
98.5809k DB 4wh D Deck Car Transporter £30.00 (3)
965349k DB Leder Van + tauchertrau van set, epIII £25.00
5240k DBAG 4wh cont wagon Bad Reichenhaller £16.00
5311k DR van, brown £12.00 (3)
5354k DR stock van, brown, professionally weathered £15.00
5704k DR 4wh open Om, brown £11.00 (2)
5710k DR Short 4wh coal hopper, brown *NEW* £15.00
5727k DR 4wh flat wagon £12.00
5729k DR GL 4wh LWB van, brown, epIII *NEW* £20.00
5923k DR 4wh flat with stakes £14.00
97.5787k DR Bogie flat + steel plate load £30.00
5204k DRG Wurzberg High sided open with brake hut £16.00
5208k DRG Halle wood 4wh open, brown £12.00 (2)
5214k DRG Erfurt 48775x 4wh lowside, brown £11.00 (9)
5369k DRG Madgeburg Gwih van, balcony ends, brown £18.00 (2)
5857k KPEV Altona baggage, brown £20.00
5213A1k OBB 4wh lime wagon, brown (Austria Special) £25.00
5221Ak OBB 4wh Carbouy wagon 'Donau Chemie, epIII (Austria Special) £28.00 (2)
5306AK OBB twin van set, brown £34.00
5241k SBB Cargo Sgns with 2 x Cargo Domino swap body £35.00
5207k SNCB steel open, green £8.00

GUTZOLD

32700 DB 52 5956, 2-10-0 £110.00
39100 DB 155 064-9, maroon/white stripe £75.00 (2)
36100 DBAG 229 181-3, red/white stripe £90.00
35200 DR 118 714-5, maroon/white stripe £78.00
47500 DR 118 147-8, red/white stripe, weathered £78.00
33200 DR 119 111-3, red/white, £78.00 (2)
33200 DR 119 111-3, red/white, weathered £80.00
33500 DR 119 112-1, red/white stripe/weathered £90.00
39100 DR 155 064-9, maroon £85.00
28103 DR 56 2802, 2-8-0 £95.00
30300 SACHS 2-4-2T, green £80.00

LIMA

HL2003 DB 110 004-9, blue (Digital Lenz chip) £65.00
149800 DB ET430 3 unit EMU, maroon £75.00
HL2036 DBAG 152 112-9, Railion £98.00
8425LP FS E444 075, grey/red/blue £68.00
8425LP FS E444 079, red/grey/black £55.00
208694 FS E4444 068 XMPR, grey/green livery £70.00
208220LP FS E444 046, red/grey £55.00
149709 NS 4 Unit Hounshead EMU, yellow/blue £80.00
8047 SBB Am 841 001-1, red, diesel £65.00
208089 SBB Am841 003-7, red £65.00
149612+ 3x 201005 SBB Rae TEE 7 car set, red/cream £165.00
208311LP SBB RBe4/4 #1452, NPZ, grey/blue/yellow doors £85.00
208486 SBB Re4/4'' #10046 TEE Old, green/plate £45.00
208447 SBB Re4/4'' #10050, TEE, red/cream £65.00
208183 SBB Re6/6 #11605, Uster, green £60.00
208397LP SBB Re6/6 #11611, Ruthi, red £60.00
82372 SNCF 040D 4wh diesel shunter, black £30.00
309482 BLS 1st/Salon Bleu, blue/cream £16.00
309607k BLS 2nd, mkII, blue/cream £14.00
30933 BLS Dd2 Bogie Baggage, blue/cream £12.00
149783k BLS\BN\GBS\SEZ 4 x mkII coach set, blue/cream £60.00
HL4004 DB 1st , TEE Rheingold, 1968, blue/cream £22.00
HL4002 DB 1st TEE, Rheingold 1962, red/cream £22.00
9471k DB 1st/2nd Silverfish £18.00
9472k DB 2nd, Silverfish £18.00
9418 DB 2nd/Diner, green, era III £15.00
HL4005 DB Rheingold 1968 express coach, red/cream, 1:87 £25.00
149837k DB Silverfish 3 x Push/Pull coach set £55.00
9590k DB Silverfish, 2nd/drivers, black skirt £18.00
9796k DB Touropa x 3 coach set, blue, epIII £55.00
9529k DBAG 2nd, Silverfish, blue skirt £18.00
309157k DBAG diner, TEE, red/cream £18.00
149740k DBAG Push/Pull 3 coach set, two tone green/grey/ ex silverfish £55.00

PO Box 279, RYTON, NE40 9AF

e-mail on: geoff@contikits.demon.co.uk

PLEASE NOTE OUR NEW ADDRESS AND OPENING HOURS

Opening hours: TUE & WED 12.30–5.30pm, THUR 7.30pm–9.30pm, FRI 12–4pm
SAT 10am–4pm CLOSED SUN & MON TEL: 0191 4133389

149886k DBAG Silverfish 3 x Push/Pull coach set, one coach green/ grey £48.00
309576 DSB Bnm72 2nd, red £22.00
L309496 FS 1st UIC, green/grey £20.00 (5)
L309497 FS 2nd UIC, green/grey £20.00 (7)
L309500 FS 2nd, double Deck, grey/blue green £12.00 (6)
9488k FS 2nd/Bar/drivers centre entrance, grey/green/orange £28.00
L309501 FS 2nd/drivers, Double Deck, grey/blue/green £15.00 (2)
9275 FS 2nd/Drivers, orange/grey £22.00
9289L FS 2nd/Drivers, orange/grey £22.00
L309328 FS Restaurant, grey/blue/green £10.00 (2)
309420 Mittelthurgau TEE Observation, red/cream £22.00
309548k Mittelthurgau TEE Panorama, red/cream £20.00 (3)
309483k SBB 1st, blue/grey/yellow doors for NPZ £24.00
309670k SBB 2nd, blue/grey/yellow doors for NPZ £24.00
309272k SBB 2nd, blue/grey/yellow doors for NPZ (small doors) £20.00
9380 SBB 2nd, inset door, green £12.00
L309223 SBB 2nd/Bicycle, blue/grey/yellow doors for NPZ £24.00
309163k SBB 2nd/Drivers, green/red face £25.00
309597k SBB 700 Yrs 1st, mkII, white/red £16.00
9332k SBB Baggage, green/grey £12.00
309365k SBB Baggage, green/grey £10.00
309515k SBB Hupac Drivers coach, light grey £14.00
309592k SBB Hupac Drivers coach, turquoise £14.00
309615k SBB Le Buffet Suisse, purple/grey £16.00 (2)
9365k SBB mc76 DdZ baggage, green/grey £15.00
309616k SBB Self Service Restaurant, red £12.00
9372k SNCF 1st DEV, green/silver £15.00 (2)
L309733 SNCF 1st, Grand Comfort, red/silver £16.00 (4)
9118k SNCF 1st, two tone grey/red doors, Eurofima, £16.00
9165k SNCF 1st, two tone grey/red doors, Eurofima, £16.00
9193k SNCF 1st/2nd Corail, orange doors £16.00
309200k SNCF 1st/2nd Corail, two tone grey/orange doors £15.00
L309734 SNCF 1st/Baggage, Grand Comfort, red/silver £16.00
303570 DB Bogie Tadgs Talbot hopper £9.00
HL6002 DB Cargo bogie stake with 3 x cont, red £20.00
L302701k DB Cargo closed 4wh hopper, red £10.00
HL6002 DB Cargo Long Bogie flat with 3 x Swapbody, red £24.00
303577 DB G+H ISOVER, pale blue £5.00
303224k DB Glt19 covered LWB van, brown £8.00
302928k DB RAG bogie coal hopper £8.00
3300k NS Cargo Bogie Hopper Eaos, red £7.00
3252k OBB Glt van, 4wh, LWB, brown £7.00
3586 SBB Long Bogie slidewall van, Migros/Aproz £7.00 (2)
3588 SBB Long Bogie slidewall van, Migros/Bischofszell £7.00

MARKLIN HAMO

8315 DB Br52 3329, 2-10-0 with tub tender £115.00
38880 DB 44.1652, 2-10-0, ex 044.534 £135.00
8309 NS mP3020 PTT Post EMU Railcar, red/yellow £145.00
8356 SBB Be6/8'' Crocodile, green £125.00
3334 SNCF BB26006, orange/grey £85.00
8334 SNCF BB26004, two tone grey/orange £80.00
3459 SNCB 8002, diesel shunter, green, special edition £100.00
43809 CFL set of 3 ex Silverfish, yellow/blue £85.00 (2)
42902 DB Cargo 2 x ex coach Inormation car set, red £40.00
4279 DB Deutsche Bundespot bogie coach, two tone grey/yellow £18.00 (2)
42932 DBAG Bogie baggage, red/grey doors £18.00
4094 DSG Diner epIV, maroon £18.00
4507 DRG 4wh baggage with brake hut, green £12.00
43217 OBB 1st/2nd, skirts, green, epIII £20.00
4125 SBB Buffet Suisse, purple/grey/white £25.00
4244 SNCF 1st, Rivets, green £20.00 (2)
4245 SNCF 2nd, Rivets, green £20.00 (4)
47006 CFL Bogie Cowl wagon, brown £18.00
48943 DB 2 x Von Haus zu Haus cont (3) wagon set £20.00
48260 DB 3 x Silo wagon, grey, Rudolph Rohrbach, epIII £16.00
46902 DB Bogie EAOS open, blue with wood chip load £18.00
4690 DB Bogie Eaos open, brown £10.00 (8)
48038 DB Bogie Viessmann Van (Long), orange £18.00
46123 DB Double 4wh car transporters, no cars £24.00
4754 DB Esso bogie tanker, grey £20.00
48261 DB Fewa 3 silo wagon, blue £18.00
48941 DB Flat with 3 x Eku Cont (Double set) £28.00
47443 DB Hupac with Kuhne+Nagel Artic trailer £35.00 (2)
4890 DB Kaiser Freidrich Quelle van with brake hut, yellow £12.00
OO751-20 DB Lowenbrau 3 x tank cont wagon £15.00
OO751-24 DB Lowenbrau 3 x tank cont wagon £15.00
4872 DB Moka 4wh tanker, silver, epIII £10.00
4848 DB Primagas bogie tanker, white/orange stripe £20.00
4460 DB Taes bogie van, brown £10.00
4726 DB Tams Bogie covered open, brown £12.00 (6)
46581 DB Tiwn silo wagon, silver, epIII £12.00
48945 DB Twin Haus Zu haus 3 cont wagons £22.00
46613 DB twin silo wagon, Clubmast, grey £15.00
4761 DB Twin Silo wagon, Dyckerhoft, grey £12.00 (6)
4661 DB Twin silo wagon, grey £15.00 (3)
46615 DB Twin Silo wagon, Südzucher, grey £15.00
46516 DB VTG Bogie tanker, grey, epIII £15.00
4423 DB Wooden Lowside £4.50
48501 DBAG 4wh flat with 2 x Alno cont, white £18.00
46618 DBAG Akw twin silo wagon, light grey £15.00
48012 DBAG Hibblns bogie high capacity van, red £18.00 (6)
4893 DR Quandsfron Beer van with brake hut, white £8.00
46841 DRG flat with Betu van load £22.00
46150 DSB Nielson Meat van, 6wh, white £18.00
4733 FS Rapelli van, white £15.00 (2)
48605 Intermodell Bau 2005 DB beer van with brake hut, cream £12.00 (2)
47447 Marklin 2003 Hupac with Marklin Artic Trailer £30.00
31974 Marklin van, black £12.00
48545 NS set of 3 x 4wh tankers, yellow £50.00
46751 OLEX wagon set £50.00
4890.908 SBB Anker Beer van, white, epIII £10.00
47078-X SBB Cargo Flat car with Cargo Conts £38.00 (3)
4735-927 SBB Hbils PTT union, red/white £15.00
4735-902 SBB Hbils van, Denner, red/white £15.00 (2)
SBB Hbils van, Fontessa Elm, blue/graphic £15.00
4735-925 SBB Hbils van, Wie fahrt man gut, green £15.00
84735-21 SBB Hbis van EPA, white £15.00
84735-20 SBB Hbis van Schindler, white £15.00
4835 SBB Hbis van, Maggi, yellow/red £15.00
4735-911 SBB Hbis van, Sihl, white £15.00
47441 SBB Hupac with 2 x Drier swapbody £35.00
47453 SBB Hupac with 2 x Hangartner Swapbody £35.00
4759 SBB Twin silo, yellow £12.00
46617 Set of 3 x Grain Silo wagons £48.00
46553 SNCB + NS Armita bogie tankers £40.00
46342-05 SNCB Amylum hopper, grey £20.00
46342-1 SNCB Bogie grain hopper, grey £20.00
46342-02 SNCB Cita grain hopper, cream £20.00
46342-03 SNCB Cita grain hopper, cream £20.00
46342-04 SNCB Transcereales Hopper, grey £20.00
47446 SNCB TRW Hupac with Possoz Artic trailer £35.00
46323 SNCF 3 x Millet bogie Grain hopper set, white/cream £70.00
46532 SNCF Bogie Chemiccal tank car Lambiotte x 2 set £40.00
46329 SNCF Granit x 3 set of bogie grain hoppers £65.00
442400108 SNCF Lowside, brown, epIII £10.00
46326 SNCF Sanders x 3 set of 3 bogie grain hoppers £65.00
48441 SNCF Sollac bogie ore cars, grey £22.00
46341 SNCF Soufflet x 3 set of bogie grain hoppers £65.00
48449 SNCF x 2 bogie ore cars, grey £42.00
4514 WLE 4 x Uc twin silo wagons, red £50.00
4780 Wurt Aktien Beer van with brake hut £10.00
8478 Wurt Aktien Beer van with brake hut £10.00
8474 WURT DAPG 4wh tanker with brake cab £10.00
4782 Wurt Esslinger Beer van with brake hut £10.00 (2)
8477 Wurt Gartner Beer van with brake hut £10.00
600196 Wurt Stihl van with brake hut, white £10.00

RIVAROSSI (SH)

HR2136 BLS Ce4/4 #311, brown (DCC) £145.00
HR2017 DB 58 1047 2-10-0 £145.00
1358 DB 89 638, 0-6-0T, epIII £55.00
1382 DB Br10 002, streamline, 4-6-2 £95.00
HR2048 DB Br641 diesel railcar, red/grey £135.00 (2)
HR2266 DB Diesel railcar 627 005-2, Bwkarlsrue, red. epV £120.00
HR2048 DBAG 641 Railcar, red £118.00
HR2029 DRG 18 534, 4-6-2 £145.00
HR2029 DRG Br18 534, 4-6-2 £145.00
5204 DRG Br18 538, grey #56/700 made £175.00
1750 FS D245 2018 0-6-0 diesel, green/yellow stripes £65.00
HR2011 FS E402A, XMPR livery (Decoder fitted) £155.00
HR2263 FS E424, grey/orange (DCC fitted) £125.00
HR2175 FS E428 1st series, brown £168.00
HR2272 FS E428 series I, grey/brown £168.00
HR2349 FS E428.184, brown, digital sound £195.00
HR2000 FS E4444R, orange/grey (Decoder fitted) £145.00
HR2190 FS E444R-081 ESCI livery (Decoder fitted) £145.00
R1436 FS E645 035 £125.00
1411 FS E652 006, blue/grey £115.00
HR4153 FS Le601 021 + Le481 004 twin trailer set, original livery £98.00
HR2268 FS428 Series 1, brown £145.00
HR2056 OBB 5047 Railcar, blue/grey/red £168.00
1655 SBB Ae3/5 #10217 £95.00
HR2040 SBB Bm4/4 diesel #18413, brown £65.00
1658 SBB Ee3/3iv #934 558-8, red (DCC) £95.00
1661 SBB Em3/3 #18821, red (DCC) £75.00
1650 SBB Re4/4'' #11137, green, single Panto £75.00
1653 SBB Re4/4'' #11141 Swiss Express orange/grey (As NEW) £80.00
1651 SBB Re4/4'' #11147, red £95.00
1652 SBB Re4/4'' loco+dummy #11134/#11143 £160.00
400011 SNCF BB8586, green/white stripe £115.00
1600 SNCF cc7131 electric, two tone green £110.00 (2)
2593 CIWL Sleeper #3532, blue £45.00
2594 CIWL Diner, #2971, blue £28.00
2520 FS bogie Baggage, purple/grey £12.00 (3)
2573 FS TEN sleeper, blue £12.00
2595 FS WLABm Sleeper, high silver roof, blue £18.00
3600 FS 2nd TpX, maroon/grey stripes £30.00 (2)
HR4002 FS 2nd LWB 4wh, grey £25.00
HR4006 FS 1st UICZ XMPR, green/grey £28.00 (2)
HR4016 FS 3 x MU sleeper set, blue £105.00
HR4017 FS 2nd/Drivers, green/grey (XmPR) £50.00
HR4018 FS 1st, green/grey (XmPR) £25.00
HR4019 FS 2nd, green/grey (XmPR) £25.00
HR4119 FS 1st UIC X, maroon/grey £30.00 (2)
HR4120 FS 2nd UIC X, maroon/grey £30.00 (3)
HR4121 FS 2nd UIC X, maroon/grey £30.00 (3)
3582 RENFE 2nd, brown/cream, ESTRELLA, broken step £16.00
3565 RENFE BB 1-1102 ex CIWL, green £25.00
HR5106 DB BASF bogie tanker, silver £22.00 (2)
HR6029 DB Cargo Bogie canvas covered wagon, red £18.00
2441 DB EKU Beer van, white £10.00
2439 DB Gold Ochsen beer van, white £10.00
HR6081 DB Hbis299, 2 piece van set, brown £30.00
HR6082 DB Hbis299, Ford, 2 piece van set, brown £30.00
2400 DB Rs Bogie stake wagon with 3 x cont wagon £20.00
HR6109 DB Tadgs 959 Rexwal, long closed bogie hopper, brown £24.00
HR6046 DB Transcwaggons High Capacity Bogie van, silver £25.00 (3)
2126 DB Uas Bogie Cereal hopper, Ermena, grey £24.00 (6)
HR6106 DBAG Skw Tads958 long bogie hopper, yellow £22.00
HR6085 DBAG x 2 bogie flat with 40' cont, DHL + Maersk £38.00
HR6096 FS Bogie Interfrigo LWB van, white £15.00
2124 FS bogie stake, Carro Pinale £18.00
HR6099 FS pair of Monfer Bogie hoppers, one blue/one grey £45.00 (2)
HR6093 FS Rgs Long Bogie stake with 3 x 20' cont £22.00
HR6095 FS Ros long bogie canvas cover wagon, grey/brown £18.00
HR6001 FS Tadgs long Bogie closed hopper, brown £18.00 (3)
2138 FS Uas Bogie Cereal hopper, Ausiliare, cream £24.00
2128' FS Uas Bogie Hopper Ferruzzi, grey £24.00
2148 FS Uas Bogie Hopper Sosimage, grey £22.00
HR6100 FS x 2 Ferruzzi Bogie cereal hopper, grey £38.00
HR6114 NS Eurolux cargo bogie canvas wagon, grey £18.00
HR6089 SBB Uas bogie hopper Millet 2000, light grey £25.00 (2)
2139 SNCB Uas Bogie Cereal hopper, CITA, cream £24.00
R2195 SNCF + CFL Gs Pair vans £25.00
2130 SNCF Bogie cereal hopper, Granit, blue £24.00 (3)
HR6174 SNCF Transfesa Flat with Ford Channel Tunnel cont, £22.00
2136 SNCF Uas Bogie Cereal hopper, Cgouessant, cream £24.00 (2)
2132 SNCF Uas Bogie Cereal hopper, Conirentale, grey £24.00 (3)
2133 SNCF Uas Bogie Cereal hopper, Purina, grey £24.00

ROCO LOCOS (NEW AND SH)

63991 ALEX ER20-002, silver/yellow £75.00
62833 ARRIVA 223 065 Hercules, blue/grey/yellow £95.00
63562 BASF 145 CL001, green, electric £85.00
63371 BAV S3/6 #3601 lined green, digital sound £195.00
63809 BLS 185 525-3, Cargo, silver/blue, (DCC Lenz silver) £125.00
63809 BLS 185 525-3, Cargo, silver/blue, Lenz digital £115.00
63809 BLS 185 525-3, silver/blue (DCC Fitted) £115.00
62504 BLS 185 577-4 Cargo, silver/green (DCC Fitted) £125.00
63844 BLS 420 502-7, silver/green/silver *NEW* £148.00
62691 BLS 420 504-3, silver/blue/green, Lenz digital £118.00
72397 BLS 465 010-7, blue, Lenz digital £118.00
43656 BLS 465 015-6, blue £85.00
62399 BLS 465 018-0, blue £95.00
63594 BLS 485 001-2, silver/green £115.00
62498 BLS 485 003-8, Cargo, silver/green/graphics (DCC Fitted) £125.00
63639 BLS Ae4/4 #251, brown, Lenz digital £125.00
63883 BLS Ae4/4 #252, brown (DCC Fitted) £125.00
63886 BLS Ae4/4 #258, brown £115.00
63887 BLS Ae6/8 #271, brown £245.00
63880 BLS Ae6/8 #274, brown £225.00
63594.4 BLS Cargo (485) 185 535-2, blue/silver/green £128.00
63809 BLS Cargo 185 525-3, blue/silver £125.00
43656 BLS Re465 001

CONTI-KITS

STRICTLY MAIL ORDER

Continued from the previous page

63812 RENFE 1007 Electric, green £145.00
63971 RENFE D319.220, brown/orange (not sound) £115.00
43833 RENFE D319.232-5 diesel, grey/yellow £75.00
63445 RENFE D319.306.7, blue/white £95.00
63810 RENFE E1002 electric, green £125.00
62558 RTC EU43-006 cream/green, electric £115.00
43328 SACHS 2-10-0, green £90.00
62840 SBB 221 130-8, maroon £95.00
63504 SBB 460 014-4, HCB, white/graphics £115.00
63513 SBB 460 015-1 TSR, white/graphics £118.00
62696 SBB 460 021-9 'Time', blue/graphics, Lenz digital £138.00
62697 SBB 460 080-5, Verkehrshaus, blue/graphics, Lenz digital £138.00
43655CA SBB 460 083-9, Cargo, green, digital £85.00
43655 SBB 460 093-8, red £85.00
43655 SBB 460 108-4 Alptransit, white/graphics £115.00
61402 SBB 460 109-2, red + 3xcoach + driving trailer set, digital £238.00
63514 SBB 460 114-2, Western Union, yellow £110.00
63666 SBB 474 014-8 Cargo, red/blue (DCC Fitted) £125.00
63591 SBB 482 004-9 Cargo, blue/red (DCC Sound) £165.00
63599 SBB 482 009-8Holcim, white/red/black £128.00
62506 SBB 482 039-5 Cargo, red/blue (DCC Fitted) £125.00
62501 SBB 484 006-2 Cargo, red/blue (DCC Fitted) £135.00
63592 SBB 485 002-3, Cargo, red/blue (DCC Fitted) £135.00
63150 SBB 500 040-1, 5 unit DMU £325.00
62400 SBB Ae3/6" #10439, brown £165.00
43698 SBB Ae6/6 #11423, red/chrome bands £100.00
43711 SBB Ae6/8 #205, brown, wooden box edition £145.00
43580 SBB Am 4/4 diesel, red #18463 ..... £75.00
62430 SBB Cargo 189 995-4, yellow/blue (DCC Fitted) £125.00
63592 SBB Cargo 482 002-3, blue/red £118.00 (2)
63591 SBB Cargo 482 004-9, blue/red £115.00 (2)
62537 SBB Cargo 610 489-7, blue/red, Lenz digital £125.00
63537 SBB De4/4 #1669, green £85.00
62665 SBB Ee3/3 #16409, brown £98.00
62665 SBB Ee3/3 #16409, red, digital couplings £128.00
62667 SBB Ee3/3 #16411, red, ... £95.00
43631 SBB Fe4/4 #18518, blue/white face £90.00
63840 SBB Re4/4" #11128, green (DCC Fitted) £125.00
43655.5 SBB Re460 009-5, Lok 2000, red (DCC Fitted) £110.00
43655 SBB Re460 012-8 'Thales', white/red rose graphic £118.00
62396 SBB Re460 015-1 Swiss Football, graphics £138.00 (2)
62697 SBB Re460 080-5, Verkershaus, blue/graphics (Digital) £135.00
43655 SBB Re460 093-8 Rutschi, white/people graphics £110.00
43655SR SBB Re460 112-6, Flugzug, white/graphics (DCC Fitted) £135.00
63735 SBB Re6/6 #11609, green (DCC Fitted) £125.00
63730 SBB Re6/6 #11621, green (DCC Fitted) £125.00
63733 SBB Re6/6 #11681, green (DCC Fitted) £125.00
63732 SBB Re6/6 #11689, VSLF, green (DCC Fitted) £125.00
63734 SBB Re6/6 Cargo #11655, multi-green colour £118.00
63734 SBB Re6/6 Cargo, green (DCC Fitted) £125.00
62970 SDB 365 180-9, t/b £75.00
63682 SIEMENS 1116, yellow/silver £95.00
63682 SIEMENS 1116, yellow/silver (digital) £115.00
63399 SIEMENS ER20-001, diesel, silver/yellow £85.00
62831 SIEMENS ER20-2007, silver £70.00
63549 SNCF 25 247 two tone grey/orange stripe (DCC Lenz silver) £115.00
62515 SNCF 50 9256, two tone grey/orange stripe (DCC Lenz Silver) £115.00
62982 SNCF 72048 diesel, blue/white, digital £110.00
43780 SNCF BB22387, silver/grey/red £80.00
43578 SNCF BB4620, green £75.00
43560 SNCF BB9303, green/white stripe £80.00
63547 SNCF BB9306 'Ligure', green/white stripe, DCC fitted £85.00
43560 SNCF BB9329, green/white stripe £70.00

See us at the following events; 28th-30th Nov at Wakefield MRS, 6th Dec at European MRS Cadbury Club, Bournville, 28th & 29th Dec at Locomotion Shildon, 29th Dec at Macron Stadium Bolton and 31st Dec at Doncaster Racecourse. Please let us know what you would like to see and we will happily bring it along, no obligation to buy! PLEASE give a few days notice. We are happy to buy or part exchange, just let us know what you intend to bring.

63465 SNCF FRET 468 010, green/silver £85.00
63485 SNCF FRET 468 538, green/silver £80.00
43078 SNCF Railcar 2855 +8010, red/cream £135.00
43077 SNCF X2857 Railcar, blue/white £125.00
43490 SNCF XABD 2863 Railcar, red/cream £85.00
43682 SOB 143-922-3, maroon/white stripe £70.00
63419 SOLVAY 211 237-3, t/b £75.00
43541 Swiss SOB Re4/4 446 448-7 'Seedam Centre', blue £65.00
63429 TLG 232 446-5, yellow/blue £70.00 (2)
63808 TX 185 537-8, silver (DCC-Lenz) £120.00
62397 VR (Finland) Re460 Sr 3236, white/red £115.00
62835 WLB ER 20-008 diesel, yellow/silver ..... ***NEW*** £80.00
World Cup 2006 Special in Wooden Box #119 of 1000 produced:
OBB 1116 075-1, Swiss/Austrian World Cup in red/graphics £195.00
63418 WTK V100D-3, t/b £75.00
44476 BLS Bogie baggage, blue/cream £20.00 (2)
44476 BLS Bogie baggage, blue/cream £20.00
44893 BLS 1st/open mkIV Eurofima, blue/cream £30.00
44894 BLS 2nd/open mkIV Eurofima, blue/cream £30.00 (4)
45196 BLS Baggage (Ex SNCF), blue/cream £32.00
4238A BLS 2nd, mkII, blue/cream £20.00 (2)
4239A BLS 1st, mkII, blue/cream £20.00
44966 BT 1st, mkIV, green/cream £30.00
44967 BT 2nd, mkIV, green/cream £30.00 (2)
45994 + 45995 Complete EXIDER 14 x coach set ..... ***NEW*** £180.00
4228 DB 2nd, short 4wh, gondola end, green, epIII £5.00
44147 DB Twin 3rd, 6wh convert set, green, epIII £36.00
44449 DB Baggage, Pikes, green, epIII £16.00
44537 DB 2nd/Baggage, recess door, green, 1:87, epIII £18.00
44543 DB (ex Wurt) 6wh baggage, green £18.00 (2)
44556 DB Baggage ElLZUG, recess door, green, epIV £18.00 (2)
44640 DB 1st/2nd Eurofima, blue/white stripes £24.00 (3)
44680 DB 1st/2nd, Centre entrance, green, epIII £25.00
44680 DB 2nd/Centre entrance, green, epIII £22.00 (2)
44682 DB 2nd/Drivers, Centre Entrance, green, epIII, 1:87 ..... £25.00
44686 DB 2nd, centre entrance, green £25.00
44740 DB 2nd, green, epIII £22.00 (6)
44747 DB 1st/Corridor, t/b £22.00 (5)
44752 DB 2nd/Baggage, epIV, green £22.00
44755 DB 2nd/Corridor, epIV, green £25.00
44841 DB TEN sleeper, blue £22.00
44909 DB Messwagen Bogie coach, yellow £22.00
44918 DB 2nd 'Pop' livery, blue/grey £25.00
44919 DB 2nd/Corridor 'Pop' livery, green/grey £25.00
44920 DB 2nd/Baggage, 'Pop' livery, blue/grey £25.00
45297 DB 1st/2nd S-Bahn, orange/grey 1:87 ..... £20.00
45299 DB 2nd/Drivers S-Bahn, orang/grey £35.00
45349 DB works recess door, maron, epIII ..... ***NEW*** £25.00
45480 DB 1st/2nd Silverfish, black skirt £35.00
45482 DB 2nd/drivers, silverfish, black skirt £40.00 (2)
45663 DB Baggage, recess door, green, epIII ..... ***NEW*** £28.00
45663 DB Bogie baggage, epIII, green £25.00 (2)
64052 DB 3 x short 4wh coach set, epIII, green £45.00
4220S DB Baggage Pikes, green, epIII £16.00
4250S DB 2nd/Baggage, Bogie convert, green £10.00
44232A DB 2nd, recess door, green, epV, 1:87 ..... £16.00 (3)
44233A DB 1st/2nd recess door, green, 1:87 ..... £16.00 (4)
44792 DBAG 1st/corridor, two tone blue/grey, 1:87, Eurofima £25.00 (2)
44938 DBAG 2nd/Drivers, red/pink/grey 1:100 ..... £28.00
45068 DBAG Autozug coach, red/grey, sleeper £30.00
45235 DBAG 1st, Vampire, blue/grey £28.00
45251 DBAG Baggage, two tone grey 1:87 ..... £20.00
45262 DBAG 2nd/Drivers, red/grey 1:87 ..... £40.00
45282 DBAG 2nd/driver, red/grey £40.00 (2)
45483 DBAG 1st/2nd two tone green/grey, ex silverfish, 1:87 ..***NEW*** £30.00 (2)
45485 DBAG 2nd/Drivers, ex Silverfish, two tone green/grey £40.00 (9)
64276 DBAG 2nd, 3 door set, red/grey, epV £32.00 (2)
64277 DBAG 2nd, 3 door set, red/grey, epV £32.00
64278 DBAG 2nd/Drivers, 3 door set, red/grey, epV £42.00 (2)
64296 DBAG 2nd, 3 door set, red/grey, epV £32.00
44551 DR 3rd Recess door, green £16.00 (3)
44864 DR 2nd, 6wh, gondola ends, green £16.00
45498 DR 2nd, recess door, green £16.00
45675 DR 1st/2nd, recess door, green, epIII £25.00 (2)
45677 DR 1st, recess door, green, epIII £25.00 (2)
45679 DR Mitropa sleeper, recess door, maroon ..... ***NEW*** £25.00
45477 DRG 3rd 6wh, gondola end, green ..... ***NEW*** £20.00
44914 DSB 2nd/Couchette, blue/red panel £32.00
44915 DSB 2nd/Couchette, red £32.00 (2)
4292S DSG Pikes Sleeper, red £15.00 (2)
44452 DSG Sleeper Pikes, maroon, epIII £18.00 (3)
4294 DSG sleeper, pikes, maroon, epIII £10.00
4218B Dutch Plan D coach in Roco orange/blue £15.00 (2)
45040 FS 1st, grey/green, 1:87 ..... £26.00
45043 FS 2nd, grey/green, 1:87 ..... £26.00 (2)
54236E FS 1st/Corridor, Eurofima, orange/grey stripe £22.00
44205A KPEV 4th 6wh clerestory, green £18.00
44812 LAB 4th short 4wh, green £12.00 (4)
64811 MAV 1st, blue/grey £32.00
4218A NS 1st, plan D, blue £16.00
64790 OBB 2nd Schilleren, green £27.00
64791 OBB 2nd Schilleren, green £27.00
64792 OBB 2nd/baggage, green £27.00

64530 RENFE 1st, blue/white £30.00
64536 RENFE Restaurant, blue/white £30.00
44110 SBB set 1st mkII two tone grey + salon mkIV, green/grey £50.00
44298 SBB 3rd Heavyweight, green £30.00
44320 SBB 1st mkII, two tone grey £20.00 (3)
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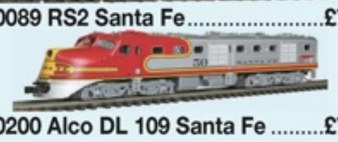
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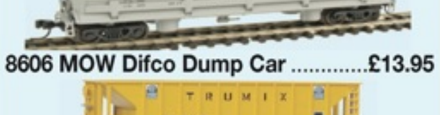

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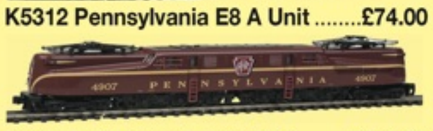
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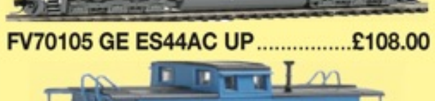

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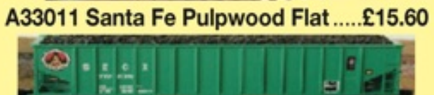

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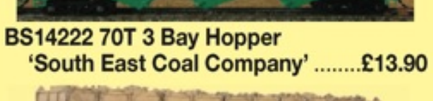

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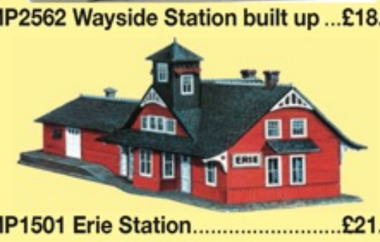

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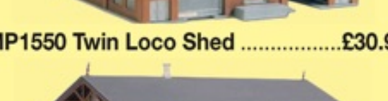

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