MAY 2015 CONTINENTAL MODELLER VOLUME 37

Nürnberg new product plans continued

EXTRA PAGES!

CONTINENTAL MODELLER

MAY 2015 | £4.45 (UK)

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

NÜRNBERG TRADE FAIR REPORT INSIDE

Bastogne
Belgian HO

Inside this issue...

9 770955 129132 05



News from Nilgiri



Justin Versaitou



Nürnberg – part 2

N, TT, Z, O, 1, Narrow, G, Scenics

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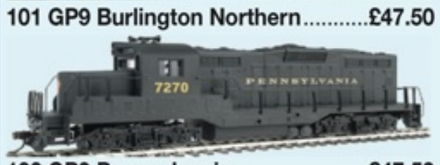
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1659 40' Pennsy Hopper.....£13.60



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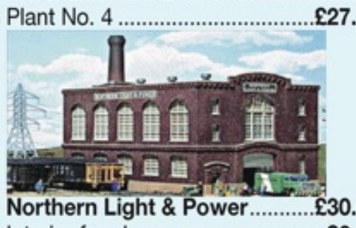
58006 Gt. Northern Ore Car ×6.....£75.95



1677 50' Box State of Maine £13.45
1676 50' Box Car Santa Fe.....£13.45
3512 40' 'Wilson' Meat Reefer.....£18.50
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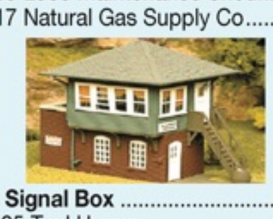
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Acme Machine Co £33.50
Homestead Furniture.....£44.60

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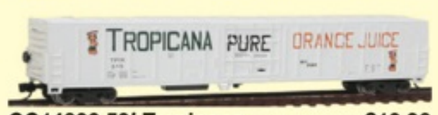
W80089 RS2 Santa Fe.....£79.00



A1086 40' Box Amer. Colloid £12.95



W50200 Alco DL109 Santa Fe £73.00



CC14832 50' Tropicana.....£13.96



W80085 NYC RS2 Diesel.....£79.00



W80155 SW9 C&NW.....£65.00



W80152 SW9 CB&Q.....£65.00



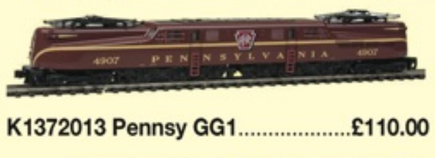
W80057 GP20 'Cotton Belt' £80.00
K1110/1 AT & SF F3 A&B unit both powered.....£132.00



B11754 4-4-0 B&O £64.40



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CC105 40' UP Yellow Box Car.....£9.50
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W3252 Low Rel. Variety Printing.....£19.95



MP2562 Wayside Station Building ..£18.95
MP1501 Erie Station.....£21.25



LL7463 Country Store £10.95

CONTINENTAL MODELLER

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



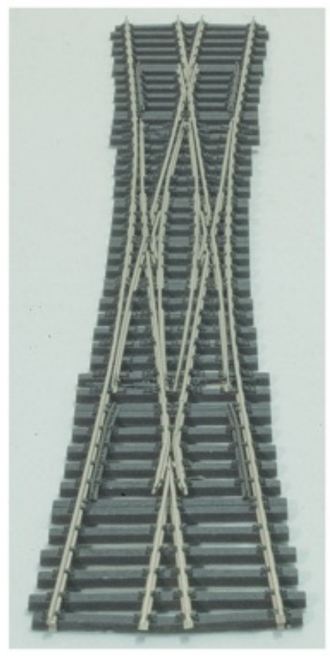
Cover
SNCB/NMBS 6246 departs Bastogne Rue de Clervaux with a push-pull train of M4 stock on a working to Liège as blue 6005 arrives with a train from Brussels.
Photo: editor.

Nürnberg trade fair report – part 2

This issue includes the second part of our comprehensive report from the model railway section of the major international toy trade fair held in Nürnberg in the first week of February. While the first part last month dealt in detail with HO, this instalment covers everything else – N, Z, TT, O, 1, narrow gauge, and G, plus a selection of scenics, structures, and accessories, along with contact details for the whole report.

This year we have been somewhat stricter in limiting structures to railway-related items, partly for reasons of space (and even so we have had to hold over one previously announced article) but also because some manufacturers have programmes which do not have so many 'mainstream' railway items. This may be because so much has been done already but possibly also a reflection on their appreciation on the state of the market. It is much easier to tempt modellers to another loco and maybe even stock, but people do not expand or rebuild layouts, or build new ones, at the same rate as they collect more stock!

After photo-etching and laser cutting, it seems that 3D-printing is the latest new technology to be adopted. As 'rapid prototyping' it has been used for some time for making advance samples for display purposes (since it can be used to create a test model from more-or-less the same CAD files as developed for the actual product), but Noch are now proposing to use the technology for actual products, even though it is less suited to 'mass' production than laser cutting, but they are proposing some interesting accessories, especially relevant to detailing HO track. Presumably they are not anticipating the kind of demand which would make it worth the cost of tooling a plastic model. Track and related topics – appearance, ancillary items, and geometry – has not been a major concern of most German and other modellers in European: track is only what is necessary for running trains! Specialists such as Weinert are notable exceptions; as we noted last month, their *mein Gleis* HO range will be augmented with a double slip (*right*).



The second part of our report begins on page 317 –

we hope you find it interesting.

It will be back to 'normal service' next issue, and there will be a lot of product reviews to catch up with – some are late deliveries from last year (which for various reasons did not even arrive as has often been the case in the interval between Christmas and Nürnberg, while some are items announced this year which have been delivered already (even discounting those that were so late from last year they were included in the programme again this time in order to bulk up the brochure ... !).

Derby show

We are looking forward to the Derby show in its new venue, The Roundhouse, the former Midland Railway locomotive shed which has been sympathetically restored as a conference and events centre. A model railway exhibition could hardly have a more appropriate venue, and the city centre location, adjacent to the main railway station and with its own parking, would seem to be close to ideal.

The event takes place on Saturday 9th and Sunday 10th May, and the exhibits will include a significant foreign element, with European and American layouts on show and specialist societies present. Peco Publications will be represented.

For more information, see *Exhibition Diary* and the *News* section.

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Nürnberg

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A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:
EPOCH I – approximately 1870 to 1920; vehicles in the liveries of the separate state and private railways.
EPOCH II – approximately 1920 to 1945, from the formation of the large national state networks (DRG, BBÖ, SBB, etc).
EPOCH III – approximately 1945 to 1968.
EPOCH IV – approximately 1968 to 1994; vehicles with UIC computer-numbering.
EPOCH V – 1994 to 2006, from the foundation of DBAG, formation of private railway operating companies, and Europe-wide liberalisation of rail traffic.
EPOCH VI – introduction of new Europe-wide UIC vehicle numbers containing a country-specific code, starting 2007.





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33251	DR BR99 Steam Locomotive III	£140.00

HOe WAGONS

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34499	Side Tipping Wagon Set (2) III	£11.00
34589	DR Ballast Wagon Set (2) III	£43.00

TT STARTER SET

35013	DR BR132 Freight Digital Starter Set IV	£209.95

TT LOCOMOTIVE

36247	DR BR120 Diesel Locomotive IV	£140.00

TT WAGONS

37514	DB Hapag-Lloyd Container Wagon V	£22.00
37515	DB MSC Container Wagon V	£22.00
37516	DBAG Lorens Container Wagon V	£22.00
37591	DR Heavy Duty Flat Wagon Set (3) IV	£56.00
37592	DR Heavy Duty Flat Wagon w/Load IV	£13.75
37615	MAV Bogie Slurry Tank Wagon V	£32.50

HO STARTER SETS

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41514	DBAG BR145 Z21 Digital Starter Set VI	£329.95
51157	FS D214 Freight Analogue Starter Set IV	£119.95
51269	RENFE Diesel Digital Starter Set IV	£219.95
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HO LOCOMOTIVES

52490	DBAG BR290 Diesel Locomotive V	£69.95
52502	DR BR132 Diesel Locomotive IV	£90.00
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52516	RENFE 309 Diesel Locomotive V	£65.00
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52533	NSB Di5 Diesel Loco V (DCC-Coupling)	£150.00
52570	DBAG BR101 Electric Locomotive V	£90.00
52603	DR BR57 Steam Locomotive IV	£140.00
52609	DB BR057 Steam Locomotive IV	£140.00
52614	DSB My Diesel Locomotive IV	£120.00
52615	DSB My Diesel Loco IV (DCC-Sound)	£185.00
52618	MAV M61.001 Diesel Locomotive V	£120.00
52619	MAV M61.001 Diesel Loco V (DCC-Sound)	£185.00
52630	DB BR798/998 2 Car Railbus IV	£130.00
52631	DB BR798/998 2 Cr Railbus IV(DCC-Sound)	£195.00
52632	OBB Rh5081 2 Car Railbus IV	£130.00
52633	OBB Rh5081 2 Car Railbus IV (DCC-Sound)	£195.00
52641	OBB Rh7081 Railbus Trailer IV	£40.50
52650	FS D214 Diesel Locomotive V	£65.00
58533	NSB Di5 Diesel Locomotive V (~AC)	£150.00
58615	DSB My Diesel Loco IV (~AC-Sound)	£185.00
62197	DB BR064 Steam Locomotive IV	£225.00
62198	DB BR064 Steam Loco IV (DCC-Sound)	£290.00
62238	SNCF Serie 150y Steam Locomotive III	£300.00
63174	DB BR491 Electric Railcar IV	£180.00
63177	DRG ET91 Electric Railcar II	£180.00
63178	DBAG BR650 Diesel Railcar VI	£175.00
63338	DB BR80 Steam Locomotive III	£65.00
63848	OBB Rh2045 020-1 Diesel Locomotive IV	£130.00
68198	DB BR064 Steam Loco IV (~AC-Sound)	£290.00
69174	DB BR491 Electric Railcar IV (~AC)	£215.00
69177	DRG ET91 Electric Railcar II (~AC)	£215.00
69178	DBAG BR650 Diesel Railcar VI (~AC)	£210.00
72132	DR BR01.5 Steam Locomotive IV	£285.00
72133	DR BR01.5 Steam Loco IV (DCC-Sound)	£345.00
72170	DB BR50 Steam Locomotive III	£265.00
72171	DB BR50 Steam Loco III (DCC-Sound)	£330.00
72172	DB BR050 Steam Locomotive IV	£265.00
72173	DB BR050 Steam Loco IV (DCC-Sound)	£330.00
72220	PKP Ty2 Steam Locomotive III	£290.00
72221	PKP Ty2 Steam Loco III (DCC-Sound)	£355.00
72242	DB BR012 Steam Locomotive IV	£285.00
72243	DB BR012 Steam Loco IV (DCC-Sound)	£345.00
72260	OBB Rh93 Steam Locomotive III	£235.00
72330	FS E636 Electric Locomotive IV	£215.00
72331	FS E636 Electric Loco IV (DCC-Sound)	£280.00



72588	*SBB Re6/6 Electric Locomotive V*	*TBA*
72589	SBB Re6/6 Electric Loco V (DCC-Sound)	£305.00
72592	SBB Re620 X Rail Electric Locomotive V	£240.00
72593	SBB Re620 X Rail Electric V(Sound)	£305.00
72639	SNCF BB7200 Electric Locomotive V	£185.00
72644	BLS Ae6/8 205 Electric Locomotive IV	£210.00
72646	OBB Rh1189.05 Electric Locomotive III	£220.00
72680	NS 1206 Electric Locomotive IV	£255.00
72681	NS 1206 Electric Loco IV (DCC-Sound)	£325.00
72726	DB BR333 Diesel Locomotive IV	£85.00
72727	DB BR333 Diesel Loco IV (DCC-Fitted)	£145.00



72772	*DBAG BR218 Diesel Locomotive VI*	*£175.00*
72773	DBAG BR218 Diesel Loco VI (DCC-Sound)	£235.00
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72788	RZD ChME3 Diesel Loco VI (DCC-Sound)	£255.00
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72908	*OBB Rh2067 Diesel Locomotive V*	*£190.00*
72909	OBB Rh2067 Diesel Loco V (DCC-Sound)	£270.00



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72944	CD Rh749.121 Diesel Locomotive V	£165.00
72945	CD Rh749.121 Diesel Loco V (DCC-Sound)	£230.00

72956	RENFE D319.2 Diesel Locomotive VI	£210.00
72957	RENFE D319.2 Diesel Loco VI (DCC-Sound	£275.00
72988	DB V200 Diesel Locomotive III	£105.00
73202	CSD Rh365.4 Steam Locomotive III	£230.00
73203	CSD Rh365.4 Steam Loco III (DCC-Sound)	£295.00



73320	*DBAG BR143 Electric Locomotive V*	*£190.00*
73321	DBAG BR143 Electric Loco V (DCC-Sound)	£250.00
73352	OBB Rh1020 Electric Locomotive IV	£210.00
73353	OBB Rh1020 Electric Loco IV (DCC-Sound)	£280.00
73354	DRB E94 001 Electric Locomotive II	£210.00
73355	DRB E94 001 Electric Loco II (DCC-Sound)	£280.00
73376	SBB Re420 Lion Electric Locomotive VI	£230.00



73410	*DBAG BR151 Electric Locomotive V*	*£220.00*
73411	DBAG BR151 Electric Loco V (DCC-Sound)	£285.00
73413	NSB EL18 Electric Locomotive VI	£190.00
73414	NSB EL18 Electric Loco VI (DCC-Sound)	£250.00
73417	KCRC TLS Electric Locomotive V	£195.00
73418	KCRC TLS Electric Loco V (DCC-Sound)	£255.00
73426	DBAG BR101 Sudafrika Electric Loco VI	£215.00
73427	DBAG BR101 Sudafrika Electric VI (DCC)	£250.00
73428	NSB EL18 2257 Electric Locomotive VI	£195.00
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73433	*SBB Be4/6 Electric Locomotive III*	*£130.00*



73454	*SJ Rc4 Electric Locomotive IV*	*£210.00*
73455	SJ Rc4 Electric Loco IV (DCC-Sound)	£275.00
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73494	OBB Rh1116 Electric Locomotive VI	£250.00
73495	OBB Rh1116 Electric Loco VI (DCC-Sound)	£320.00
73496	OBB Rh1216 Electric Locomotive VI	£215.00
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73542	OBB Rh1044 Electric Locomotive VI	£210.00
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73794	RZD 2M62 Diesel Locomotive V	£365.00
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371014 DR Goods Wagon 823 – EpII **£17.80**

DOLISCHO/LILIPUT HOe

L142103/3 OBB 3-car Unit – Loco 2096.01/Coach and Driving Trailer.....**£195.00**
L142106/3 SLB 3-car Unit – Pinzgauer Vs82 Loco/ Coach/Driving Trailer **£195.00**

HALLING HOe

05/B 5090 005 Diesel Railcar *"WALDVIERTEL"* – red/grey **£151.35**
08/A 5090 008 Diesel Railcar – *"PINZGAU"* – red **£151.35**
08/C NOVOG 5090.008 – *"WALDVIERTLERBAHN"* – gold livery **£160.95**
12/A 5090 012 Diesel Railcar *"WAIDHOFEN"* – red/grey.....**£151.35**
12/E SLB VTs 12 – *"NIEDERNSILL"* – rubine red/white.....**£151.35**
13/B SLB VTs 13 *"SMARAGDDORF-BRAMBERG"* – rubine red/white **£151.35**
13/C 5090 013 – *"WALDVIERTLERBAHN"* – gold livery **£160.95**
14/A 5090 014 – *"St LEONHARD"* – red/grey.....**£151.35**
14/D SLB VTs 14 – *"PIESENDORF"* – rubine red/white.....**£151.35**
15/A 5090 015 Diesel Railcar *"RUPRECHTSHOF"* – red/grey.....**£151.35**
16/A 5090 016 Diesel Railcar *"WIESELBURG"* – red/grey.....**£151.35**
16/D SLB VTs 16 – *"STUHLFELDEN"* – rubine red/white.....**£151.35**
19/C ZILLERTALBAHN VT1.....**£166.85**
1005008 MARIAZELLERBAHN 3-unit ET7 *"Die Himmelstreppe"* **£374.00**
1005004D OBB Class 2093.01 Diesel – red/cream **£192.50**
1005004G OBB Class 2093.01 Diesel – blood orange – *OBB* Logo **£177.80**

ROCO HOe

33222 OBB Class 1099 05 Electric – jaffa/cream **£146.30**
33225 Mariazeller Class 1099 013-3 Electric – jaffa/cream.....**£120.00**
33227 OBB Class 1099.007-5 Electric – brown with red ends and *MARIAZELL* badge.....**£132.75**
33241 Feldbahn Class 99 4313 Steam Loco – EpIII **£75.65**
33242 Feldbahn 0-6-0 Steam Loco – black/green – EpIII/IV **£82.45**
34004 Mariazeller 2nd Class Coach B3162 – brown **£38.15**
34019 Mariazeller 1st/2nd Coach AB2101-9 – jaffa/ cream.....**£39.50**
34026 Ybbstalbahn 2nd Class Coach 3105-9 – jaffa/cream.....**£34.85**
34027 Ybbstalbahn 2nd Class Coach 3104-2 – jaffa/cream.....**£34.45**
34029 OBB Bogie 2nd Class Coach – green **£42.45**
34551 DR Low-sided Open Wagon 97-41-23.....**£18.50**
34600 2×2-axle Industrial Tipper Wagons **£9.45**
34606 2×2-axle Mine Wagons **£10.05**
34607 2×Bridge Truck Set **£9.45**

FERRO TRAIN HOe

201-303 OBB Class 2091.03 Diesel – orange.....**£211.45**
5090-013 NOVOG 5090-013 Diesel Railcar *"WALDVIERTLERBAHN"* – gold livery with grafitti **£218.00**
720 561W OBB BD4ip/s 4261 2nd/Baggage *"WALDVIERTLERBAHN"* – r/cr **£43.90**
722 464PG OBB B3064-8 2nd Class Coach with grafitti.....**£62.75**
721 366A BWB 2nd Bar Coach – green **£43.90**
721 366B BWB 2nd Bar Coach – orange.....**£43.90**
720 661Y OBB BD4261-9 2nd/Baggage Coach – red **£43.90**
720 663Y OBB BD4263-5 2nd/Baggage Coach – red **£43.90**
720 754P SLB BDs 354 2nd/Baggage Coach – red/cream **£43.90**
721 866P SLB BDs 353 2nd/Baggage Coach – moss green **£43.90**
722 860P SLB Bs 302 2nd Class Coach – moss green ...**£43.90**
722 863P SLB Bs 303 2nd Class Coach – moss green ...**£43.90**
722 706P SLB Bs 306 2nd Class Coach – red/white **£43.90**
722 707P SLB Bs 307 2nd Class Coach – red/white **£43.90**
722 462P OBB B3062-2 2nd Class Coach – red/brown (EUROFIMA) **£43.90**
720 562P OBB BD4262-3 2nd/Baggage Coach *"National Part H.T."* – green/white/red **£43.90**
722 550P OBB B3050-7 2nd Class Coach *"Salzb.Bahn"*- green/white/red.....**£43.90**
722 561P OBB B3062-2 2nd Class Coach – *"100 Years Pinzgaubahn"* – green/white/red **£43.90**
722 566Y Ybstal B3066-3 2nd Class Coach – green/ white/red **£43.90**
722 567Y Ybstal B3067-1 2nd Class Coach – green/ white/red **£43.90**
722 450Y Ybstal B3050-7 2nd Class Coach – jaffa (YBSTALBAHN) **£43.90**
722 463Y Ybstal B3063-0 2nd Class Coach – jaffa (YBSTALBAHN) **£43.90**
722 464Y Ybstal B3064-8 2nd Class Coach – jaffa (YBSTALBAHN) **£43.90**
722 467Y Ybstal B3067-1 2nd Class Coach – jaffa (YBSTALBAHN) **£43.90**
722 550AL OBB B3050-7 2nd Class Coach – blue/grey/red **£43.90**
722 561AL OBB B3061-4 2nd Class Coach – blue/grey/red.....**£43.90**
722 563AL OBB B3063-0 2nd Class Coach – blue/grey/red.....**£43.90**
722 564AL OBB B3064-8 2nd Class Coach – blue/grey/red.....**£43.90**
812 682 MURTALBAHN 2-axle Bicycle Van Hsm 182 – EpVI **£120.00**

BUSCH Feldbahn

12000 *Start Set* – Open Diesel (green) with 2×Tipper Wagons (green)/Oval Trackwork, etc.....**£145.00**
12001 *Start Set* – Closed Diesel (green) with 2×Peat Wagons/Oval Trackwork, etc.....**£145.00**
12004 *Start Set* – LKM Open Diesel (brown) with 2×Wagons (green)/Oval Trackwork, etc **£150.00**
12005 *Military Start Set* – Closed Diesel (green) with 2× Bomb carrying Wagons/Oval Trackwork, etc **£150.00**
12006 *Start Set* – Diesel (red) with outside rods and 3×Tipper Trucks/Oval Trackwork, etc **£150.00**
12111 Gmeinder 15/18 Diesel Loco – yellow/red.....**£72.45**
12119 *FIRE DEPARTMENT* Train – Gmeinder 15/18 with 2×Flat Wagons with water tank load, etc.....**£85.25**
12200 2×Tipper Wagons – grey **£15.15**
12201 2×Peat Bucket Wagons – brown.....**£15.15**
12202 2×Personnel Carrier Wagons **£15.15**
12203 2×Brick Transporter Wagons **£15.15**
12205 Set – 1×Flat/1×Barrel Wagon **£16.20**
12206 2×Low-sided Platform Wagons **£15.15**
12208 2×Flat Wagons with Cable Coil load.....**£17.50**
12211 2×Flat Wagons with log load.....**£17.45**
12212 2×Flat Wagons with cellulose load **£17.45**
12220 Bogie Twin Tank Wagon **£17.50**

EVERYTHING BEMO



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**

N GAUGE SELECTION

KIBRI Building Kits
37028 2×Hay Barns & Fencing *"SERTIG"* **£7.15**
37030 2×Mountain Chalets *"SERTIG"* **£13.00**
37033 Chalet *"BECKENRIED"* **£11.95**
37034 2×Chalets *"LENK"* **£15.50**
37040 2×Semi-detached Houses *"Meisenweg"* **£14.25**
37041 2×Semi-detached Houses *"Amselweg"* **£13.25**
37114 Inn with Beer Garden **£17.50**
37120 Tower Block **£20.25**
37186 Black Forest Guest House **£18.60**
37469 Fuel Depot Distribution Office **£13.95**
37532 *"St. Stephanus"* Church **£17.05**
37534 Alpine Chalet *"Enzian"* **£15.50**
37536 Hay Barn with Cow Shed **£13.95**
37660 Single Track Bridge *"ERZBERG"* **£7.20**
37661 Single Track *"REGNITZ"* Bridge **£7.20**
37704 *"Unterlenningen"* Station **£20.60**
37752 *"Sommerrain"* Platform **£18.70**
37756 S-Bahn Station Platform *"GOLDBERG"* **£41.50**
37757 *"SONDERNAU"* Station **£15.80**
37759 *"Osterburken"* Covered Platform **£19.00**
37807 Signal Box **£13.20**
37809 Goods Shed **£18.30**

VOLLMER Building Kits
7555 Garage Workshop **£14.50**
7510 *"NEUSTADT"* Station **£20.15**
7555 Garage Workshop **£14.50**
7570 Gatekeeper's House with Shed **£29.00**
7600 *"ROTHORN"* Signal Box **£13.05**
7605 Engine Shed **£27.70**
7613 *"Christmas Village"* – Post Office/Gingerbread House/Food Kiosk/Chapel **£45.95**
7632 Antiques Shop **£20.80**
7633 Post Office **£18.45**
7645 Restaurant *"LAMM"* **£25.15**
7646 Shoe Shop **£16.75**
7664 *"dm"* Drug Store **£29.45**
7667 *"Europa"* Sports and Fitness Hotel **£29.00**
7681 Pizza Restaurant with Pergola **£25.60**
7685 Winery **£19.60**
7693 Boutique **£25.15**
7695 Cafe-Bistro **£24.75**
7704 Village Church **£15.80**
7711 Restaurant with Butcher's Shop **£29.05**
7716 Cattle Shed **£10.05**
7717 Shepherd's Hut **£10.05**
7736 *"DITZINGEN"* Church **£36.55**
7740 Alpine Church **£21.00**
7742 *"Alpenblick"* Restaurant **£28.15**
7746 Chalet *"EDELWEISS"* **£14.10**
7747 Country Inn *"SEEBLICK"* **£17.95**
7750 Grain Mill with Waterwheel **£27.30**
7758 Sauna **£12.60**
7762 Modern House with Verandah **£11.65**
7763 Sport's Shop **£21.00**
7766 *McDonald's* Drive Thru with Restaurant **£29.85**
7779 Police Station **£16.90**
7785 Small Fire Station **£17.05**
7795 *"OBI"* D-I-Y Store **£26.25**

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**

CREANORM
SBB Flat Type Lgnss with 2×"PTT Post" Containers
5011 Pakete unterwegws/bei Sonne und Regen **£24.65**
5012 Zugig/durch Stadt und Land **£24.65**
5013 Landesweit/okologish **£24.65**
5014 Rapide/per pacchi esigenti **£24.65**
5015 Qualite assuree/24 pre su 24 ..... **£24.65**
5016 Rapido/conpioggia o sole **£24.65**
5017 Jour et nuit/dans tout le pays **£24.65**
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**

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

JAEGERNDORFER
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**
61030 OBB Class 2143.075 Diesel – orange – EpIV .. **£143.90**

LILIPUT
163994 SBB RABe 4-unit *Regio Basel* EMU *FLIRT* ... **£207.50**
265584 SBB Twin Skip Tipper Wagon *"RTS"/"SWIETELSKY"* **£48.00**
265870 DB Bogie Silo Wagon *"FELDBINDER"* **£30.25**
265871 DB Bogie Silo Wagon *"ERMEWA"* **£30.25**

ROCKY-RAIL
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
60206 DB LOGISTICS *"HAPAG LLOYD/ITALIA"* **£37.00**
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**

HO GAUGE SELECTION

HERIS
11013 DB T2S TEN Sleeper – red (beige roof) **£25.25**
11021 DB 2nd Class Couchette 50-40 -27-5 – blue/cream EpIV **£39.65**
11023 DB 2nd Class Couchette 50-40 069-7 – blue/cream EpIV **£39.65**
11024 DB 2nd Class Couchette 50-40 080-4 – blue/cream EpIV **£39.65**
11051/2 CityNightLine Baggage Coach – blue **£43.50**
11052/2 CityNightLine Service Coach WRm – blue **£43.50**
11054/2 CityNightLine Double-deck Coach WLBm – blue **£43.50**
11170 3-unit DR Maintenance Vehicle Set – red EpIV .. **£131.00**
11280 CityNightLine Couchette Bpm – blue **£43.50**
11281 CityNightLine T2s Sleeper – blue with logo **£40.15**
11282 CityNightLine T2s Sleeper – blue (unmarked) **£39.50**
11285 CityNightLine Double-deck Coach WLBm blue **£43.50**
11531 DB Bogie Cement Silo Wagon *"VTG HOLCIM"* **£29.65**
11559 DR Type Gbs Closed Wagon – brown **£18.50**
11916 DB *"IGRALUB.DE"* Silo Wagon **£30.90**
12033 Belgian Restaurant Coach – blue/cream – EpIV ... **£43.65**
12034 Belgian Restaurant Coach – blue/cream – EpIV ... **£43.65**
12035 Belgian *"MEMLING"* Restaurant Coach – silver ... **£43.65**
12133 Dutch (ex Belgian) 2nd Class USI Y28 Coach – maroon/white stripe **£26.10**
12134 Dutch (ex Belgian) 2nd Class USI Y28 Coach – maroon/white (no. variant) **£26.10**
12166 2×Belgian 2nd Class *"MEMLING"* Coaches **£84.35**
12167 2×Belgian *"MEMLING"* Coaches 1×2nd/1×BISTRO Coach **£84.35**
12200 Dutch Couchette Bcmh **£44.00**
12203 4×EETC Dutch AutoTransport Set (Sleeper/2nd Coach/2×Car Carriers) **£145.50**
12210 2×Dutch Type N 2nd Couchettes – blue – EpIII ... **£85.85**
12523 2×Belgian Car Transporters – blue – EpV **£51.45**
13001 SBB TEN Sleeper Type T2s – blue **£39.50**
13002 SBB Type T2S Sleeper – blue with new logo **£39.50**
13004 SBB Sleeper Type T2s – blue with new logo **£39.50**
13025 SBB 2nd Class EW IV Coach – light/dark grey **£33.60**
13128 OBB Double-deck 2×Coach Set *"Karten Linie"* .. **£90.00**
13513 SBB Uacs Bogie Silo Wagon *"TELA Recycling"* ... **£31.60**
14118 SNCF Car Transporter – green – latest logo **£32.90**
14119 SNCF Car Transporter – green – latest logo **£32.90**
15032 SNCF *"EVS"* Silo Wagon **£30.90**
15034 SNCF *"EVS FRANCE"* Silo Wagon **£30.90**
16037 FS Type T2s *TRENO NOTTE* Sleeper – EpV **£40.15**
16038 FS Type T2s *TRENO NOTTE* Sleeper – EpV **£40.15**
16039 FS 2nd Class Couchette Coach – grey – EpIV **£43.75**
18007 FS CIWL P Type Sleeping Car – silver **£47.85**
18018 SNCB CIWL P Type Sleeping Car – silver **£47.85**
80086 DB Schneepflug Meiningen – red – EpV **£57.30**
80087 DB Schneepflug Meiningen – yellow – EpVI **£57.30**

RailAd
1001 "Slovenske zeleznice" BR1216 541 110 TAURUS .. **£202.00**
1003 SZ BR1216 541 101 TAURUS *"SWAROVSKI"* **£218.20**
1005 SZ BR1216 541 104 TAURUS *"Coca Cola"* **£218.20**
1006 SZ BR1216 541 104 TAURUS *"MANNER"* **£218.20**
1007 SZ BR1216 541 104 TAURUS *"Leonardo Da VINCI"* **£218.20**
1008 OBB 1116 264 TAURUS *"HitRADIO 03"* **£218.20**
1010 SZ BR1216 541 001 TAURUS *"SCOTCH 3M"* **£218.20**

ACME
60040 FS Class E464.008 Electric XMPR EpV **£148.00**
60041 FS Class E464.126 Electric XMPR EpV **£148.00**
60042 FS Class E464.901 Electric – *"FER"* Livery **£155.50**
60076 Class 119 002 TRAXX Electric – *"CargoNet"* **£194.90**
60095 Class E 186 905 TRAXX Electric – *CROSSRAIL* ... **£186.35**
60228 Class E 483.030 TRAXX Electric – *SANGRITANA* . **£183.15**
60237 Class E 186 241 TRAXX Electric *DB-Fernverkehr* . **£188.50**
60275 DB Class E146 552 TRAXX Electric – new livery ... **£175.85**
60411 Class E 186 238 TRAXX Railpool Multi-system Loco *"LTE Logistic"* Livery **£168.20**
50026 FS Self-Service Coach 88 98 121 ..... **£50.50**
50027 FS Self-Service Coach 88 90 008 ..... **£50.50**
50051 Set 4×FS Push-pull Coaches – dark grey livery – EpIV/V **£125.00**
50053 Set 4×FS Push-pull Coaches – dark grey livery – EpIII **£135.00**
50207 FS 2nd Class Coach – EpIII – dark grey **£39.50**
50251 FS di First Class Coach – EpIV/V – ½ and ½ red/grey **£38.50**
52410 SBB Type Z Eurofima Couchette – blue/white **£43.00**
52411 SBB Type Z Eurofima Couchette – blue/white **£43.00**
55042 Set 4×Berlin-Warszawa-Express Coaches – 1×1st Class/3×2nd Class **£195.35**
55074 EuroCity *"AVALA"* 4×Coach Set Belgrade-Budapest-Vienna – 1×Alm Coach/3×Blm Coaches **£175.85**

ViTRAINS
1005 Set 3×Double-deck Coaches – 2×2nd + 2nd/Driving Trailer (white/orange/purple) **£94.00**
1020 FS ALn 668 1409 2-Car DMU – blue/grey **£201.50**
1040 MINUETTO Umbria Regional EMU *"Pintoricchio"* .. **£243.00**
1041 MINUETTO Abruzzo Regional EMU *"Lupetto"* **£243.00**
1042 MINUETTO Toscano Regional EMU *"Elfo"* **£243.00**
1080 Set 3×FS Trenitalia Coaches – *"TE"* Semi-Driving Trailer/2×MDVE 2nd Class Coaches – XMPR **£174.90**
1085 FS ALn 668.1500 2-unit Diesel Railcar – XMPR **£209.00**
1087 FS 4-unit *TRENITALIA* Set – E646.579 Electric/2×2nd Double-deck Coaches/Semi-2nd Driving Trailer **£224.75**
2009 RENFE Class 250 019 Electric – blue/yellow **£114.50**
2160 SNCB Class 160 024 – blue/silver lines EpIII **£135.50**
2163 SNCB Class 16 1602 – yellow/blue **£135.15**
2168 SNCB Class 1608 Electric – gold livery **£159.20**
2173 SNCB Class 160 022 blue/silver lines EpIII/IV **£134.00**
2175 SNCF Class BB 16755 Electric – *BETON* Livery ... **£160.00**
2177 SNCF Class BB 16671 Electric – *BETON* Livery with new SNCF logo **£160.00**
2178 SNCF Class BB 416654 Electric – *FRET* Livery **£160.00**
2180 SNCF Class BB 816583 Electric – blue/grey **£160.00**
3002 2nd Class Double-deck Coach (white/orange/purple) **£35.50**
3003 2nd Class Double-deck Coach – XMPR Livery **£35.50**
3004 2nd Class Double-deck Coach – XMPR Livery **£35.50**
3007 SNCF Additional Double-deck Coach for 1009 set .. **£40.50**
3009 2nd Class Double-deck Driving Trailer – XMPR **£39.00**
3047 2nd Class MDVE Driving Trailer with interior lights – red/grey **£63.50**
3081 2nd Class MDVE Coach with interior lights – Trenitalia XMPR **£56.50**
3082 1st Class MDVE Coach with interior lights – Trenitalia XMPR **£56.90**
3095 MDVE *"Conference"* Coach with interior lights – blue/grey **£59.90**
3103 FS 2nd Class *TRENORD* Double-deck Driving Trailer **£56.40**
3104 FS 2nd Class MDVC Coach with lighting – *TRENORD* **£58.00**
3116 FS MDVC Driving Trailer with lighting – *TRENORD* **£68.80**

REE MODELES
MB-002 SNCF 5-231G 174 SUD EST Steam Loco *NEVERS* **£332.00**
MB-015S SNCF 5-231G 138 SUD EST Steam Loco – *Depot NEVERS* – green with ***DCC SOUND & SMOKE*** **£436.50**
MBE-003S EWS Class 66 No. 66042 – maroon/yellow – EpVI – ***with Sound & Diesel Fumes – will operate digitally on 2 or 3-rail*** **£305.00**
VB-021 SNCF *"La POSTE PTT"* Coach OCEM 21.6m EpIV **£47.75**
VB-027 SNCF *"POSTES"* Coach OCEM 21.6m – red **£47.75**
VB-030 SNCF *"La POSTE"* Coach OCEM 21.6m – yellow **£49.20**
VB-036 SNCF *"La POSTE"* Coach OCEM 21.6m – yellow **£47.75**
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**
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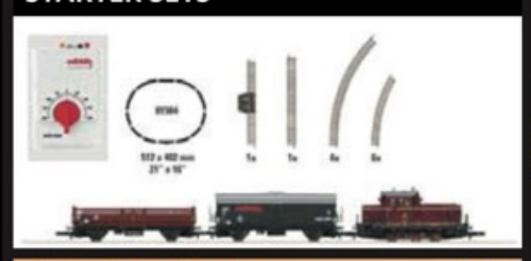
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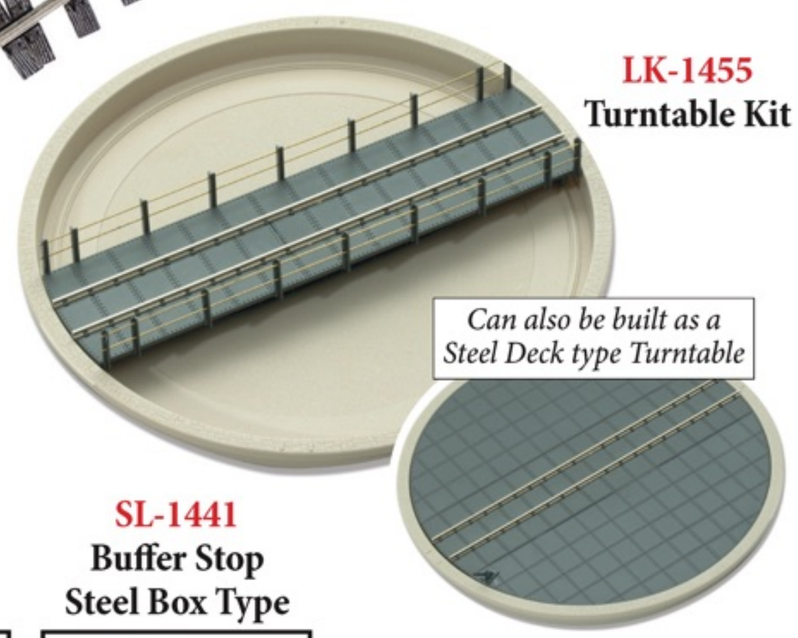


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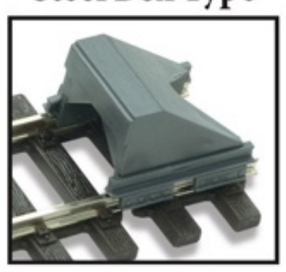


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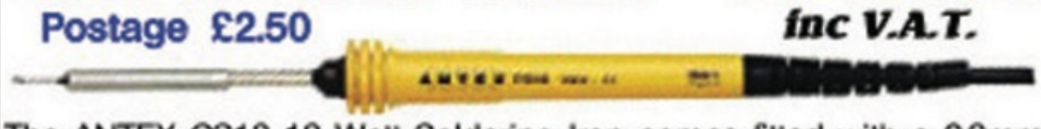
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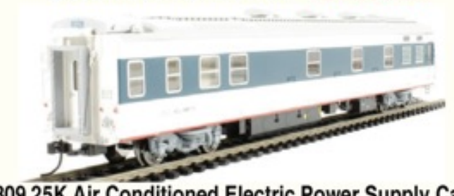


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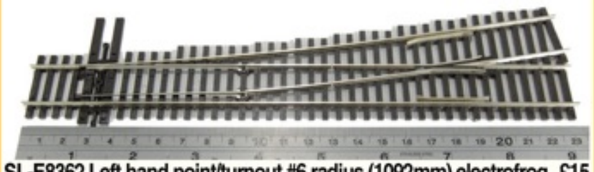
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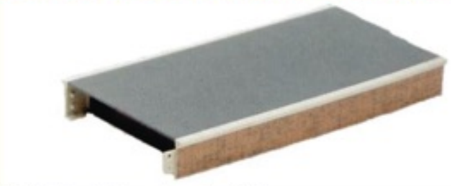
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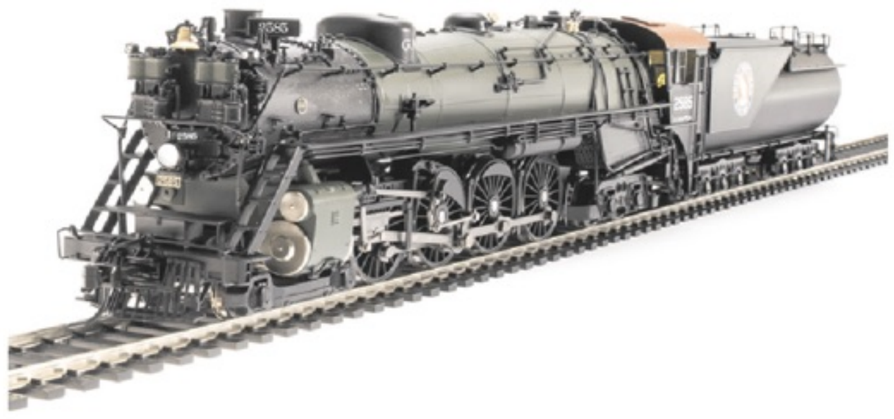
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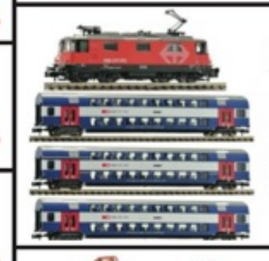
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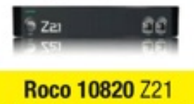
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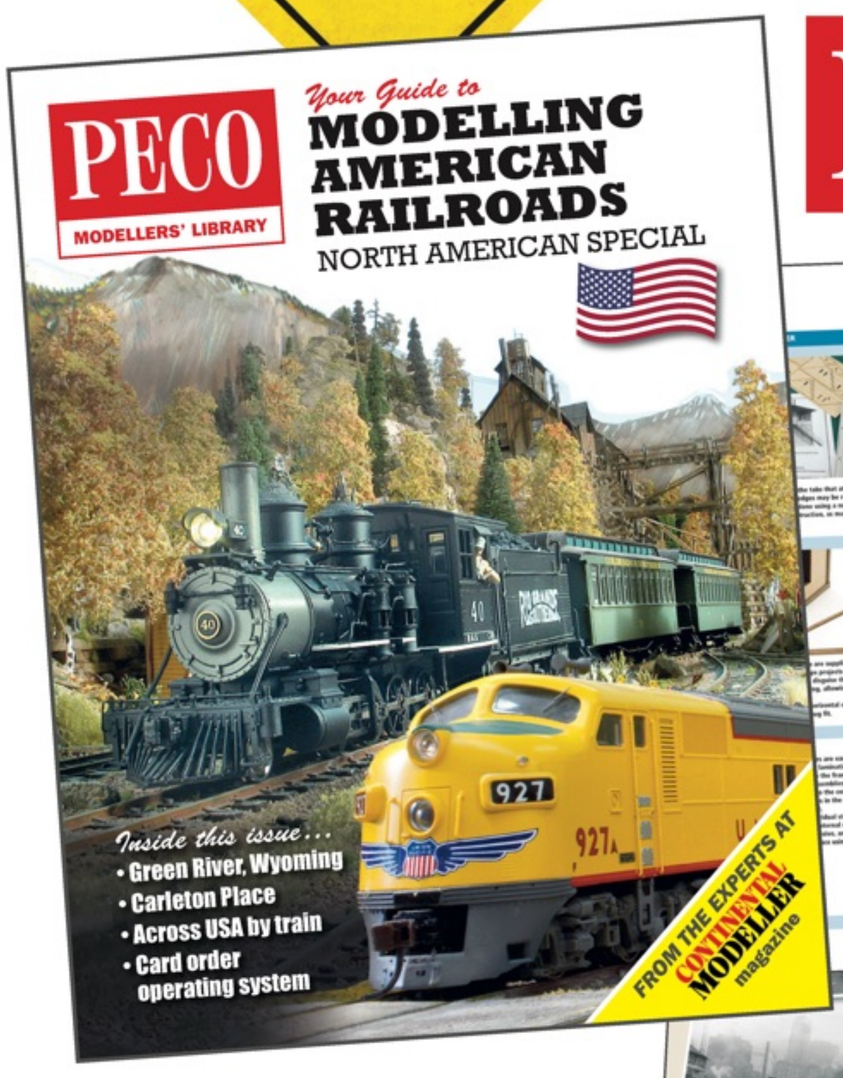
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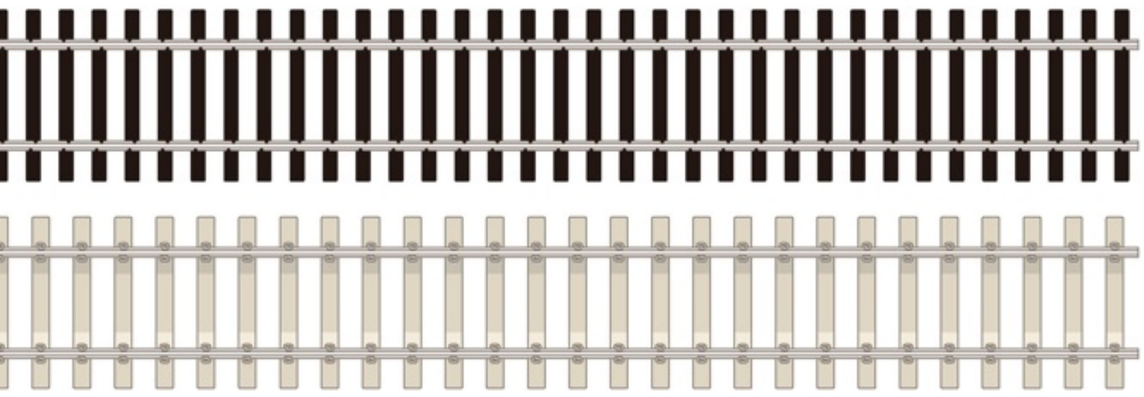
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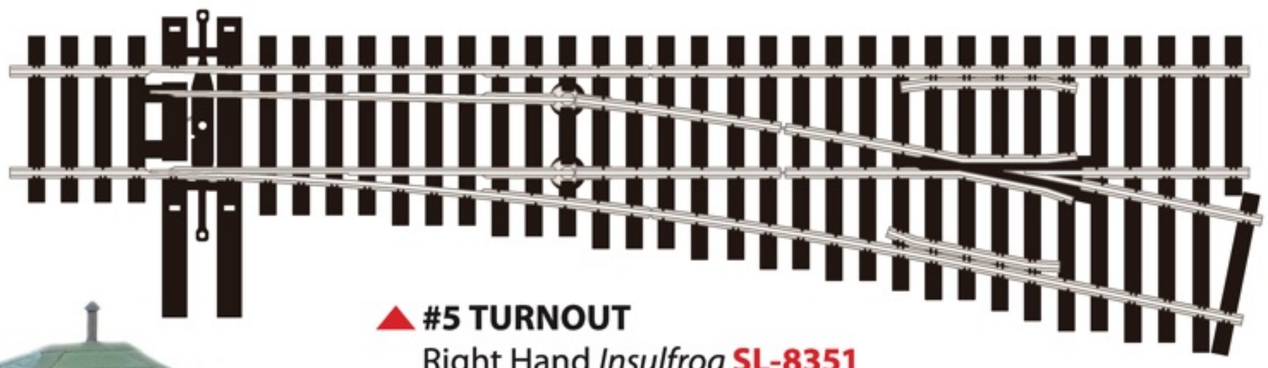
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Phil Colton introduces his Belgian HO exhibition layout. Although not 'finished', it has already appeared at several shows, with more scheduled.



Bastogne Rue de Clervaux

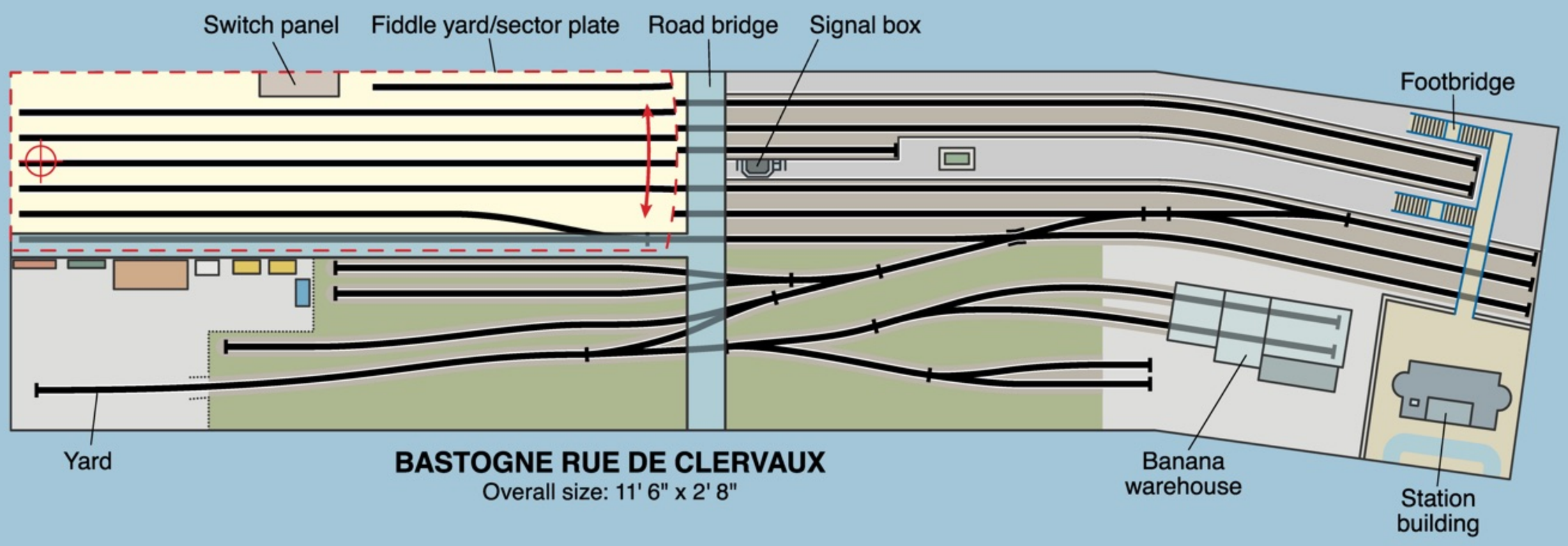
Essentially Belgian, with added Luxembourg interest



Many years ago a friend of mine in our railway group gave me some baseboards which he had had built for an N gauge layout. Sadly he was very ill and he wanted to give them to me for my school model railway club before he died. Unfortunately changes in school life meant that regrettably there was no time and no space for such things as a model railway club (which we used to have at lunch times), so the baseboards had to be put into storage.

When I retired and was having a tidy up, I re-discovered these boards and had to decide whether to dispose of them or do something useful with them. Having brushed all the dust and cobwebs off them, and removed some N gauge bits, I looked closely at them and felt it would be ungrateful just to throw them away. The three boards formed a surface 11'6" long and 2'8" wide, and the third board was cut at an angle forming a slight kink in the layout which appealed to me, and the extra depth looked good – but would it go in the car for transport to exhibitions? What sort of layout could be built in such a space?

At just this time there appeared in our local model shop a job lot of second-hand track. It was a really rough mixture of wood and concrete sleepered track, and the points had all been mutilated so the geometry was all to pot. For this reason it was very cheap, so I bought the lot. As most of the points were going in the goods yard at the front, the geometry did not matter very much. The concrete track was used for the passenger area at the rear of the layout. The slight kink in the baseboards gave me the opportunity to curve the track and platforms, which I always think gives the layout a more realistic flow.



Left
Platform 1 is occupied by a class 41 diesel railcar set on a service to Gouvy. In Platform 3, CFL 1804 awaits departure to Luxembourg via Kautenbach. The 'Velos' coach carries cycles up the valley so that the less fit cyclists can ride back down the hill!

Below
SNCB/NMBS diesel 6299 arrives at Platform 2 with a train of M2 local stock as CFL railcar 2102 waits at Platform 1. This view over the buffer stops shows the busy station to good effect and emphasises the gentle curve of the platforms.

Setting

Having designed the layout, I had to come up with a suitable scenario to explain its geographical position, and I had to invent a history to explain the way the station had developed. I was looking for a location in Belgium where I could run passenger and freight traffic which would also enable me to run trains from Luxembourg. Searching the map of Belgium, I came across Bastogne, which is in the east of the country and has a valley which runs to the east, towards Wiltz. Bastogne is well-known for its place in the history of the Second World War in the Battle of the Bulge in 1945.

Bastogne had two stations until recently, one on a northbound line to join the Liège-bound line at Gouvy, and the other heading south to Libramont. Both of these have been closed due to lack of funds for redevelopment. In my imaginary scenario, a third station was built on the north/south line to form a junction with a line coming up the valley from Wiltz. The road which comes up the valley also leads to the town of Clervaux in Luxembourg and is called Rue de Clervaux, hence the station name. Originally a through station, the line is now closed to the south with the tunnel mouth at the end of the platform blocked up and the trackbed filled in so passengers can cross the line.

In the goods yard is a banana warehouse which is the main distribution depot for the area. At least it gives me an excuse to run my collection of banana wagons. At the other end of the yard is a freight facility for general cargo, including containers and tank wagons.

Operation

The goods yard is operated from the front of the layout, and the use of Kadee couplings means that shunting can be done without a hand going anywhere near the railway. The points are changed manually by push/pull rods made from wire coat-hangers that are set into the edge of the baseboard. It is very satisfying to be able to sit on a chair and shunt the yard without having to get up or touch anything. (Well, not very often!)

The fiddle yard for the layout is a sector plate behind the goods yard. It is 6' long and has seven roads. Although it would be possible to run five coach trains, it would not be possible to run round them and the station pilot would need to be used.

Above
New SNCB/NMBS diesel 7764 is ideal for operating the freight service and some shunting as the model runs so slowly and smoothly.

Above
Lightly-weathered 5950 is ready to leave with a return working to Brussels. The set at Platform 1 is headed by a driving trailer.

The fiddle yard roads are split electrically so each end can be isolated separately. Similarly, the platform lines can be switched so that two trains can be held in each platform so that an intensive service can be operated.

Rolling stock

The freight is handled by a variety of diesel locos from railway companies or private operators. We can choose from a Mehano SNCB/NMBS class 77, a CFL Vossloh G1206 from Trix, or CFL No.803. This was an Athearn American switcher that someone had converted to CFL condition which I bought second-hand at Eurotrack a few years ago. Also available are a Roco DB Cargo BR232 'Ludmilla', a Roco ACTS ex-SNCB/NMBS class 62, an HGK Vossloh G1700, and a 'Hercules' class 2016 diesel in 'European Bulls' livery, the latter both from Piko. This all makes a very eclectic mix which may not be totally prototypical for the Belgian/Luxembourg border, but I like it. In any case, with all the sharing and exchanging of locos that seems to go on, who is to say what can and cannot happen. At least, that is my excuse ....

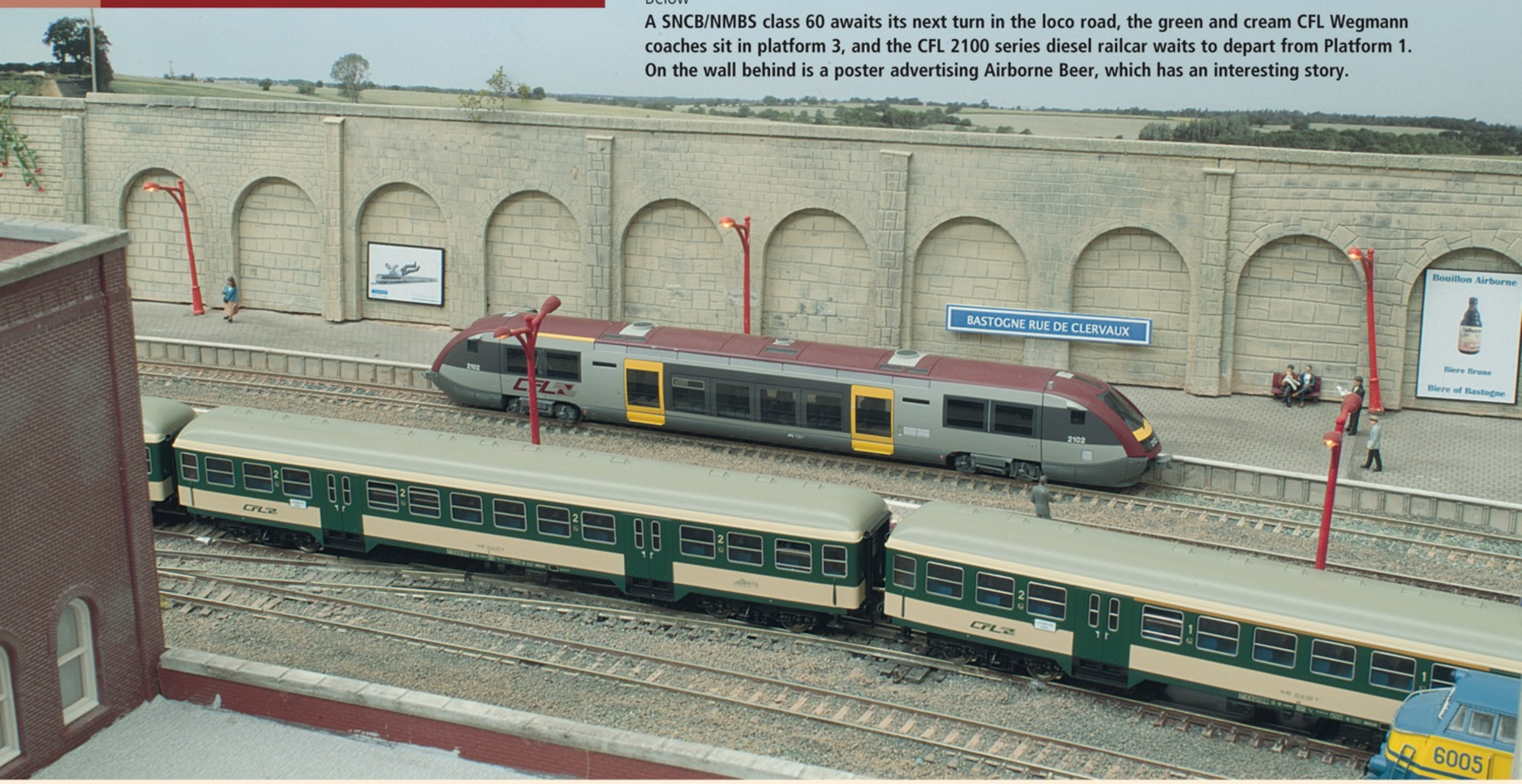
The SNCB/NMBS passenger trains arrive from Liège and the north. There are two push-pull trains handled by Roco class 62 diesels, one made up of Lima and Os.Kar M4 coaches whilst the other consists of Märklin M2 coaches in Bordeaux red livery. Another service is operated by a Mehano SNCB/NMBS class 41 diesel railcar set, while a shuttle service from Kautenbach in Luxembourg is run by a Jouef CFL class 2100 single unit railcar. There are two long-distance passen-



Left
The American outline diesel CFL 803 moves smoothly from the crowded freight yard under the road bridge towards the station.

Right
The main yard area, with a class 80 0-6-0 diesel as station pilot by the signal box, and the busy sidings for the banana warehouse.

Below
A SNCB/NMBS class 60 awaits its next turn in the loco road, the green and cream CFL Wegmann coaches sit in platform 3, and the CFL 2100 series diesel railcar waits to depart from Platform 1. On the wall behind is a poster advertising Airborne Beer, which has an interesting story.



ger trains, one from Brussels which is hauled by a choice of two SNCB/NMBS class 55 diesels, one in blue passenger livery and the other in yellow/green. They haul a train in 'Memling' colours or another in the newer white livery. There is a third, international, train which includes through coaches from The Netherlands and Switzerland. This could be hauled by a CFL class 1800 diesel (identical to the class 55 but in CFL maroon livery) or a newly-acquired Roco class 60 in passenger blue livery (which denotes it is equipped for train heating). A further set is made up of three Roco CFL Wegmann green & cream coaches plus a Märklin 'Velos' coach for bicycles. These longer trains need to be either run round or another loco can come from the loco road to haul the train on its return journey. Alternatively a station pilot, kept behind the signal box, can be used to release the train loco, thus creating a variety of train movements. The pilot loco is usually a Roco SNCB/NMBS class 80 0-6-0 diesel.



Below left
The view between the banana warehouse and the station vault shows off the contrasting ancient and modern noses and focuses on the poster for "La Bière de Bastogne".



Buildings

I wanted to have some art deco style buildings, of which the Belgians seemed to build plenty in the 1920s and 1930s. I cheated slightly by using the art deco Bachmann signal box and the London Underground station building. I believe they are nearer to HO than 4mm scale anyway, and they do not look out of place; hardly anyone has noticed their origins!

Passengers need a means of reaching the platform, so I decided to build a footbridge. I built towers to support the bridge and wanted a set of girders to make the bridge itself. I used Peco N gauge girder bridge sides which, with a little care, can be cut and re-joined to make almost any length of side. I used 1mm plastic sheet to form the floor of the bridge and the slope for the stairs. The girders can even be used to form the sides of the staircases.

The station is in a stone-lined cutting with blind arches. This was achieved using a new plastic material that I have discovered. It is a form of PVC sheet used for sign-making and comes in 1mm, 3mm and 5mm thicknesses. A friend of mine who is a printer offered me some off-cuts, asking whether I could make any use of it. By experimenting I discovered some wonderful properties possessed by this mate-

Above
The banana distribution warehouse was adapted from a DPM modular kit for the American market – early 20th century buildings like this can be found all over the world.

Above
This view of the terminal end of the station shows the spacious width of the layout. The buildings above the now sealed tunnel can be found in the town square in Bastogne. Railcar 2102 is in Platform 1 forming a service down the valley to Kautenbach; the CFL did have six of these modern units but they have since been sold on to the SNCF.

Left
A class 60 diesel awaits its next turn in the loco road. Green and cream CFL Wegmann coaches sit in platform 3 whilst a Belgian class 41 diesel set waits to depart from Platform 1.

Right
Belgian railways put up a lot of art deco buildings in the 1930s and the station at Bastogne Rue De Clervaux is a typical example. From the street level structure the footbridge leads to the platforms.

Right
This view shows virtually the whole layout and puts everything into context. The extra width is apparent, as is the gentle curve imparted to the platforms by the kink in the boards.

Below
An express arrives from Brussels, today hauled by a blue-liveried class 55 diesel. The two relaxed characters on the roof are indulging in a long lunch-break – over a crate of excellent Belgian beer, of course – maybe Airborne Beer.

Photographs by the editor.

rial. It is very easily scribed to form stones or bricks. I usually paint it with Halfords grey primer and then it with sandstone coloured acrylic paint. It is amazingly easily weathered with a quick wash over with dark grey acrylic.

The arches were formed by using a circular hole cutting saw then cutting straight lines to the edge of the sheet. The keystone shapes and others were just scratched into the sheet with a nail. It is such a forgiving material which can be glued with many adhesives. I have successfully used Plastic-Weld, Evo-stick, hot glue gun, and No Nails as adhesives. It cuts easily and cleanly with a knife or the band saw and can be shaped with a woodworking plane or glass-paper. The 5mm thick sheet can be cut with a scalpel in five strokes.

I also used the 5mm plastic sheet for the bridges, the concrete roadways, between the tracks, and to make the pavements.

The plastic can be bought in 8' by 4' sheets so I obtained some 4' by 1' pieces for the backscenes.

The platform structures were made from two 5mm sheets cut to shape. For the platform facings I bought some Peco OO/HO concrete edging. When I measured it I discovered it was too high so I ran it through the band saw to cut it down to 10mm in height. Looking at it again, the light began to dawn, it looked just like N gauge platform. I popped down

to the model shop and measured the N gauge version: yes, you guessed, it was 10mm!

For the square tile look of Belgian platform surface I used South Eastern Finecast sheet.

The platforms have now been populated with figures. They are a real mixture, some are Noch HO figures and others are hand-painted by a young lady artist who works locally, whilst others are Preiser figures which I painted myself. There are some very tall well-built Belgians who began life as Bachmann OO figures before they emigrated. The station is staffed by a set of the new Noch SNCB/NMBS staff in the latest Belgian uniform.

Bastogne is famous for the part it played in the Battle of the Bulge in January 1945. To commemorate this, there is a Sherman tank in the town square. As I had no room to model this area of town, I decided to place this iconic feature on the station platform. It was kindly donated by my friend Tom Nicholls and now forms a great talking point. "Why is there a tank on your platform?" "It's a model of Bastogne. You know, the Battle of the Bulge." "Ah!"

I have now added the necessary signals. A friend of mine embarrassed me into doing this. My wife and I visited the Floriade in Holland on a coach tour. On the way back we had an afternoon in Bruges. I thought I would visit the West-Vlanderen model shop which is now in the Fish Market. The proprietor, who speaks good English, advised me which signals I needed and I bought two signals on posts and two ground signals made by Hendicks. They are exquisite models operated by fibre-optics with an electronic LED unit mounted under the baseboard to provide the light. A short time later I found a very nice Belgian signal on the internet at £6.95 (probably made in China). It is very slightly larger and not so delicate but still looks very good. Also added were some working platform lights.

Conclusion

The passenger half of the layout is operated from behind the layout whilst the freight yard is worked from the front which opens up lots of opportunity to chat to the public which usually adds to the enjoyment. We now have a timetable to work to and I very much enjoy operating the layout. Friends such as Tony Berry, Barry Norman, my brother-in-law Graham Johnston, and others from our modelling group (One Track Minds) have helped me at exhibitions. They have agreed to help several times, so they cannot have found it too bad!

I would also like to thank Ian Hammond and Mike Boutle who have helped and offered advice with the finishing and detailing of the layout. You would be amazed how much of a handicap colour-blindness can be in choosing the most authentic colours to use. Most of all I should thank my wife who said when I retired that I should get a shed – what a great idea that was!

Although not yet 'finished', the layout will be at Mirfield on Saturday 16th May, the Mid-Suffolk Light Railway's Belgian Day on Sunday 7th June, Sudbury on Saturday 3rd October, Letchworth on Saturday 28th November, and at the European Railways Association exhibition at Bournville on Saturday 5th December. I hope those who see it enjoy a layout that combines Belgian and Luxembourg operation.

MAY 2015





Warren Miller reports on recent developments on the famous rack-equipped hill railway in southern India, and describes the models he was inspired to make.
Photographs by the author, unless otherwise noted.

News from Nilgiri

New oil-fired steam locomotives maintain the service

There is a railway in southern India that is unlike any other in the subcontinent, or the world for that matter. The Nilgiri railway climbs to 2,280 metres through stunning scenery, with a regular (if now limited) steam service. The steam locomotives were described in the May 2000 CM, and, amazingly, since then four newly-built locomotives have been delivered to the railway, so it is timely to look at the current situation on the railway, and the challenges this fascinating line may offer modellers.

Some history

The railway was proposed in 1885, but the company formed to build it went into liquidation, and was replaced by another, which opened the metre gauge line from Mettupalayam as far as Coonoor in 1899. The government purchased the line in 1903, and completed it through to Ootacamund in 1908. (Ootacamund is now named Udagamandalam, but most people still refer to it as 'Ooty') .The lower, steeper, section to Coonoor was built with a rack system; initial consideration was given to the Riggenbach system, and indeed Nicklaus Riggenbach had visited the area to prepare estimates. However, the Abt system was ultimately adopted, based on the experience of the Harz mountain railway. The ruling gradient on the rack section is 1 in 12.2, and on the upper section from Coonoor to Ooty it is 1 in 23.

Below
A short train crossing a tall viaduct near a tea plantation. Models have been superimposed on a real background – my scenery skills are not that good!
Digital imaging: Judith Miller.

A variety of small underpowered locomotives were used until the 0-8-2T X class locomotives were ordered from Schweizerische Lokomotiv und Maschinenfabrik (SLM) in 1913. Further locomotives to essentially the same design were added up until 1952. These worked over the full length of the line, operating as normal adhesion locomotives on the non-rack section.

The line has suffered damage due to heavy rainfall on a number of occasions, with particularly severe damage in 1930 and 1993. Accidents have been rare, but not unknown; in 1982 a freight train ran away backwards, and derailed into a ravine. There have also been instances when groups of elephants have delayed the train, or damaged the watering facilities, seeking a drink.

In 1993, YDM4 diesels were brought to the railway, but were only used on the less steeply graded upper section, while steam continued on the rack section, albeit with increasing concerns about reliability and poor timekeeping.

In 1997 a local travel agency sought to establish a tourist oriented service with steam through to Ooty, under the title 'The Steam Heritage Chariot'. This involved the installation a water column at Ooty for supplying the locos. This was an attractive tour package, with piped music, a packed lunch, etc., and although several tours were run, it appears not to have prospered. Indian Railways have run charter trains for visiting enthusiast groups fairly often, but only with steam on

Above
The lack of exhaust shows that this is a downhill train, crossing the viaduct at the head of the valley near the Glendale tea estate. On the downhill run the loco is at the front and does almost no work, its main function being braking. April 2011.

Below
Having commenced its journey on the rack section, No.37392 crosses the viaduct between Kallar and Adderly, propelling some of the well-designed modern coaches. February 2008.





the rack section. It seems unlikely that steam will be seen again running through to Ooty.

The Nilgiri line has featured in several movies – it has been the setting for song and dance numbers in a couple of Bollywood films (e.g. *Dil Se* in 1998), and of course it played a major rôle in *A Passage to India* (1984).

In July 2005 the line was declared a World Heritage Site, like the Darjeeling Himalayan railway. This recognises the heritage significance of the railway (the line and infrastructure, but not necessarily the locomotives and rolling stock), and has helped to encourage Indian Railways to maintain and invest in what is a significantly loss-making operation. A good deal of investment has been made in track and bridge renewal, and of course new locos and rolling stock. The line sees plenty of passenger traffic, with trains filled to capacity for much of the year. Sadly, however, there is still only a single daily return service on the lower section up to Coonoor. There were three though services up to 1966, then reduced to two until 1982, when the service was further reduced. From Coonoor to Ooty the service is better, with four trains daily.

The scenery and climate make Ooty a popular destination for Indian and overseas tourists as well as rail enthusiasts. The departure from Mettupalayam is early, at 07.10, and once the train has passed Kallar and started on the rack section, the scenery is spectacular as the train winds across

Above
A coal burning loco puts on a good display as the train rises up the cliff face near Hillgrove in April 2001. This is one of the few locations where the line can be seen from the road.



Left
Oil-burning No.37398 leaves the picturesque station at Runneymede, having re-engaged with the rack, in January 2014.

Above
Bio-diesel fuelled YDM4 No.6730 leaving Lovedale with a train to Ooty in January 2014 – the loco is pushing the train.
The grades on this section are less severe than those below Coonoor.

viaducts, through tunnels, and along cliff faces.

The intermediate stations below Coonoor no longer see any passenger traffic but serve as watering stops, and the refreshment stand at each station is opened by a local operator for the daily train, to serve the passengers a much needed cup of 'chai'. Runneymede station is in an especially picturesque setting.

Before reaching Coonoor, the train swings around across a large viaduct over the Glendale tea estates, then charges the steep grade up to the station. Coonoor is a dead end platform, where the steam loco is taken off the back of the train, and replaced with a diesel, which then draws the train backwards out of the station, and then propels it up the remainder of the line to Ooty. The stations on this section all serve better populated areas, and are all nominally open for passenger traffic.



Right
No.37398 and train on the approaches to Coonoor, where the rack finishes. From there to Ooty it will be propelled by a diesel.

MAY 2015



Above
YDM4 No.6481 at Coonoor in 2001, ready to take the train out of the platform, after which it will reverse onto the main line and propel the train to Ooty. It is painted in the original livery, matching the coaches.

The new steam locomotives

A lot has changed since the previous article. Coal firing was becoming an increasing problem for Indian Railways, both in terms of reliable coal supplies, the slow laborious process of coaling the Nilgiri locomotives by hand, and the need to employ two firemen on each loco. The fire risk from cinders was also an issue. Thus in 2001 work started on the conversion of No.37395 to oil firing. The system chosen was a somewhat complicated arrangement, using a diesel-powered blower to assist initial ignition. The cost of conversion was 30 lakh (a lakh is 100,000 Rupees), about £30,000 at present rates. The loco was commissioned in September 2002 and was considered a success. (The same oil firing system was tried on the Darjeeling, but was a failure on the smaller tank locos there). The oil-firing conversion altered the appearance of the locos, adding a saddle tank for the oil, above the side tanks. The rear coal bunker now houses the diesel engine for the blower.

Following the experience with No.37395, it was decided to convert the remainder of the locomotives, and several were so modified. However, the aging machines continued to have reliability problems, and so Indian Railways looked at the options for purchasing further rack-fitted steam locos.

Complete dieselisation of the line was considered as an alternative, but, for reasons which are not entirely clear, it was felt that the available metre gauge diesels which were in use on the upper section of the line (which is less steeply graded and has no rack) could not be adapted to work on the steep rack section.

Not surprisingly, the number of tenderers for new steam locos was limited, and the quoted prices high, so in an amazing but little-publicised move, Indian Railways decided to build four locomotives themselves. This was put in hand at the Golden Rock workshops at Tiruchirappalli. These were delivered progressively, the first, No.37396 entered service in March 2011, followed by No.37397 in March 2012, No.37398 in March 2013, and the last left the works on 5th March 2014. This means that the Nilgiri now operates what are probably the newest steam locomotives in the world!

The new locomotives were basically built to the original design, with the agreement of the original suppliers, SLM, but with the oil firing modifications. Each locomotive required nominally 40,000 man-hours and the workshops manufactured around six hundred components in-house. The boilers were made by an outside contractor, Veesons Energy Systems (who have also supplied new boilers for some Darjeeling locomotives), and the gear wheels were also contracted out to a specialist manufacturer. Reports of the cost of the locomotives vary widely, ranging from 4.7 to 10 crore each (a crore is 10,000,000 Rupees). Prices are of little value for comparison with manufacture elsewhere without knowing the method of accounting for the in-house labour and overheads). In any event, enthusiasts in India and elsewhere consider it money well spent.

The locos are fired with furnace oil, and have an expected service life of forty years.

Notwithstanding the advances made in the new locos, the heritage (nostalgia?) value of coal firing has not been overlooked, and one loco, No.37384, has been retained as a working coal-fired example and is steamed every few

Below
Coonoor station in 2001, with steam and diesel on the arriving uphill and downhill trains respectively. Nowadays these rôles are taken by an oil-burning steam locomotive and a bio-fuel diesel.





Above
Coonoor station building is a charming structure (although it has now been painted in a rather startling blue!). It includes two retiring rooms on the upper floor for the accommodation of travellers, but it is hard to imagine that these are often used these days. It would make a great model.

months for a short run in the depot at Coonoor to maintain its serviceability.

Modelling

As might be expected for such an unusual railway, there are no commercially-available models that even approximate to any of the stock, so anyone inspired to model it is necessarily required either to scratchbuild completely or modify proprietary items. The national railway museum in Delhi does sell static models of the Nilgiri tank locos, but these are simple hand-crafted representations which cannot be considered scale models. The museum's exhibits include a (full size) Nilgiri locomotive, No.37385, and an early open-sided bogie coach. The museum also displays a large model based on Kallar station, where the rack commences, which covers an area 8m x 1.5m. It includes a locomotive and two coaches, and is apparently operational, but is not operated on any regular basis.

Locomotives

A model of one of the rack steam locos would be wonderful, but four sets of Walschaerts valve gear, in pairs on either side, with the upper (low pressure) set operating at a little over twice the speed of the lower set? It is more of a challenge than I could manage!

Above

The depot and carriage sidings at Mettupalayam in April 2011. Oil-burning No.37396 backs up to the station to take out the daily train, while one of the few remaining coal burning locos sits outside the shed. There is a steady flow of pedestrians through the yard for most of the day.

Below

The newest steam loco in the world? It probably is. No.37399, recently completed at Indian Railways' Golden Rock workshops, ready for delivery to the Nilgiri railway in January 2014.
Photo: Peter Jordan.





Left
Outside Coonoor shed in February 2008, oil burning conversion No.37391 stands beside coal burning No.37392. The vents on what was the coal bunker of No.37391 show that it now contains a small diesel engine for the blower.



Left
No.37392 takes water at the stop at Adderly. The water pipe is detachable, and the crew remove it before departing in dry seasons.

Below
In April 2001, work was under way at Coonoor shed on the conversion of the first loco to oil firing, No.37395. The complexity of the valve gear is evident.
This was a pilot project, and experience with this loco led to some changes (e.g. a larger oil tank) in subsequent conversions and on the four new build locos.



Accordingly I turned my attention to the diesels that are used on the upper section of the line. These are standard Indian Railways YDM4 Alco-designed locomotives, and as such are easily represented using the available models of the New South Wales 48 class, which is essentially the same loco. The conversion was described in the August 2012 CM.

The two YDM4s stationed at Coonoor were originally painted in a livery similar to the stock, and made an attractive ensemble with a train of matching coaches. However they were replaced in 2006 by two YDM4s adapted to run on bio-diesel, which were painted in a green livery, no doubt to show their 'green' environmental credentials. A worthy objective, but it rather spoiled the harmonious visual effect with the blue and cream coaches. My choice was the blue and cream colour scheme, and this was applied to the model, first the cream and then, with careful masking, overspraying the blue to give the basic colour scheme. Final touching up was done by hand, including the chevron patterns on the ends. The ventilation grilles on the hood sides are a little different from the 48 class, so for the YDM4 they were simply painted on in the correct positions; simple but effective.

Coaches

As is often the case, passenger rolling stock is easier to model than motive power. The Nilgiri coaches would not be difficult to scratchbuild, but as I enjoy 'kitbashing', I looked around for something that would lend itself to conversion to a Nilgiri look-alike.

The Nilgiri railway operates quite a variety of passenger stock, ranging from older compartment coaches to well-designed modern stock with window arrangements designed to maximise the views of the scenery. The older coaches have more character, and a number are still in regular use.

I found that an old Lima model of a South African Railways guards van with passenger accommodation resembled the body style of these older coaches. The main detail difference was that the SAR coaches had matchboard sides while the

Above
The YDM4 diesel is little more than a careful re-paint of a New South Wales 48 class – both are essentially the same Alco type.

Nilgiri stock is flush sided. However, this anomaly is less apparent since the coaches carry a bright colour scheme, which is what makes the primary impression on the viewer.

The Lima model is a combined guard/passenger coach, so I decided to limit myself to a couple of adaptations of this. The full passenger coaches needed for a representative train would need to wait, and probably need to be scratchbuilt.

Each Nilgiri coach has a brakeman's platform at the front or uphill end, so the first task was to remove the end half-compartment to make way for the brake platform. It would have been more accurate put the brake platform at the guard's end of the coach, but I wanted a coach where the passengers could view the scenery ahead. A new end wall was made from styrene, with four forward-looking windows which look out over the brakeman's platform.

The ornate handrail on the platform was made from fine brass strip, bent to shape, with the components being held on adhesive tape while the solder was applied – a fiddly task, but worth the effort. The two brake handles were made from brass wire, and the linkages from them to the underside of the coach are represented on the buffer beam by pieces of styrene. A distinctive feature of the brake platforms is the sunshade, which on most coaches is painted in black/yellow stripes, presumably for visibility. The sunshade is fairly fragile, and is supported by brass strips which are not seen at normal viewing angles. Painting the stripes was not as simple as expected – it took three attempts before I got the spacing right!

A wire handrail was added beside each compartment door; these handrails were painted before installation. On the model used for the conversion, the running board had been damaged, so the opportunity was taken to fit a single running board, as per the prototype, rather than the double running board provided on the Lima model. The running board was made from brass strip and wire.

Having a second Lima coach available, I made this into a combined passenger/guard/mail coach, with a red section denoting its status as a Railway Mail Service vehicle. However I confess to laziness – I did not fit a brake platform, and it should have one. Perhaps I will return to that in future.

The coaches were painted in the pleasant blue and cream colour scheme that has been used on the Nilgiri line for many years. For the headboard and train nameboards, I used the simple expedient of taking these from colour photos of the real coaches, and printing them at the appropriate size on 180gsm photo paper, then gluing them to the coaches with acrylic glue. The result is very effective, and the effort needed is minimal (a quantity in which I specialise …).

Although they are not accurate in several respects, these coaches catch the look of the Nilgiri stock. I think of them as three-dimensional souvenirs of the railway rather than true scale models.

The variety of passenger stock used on the line offers plenty of subjects for some fairly straightforward scratchbuilding, and since trains are sometimes made up of a mixture of carriage types, there is no need to have a full rake of a given type.

I have enjoyed making a start on these Nilgiri models, and hopefully others who have travelled the line may also be tempted to reproduce its stock in model form.

Below
The brakeman stands ready on the end platform. The headboard was simply cut from a suitably-sized photo of the real thing.





Above
The adapted Nilgiri railway coach alongside an original Lima South African Railways vehicle.

Bill Bishop describes his German O exhibition layout, a combination of authentic features to make a plausible whole.

Höchstädt

An initial exercise in 'Spur Null'

The thing is, exhibiting a layout can become addictive. So when my British O gauge layout *Beaulieu* ran out of invitations, I had to think about a replacement. But if I built another British outline layout, I would need to dispose of *Beaulieu*. So I decided to adopt another interest and construct a German layout. I have modelled O gauge for forty years so it was an easy decision to adopt 'Spur Null', especially as the Lenz range was being developed.

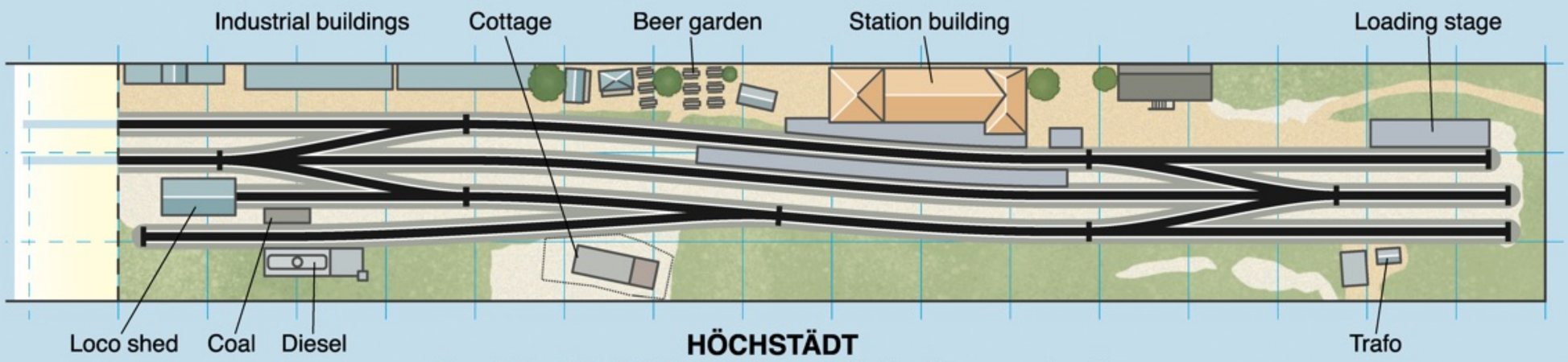


The disadvantage is that O gauge is big. The advantage is that small details can be modelled, but the downside is that any errors are very obvious. This means that the research must be undertaken – and here I must introduce my first co-conspirator. Tony Adams is an authority on the railways of Franconia and my initial proposals elicited the response "They did not actually do that, but if you insist …" I soon learnt not to insist. Tony introduced me to Bavarian *Lokalbahnen* and in particular to the line from Forchheim to Behringsmühle, some of which is now preserved as the Dampfbahn Fränkische Schweiz (DFS). He explained that *Lokalbahn* stations were usually laid out to a standard pattern with a passenger track, a run-round loop, and a goods line, often another loop. Sidings would lead off the loops – with five sidings *Höchstädt* is perhaps over-equipped!

Höchstädt is loosely based on the town of Ebermannstadt, where the Deutsche Bahn connects with the DFS, in the north of Bavaria, with the line running through Bad Friedlingen on the way to Blindheim. Loosely is the key word here, because the station building is actually from Muggendorf (further down the line), the beer garden has been relocated, and the track plan is standard Bavarian.

The station building was commissioned from Peter Smith of Kirtley Models, the engine shed is an Addie product plastered by John Davies, and I mis-assembled the other buildings from various kits.

Below
Edging towards Epoch IV – the old 'Thunderbox' coaches are in red livery and motive power is a V80 B-B diesel.



Overall size: 22' x 2' 8" inc. 6' fiddle yard. Each grid square = 1 sq ft.

The model

So I had a track plan, the footprint of the station building, and a middle-aged Vauxhall Vectra. The next stage was pencil and paper, to design a 16' by 2' layout and 6' by 2' fiddle yard. The board would fit into the Vectra, with the trestles and stock travelling in a second car. Yes, it would fit, but there was a serious flaw – not that I knew it yet.

Now I must introduce my second co-conspirator. Nick Taylor has been a friend for many years and he helped build the baseboards from 3" x 1" timber and 9mm plywood, sourced from the local timber merchant. Cork tiles were stuck down to form the roadbed, a second layer of cork tacked on top, and the track laid in a gentle S curve, constrained by the footprint of the station building and the engine shed.

Track and control

I used Lenz track with the points worked through the DCC bus. Track was laid on the two layers of cork with every piece of track connected to the bus.

I concoct my own ballast from walnut shell, sold commercially, plus oyster shell, sold by pet shops as chicken grit – this needs a quick whirr in a redundant coffee grinder. These constituents are mixed approximately 1:10. To this is added coke dust (a by-product of a steam line), also given the requisite whirr.

Buffer stops are from Weinert, the platform edge from Juweela (www.juweela.de), and the water crane from Wenz. The details are from a host of small suppliers, usually found at the specialist O gauge show held at Buseck (see below).

With a maximum speed of 30km/h, *Lokalbahnen* did not require full signalling. On the layout there is a triangular warning board half hidden by the engine shed; trains must stop and whistle before entering the station.

As I had previous experience of Digital Command Control, this was adopted for its benefits of lights, sound, and remote uncoupling, with the simplified wiring. Working the points from the Lenz handheld controllers is another matter, and has proved unpopular with operators.

Above
A typical branch line train of late Epoch III – a brace of bogie *Umbauwagen* hauled by a BR64 2-6-2T.

Left
VT98 railcar and trailer sets increasingly replaced not only steam locos but also diesel loco-hauled workings.

Below
The station building.

Two DCC and two analogue supply bus bars run the length of the layout, connected between the boards by simple colour-coded 'banana' plugs and sockets.

As the locomotives and passenger rolling stock have working lights, as do most of the buildings, some quite subdued, I decided against a lighting rig for exhibitions to avoid bleaching out the effects.

First outing

The first exhibition was due and Peter Smith had delivered the station building, so we put the stock on the layout and played trains. And here we discovered the flaw. The run-round loop, and especially the fuelling siding leading off it, was too close to the front of the layout. The safety issue was that little fingers, and not-so-little figures, could knock stock off the layout. But I had a visual concern as well. A model railway should be a work of art in four dimensions, but visually *Höchstädt* just was not working. Why? What could I do? I sat down in front of layout and pondered, and pondered, and concluded that the eye was not being drawn into a picture. The solution was to have scenery in front of the run round loop. But I could not rebuild the boards because they only just fitted into the Vectra. The solution was a set of purely scenic boards attached to the front of the layout. They had to be 8" wide (to satisfy a potential future project) and to fit them into the Vectra I built eight sections each 33" long.

Scenery

I think there has to be a reason for a railway and the same must go for a model railway. A train entering Höchstädt passes through light industry, then houses can be seen behind the beer garden. The church peeps out behind the station, and then the scene becomes rural as we reach the buffer stops.

The scenery is made from foamboard, which is light, stable, and can cope with the occasional clout. This is covered with plaster bandage, sized with a slurry of plaster, PVA glue, and ochre paint. Then comes the ground cover, mainly Hydrofibre, which is not cheap but does look like earth. The grass is Silflor – again, it is not cheap but it does look like grass. I cannot make trees, but Jacqui Perrat of Ceynix can and she made those on the layout. I did perpetrate the backscene, with some help from John Constable. Seriously, I spent a day at the National Gallery looking at how he moved from the foreground towards the distance, then went home and practiced with the acrylics. But I have not cracked clouds yet. Perhaps a tutorial from Turner?

Operation

The layout is operated to a sequence, with the local trains going to Blindheim and a commuter service through to Nürnberg. Empty stock is worked from Bad Friedlingen, and there is a daily goods.

Fortunately, most of the stock needed for such services is now available ready-to-run from various manufacturers – indeed we can provide either Epoch III steam or Epoch III-IV transition steam–diesel.

Our aim is to have stock moving at scale speed.

The fiddle yard is deliberately not screened so viewers can see the stock. The engine shed acts as a view block for trains going 'on' and 'off' stage.

Above
Upon arrival, the crew have lost no time in uncoupling the loco and scuttling off to the shed for a break.

Below
A BR78 4-6-4T (Prussian T18) brings in a set of four-wheel 'Thunderboxes' with a post van at the head.



Above
The BR64 on shed.

Above right
A V36 0-6-0D refuelling.

Right
A humble cottage so close to the line must be inhabited by a railway worker.

Below
A mixed goods train, with a *Güterzugpackwagen* behind the locomotive, trundles past the beer garden.

Stock

It took a while for the Deutsche Bundesbahn to recover from the Second World War and initially any carriage with the requisite number of wheels might be used, so branch line trains consisted of four-wheel *Donnerbüchsen* ('Thunderboxes') and any surviving stock from the *Länderbahn* era.

In 1953 DB began to rebuild such old coaches with new bodies, producing both six-wheel and bogie stock. Unsurprisingly, they were called *Umbauwagen* (rebuilt coaches) and were produced at a great rate. By 1960, branch lines would be mostly populated with them along with a reducing number of *Donnerbüchsen* and just a smattering of older vehicles.

Branch line motive power was pretty simple: BR86 2-8-2T on freight trains and hilly routes, BR64 2-6-2T on practically everything else, but with a few residual *Lokalbahn* locos and the occasional suburban refugee.



Left
The beer garden is quite close to the station.

Right
A V36 shunts wagons into the siding adjacent to the trafo tower; the loading dock is on the far side of the yard.

Below
The classic Epoch III branch line train was a rake of old four-wheel 'Thunderboxes'. The BR78 shunts the post van off the train before running round and preparing to depart.

So *Höchstädt* has *Donnerbüchsen*, *Umbauwagen*, and several BR64s (all from Lenz) and a Kiss BR78 4-6-4T.

Goods stock is also straightforward – mostly vans and open wagons, from Lenz, Brawa, MBW, and Schnellenkamp.

The DB did not rush into dieselisation, but by the early 1960s there could be V80 B-B diesels and red-liveried *Donnerbüchsen* operating branch lines, or alternatively Uerdingen railbuses. Another co-conspirator, Keith Barnes, has a penchant for DB diesels, so variegated red objects can be observed trundling into Höchstädt.

Sources of information

You have to undertake research when you enter the world of 'Spur Null'. I can give you a couple of pointers. There is a specialist show in Buseck in Germany, usually just before Easter (www.busecker-spur-0-tage.de). Other useful UK-based resources are the European Railways Association (www.eurorail.org.uk.) and the Gauge O Guild (www.gauge0guild.com), which will point you to the German ArGe Spur O website (www.argespur0.de), which in turn will direct you to individual specialist suppliers and traders. I believe there are also groups in France, Belgium, and The Netherlands.

The future

If I have learned anything from this project, it is that research can be engrossing, construction can be pleasurable (depending on the temperature in the garage!), but it is the companionship that makes our hobby so enjoyable.

I have enjoyed building *Höchstädt*, and I hope it will be on the exhibition circuit for a few years. I have a vision of linking it with the main line junction at Blindheim, thereby creating an oval. This would be my personal last great project. However, when *Höchstädt* was next to Chris Peters' *Bad Obing* at an exhibition, we got talking about connecting them, and the result will be a joint project about 74' long (!) which we have called *Bächingen*. I hope to be able to report on that in due course.

Meanwhile, *Höchstädt* will be at West Essex Modelrail in Romford on 25th and 26th April, Langley on 25th October, then Tonbridge and Warley in 2016.

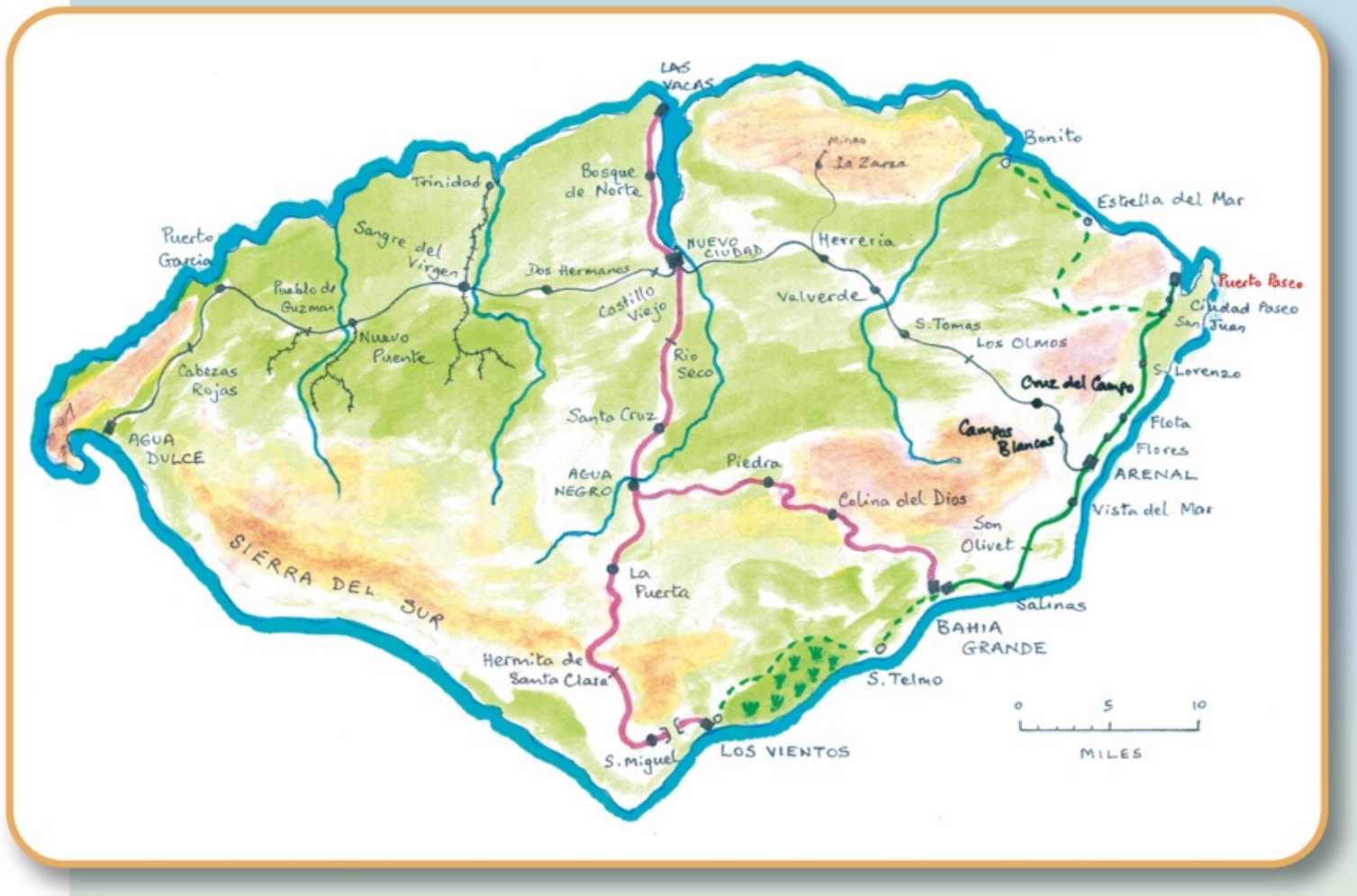
Right
Two sales kiosks serve the beer garden. Like most of the structures, these have working interior lights.

Photographs by the editor.

Giles Barnabe introduces his freelance exhibition layout, a small station which is just part of an imaginative overall concept.

Puerto Paseo

Narrow gauge with a tropical twist



Some new geography

The start of 2013 saw me without a layout for the first time in several years, following a move to a new home. For some time thoughts had been turning towards On30 but I wanted to do something a little different from the usual American scene, and had been intrigued by Bob Hughes's *Pampa & Fernandez* layout with its mixture of American and British rolling stock in a tropical setting. After some thought, the idea was developed of a hitherto unknown Caribbean island – Isla Blanca. The name came from the notion that the Isle of Wight, complete with its pattern of railways from c.1910, might fit the bill if increased to about the size of Majorca. This makes it large enough to support three different 2'6" gauge railway companies plus a handful of sugar-hauling tramways, and creates an interesting pattern for operation.

It was decided to concentrate on the port station in the city of Paseo (the equivalent of Ryde) which is served by the impoverished Ferrocarril Economico de Este (FE). This runs down the south-east coast, via Arenal, to Bahia Grande. Once there was an extension to the southern tip of the island at Los Vientos but competing railway development has meant that the section beyond Bahia Grande became uneconomic and was closed.

Another branch line to the northern fishing port of Bonito has also been closed, due to a landslide.

The FE was promoted by investors from Britain, so the rolling stock has a British feel. This contrasts with the American-style of the locomotives and stock of the Ferrocarril Centro y Oueste (FCCyO) which meets the Este at Arenal but has running powers into Puerto Paseo. This line extends across the island to Agua Dulce in the west, via Nuevo Ciudad in the centre of the island. Here the American company has its headquarters.

Above
A minerals train is departing from the siding on the far side of the yard while the station pilot waits for a clear track.

The third railway is the FC Norte which connects the northern port of Las Vacas with Nuevo Ciudad before continuing southwards to reach Las Vientos, with a branch to serve Bahia Grande.

The sugar tramways do not greatly concern us as they serve the mills in the north and north-west of the island, however it may be noted that the largest – the Tranvia de Trinidad – runs a once-weekly passenger train.

As may be seen from the above, I have played fast and loose both with the geography of the Isle of Wight and also with the Spanish language. For the first I can only apologise and offer as an excuse the fact that the island's multiplicity of pre-grouping lines has always fascinated me. For the latter I can only claim the rather threadbare cover of the local patois to cover my punning attempts to render Wight names into Spanish. Other names come from local saints (always a good bet), and even a Spanish beer!

Above
The FCCyO's big engine emerges from 'The Narrows' with the morning Mail train.

Equipping the lines

Owing to personal circumstances it was not possible to start by building the layout itself; rather work commenced by amassing a large collection of second-hand models (not only On30 and O-16.5 but even some OO/HO examples) to become fodder for conversions. A decision was made to model to 1/4" scale (1:48, American O), and also to disguise the origin of as many of the models as possible.

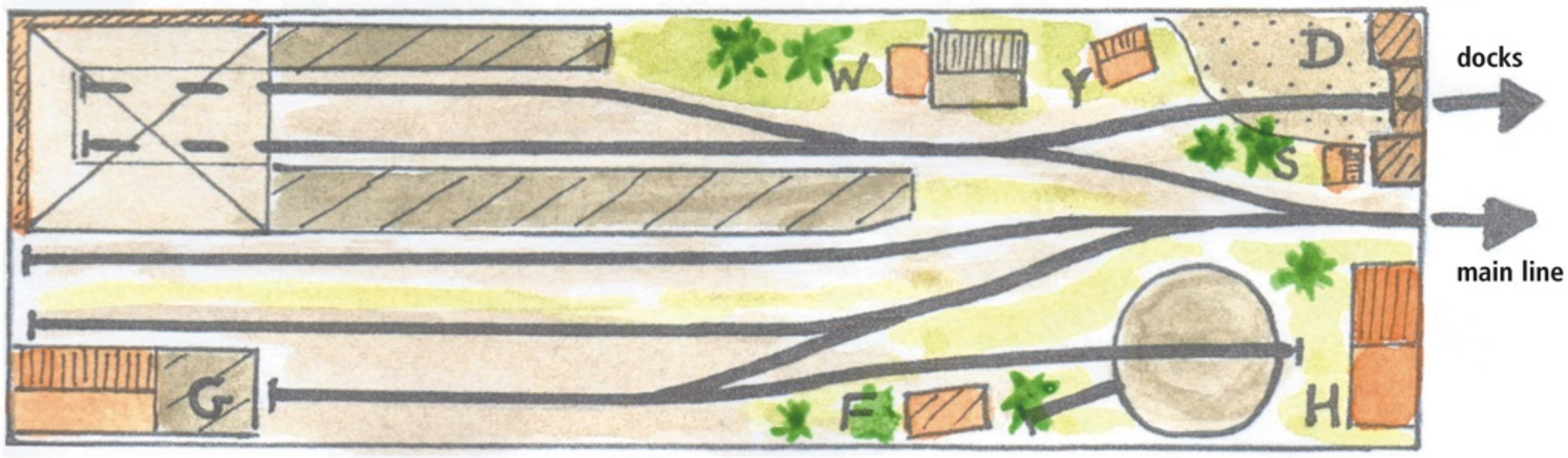
For the FCCyO trains, Bachmann provided one of its Moguls plus a coach and boxcar for the 'Mail'; the boxcar has been altered to resemble, if only slightly, a crew-car running on the G&Q in Ecuador as this has a small separate compartment at one end for the mailbags.

For the rest of the line's equipment, a Piko 2-6-0 of German origin has donated its workings and has had a spare USRA body fitted with a scratchbuilt cab in the correct scale. Boiler fittings have been suitably scaled up, and a wider tender was made from an old Bowser HO scale tender, whose body was shortened, widened a little, and mounted on the USRA tender chassis.

A smaller locomotive to haul the mineral train was converted from a Model Power 0-4-0.

Much of the FCCyO freight stock has come from ancient Tri-ang Transcontinental cars as these have nice chunky bogies that can, with care, be fitted with wheel bearings and scale wheels. However, having just started on this job I was lucky to pick up some ancient Peco conversion kits which provide direct wheel replacements compatible with modern track. A Dremel motor tool makes short work of removing the original Tri-ang couplers. Some of the old car bodies are being converted with extra height and width but most have new bodies added, the boxcars being clad with thick styrene and then planked using coffee stirrers to provide the extra body width. Other freight cars ride on more modern HO underframes.

The Este features stock that was supposedly built in Britain and the motive power is mainly provided by small tender-tanks; we imagine that these were originally tank engines but have been rebuilt locally with imported parts in order to carry more fuel and water. Already completed is a mixed-



Above
"Dogs must travel in the brake van, Senora!"



traffic locomotive based on a Hornby *Ben* with the addition of a B12 tender, while a *King George* four-coupled engine has been reworked as a tram loco. As station pilot it runs freight wagons to and from the nearby harbour in between shunting duties.

In an effort to save money, the Este has invested in some rather basic railcars. One of these is made from the marriage of a Bachmann On30 Brill tram and a Piko railcar chassis. The second railcar is a postal vehicle and uses a modified Gnomy van body on a Model Power 'Hustler' chassis. The Paseo terminus is provided with a turntable as the railcars need to be turned between journeys.

Three Peco coach kits have been modified to make two coaches each three compartments long, the resulting spare underframe going under a parcel van, while another spare chassis was used for a fourth class coach with a Wills taxi drivers' shelter providing most of the body. The latter is used to strengthen the evening trains at weekends and during local fiestas. Other strengthening coaches for weekend trains are a couple of saloons, one of which started life as a Germanic coach from a Lima toy train set, now overlaid with larger sides and new ends.

For the goods stock I mainly turned to Jouef, and a bunch of BR Tube wagons provided underframes for new bodies built from styrene or parts of the original model fitted with new, wider, ends. More recent wagons use Hornby or HO wagon underframes from several sources. Este wagons are supposed to date back to the mid-nineteenth century, so are of wooden construction, which is in contrast to those belonging to the FC de Norte, which occasionally turn up at Puerto Paseo – these are much more modern in feel and mostly feature metal construction.

When it comes to decorating this motley collection, I hoped that HO scale decals for C&O freight cars would suit the FCCyO vehicles, but none could be found and eventually I gave the cars hand-painted numerals. A sheet of GREAT (crest) WESTERN locomotive transfers has provided enough lettering for the Este's locomotive fleet. I was not sure about the Norte markings at first, toying with the idea of a circular logo in pale blue with a white arrowhead superimposed, though this would be a bit modern for the period of the layout. However, a set of Great Northern RR freight car decals turned up, from which the word NORTE can be extracted, which should fit the bill. In any event the three companies paint their wagons in different colours so there is not much need for the additional expense of company identity markings.

The rolling stock has been equipped with Kadee 'whisker' couplings, which have been much easier to fit than the earlier sprung type.

Layout construction

Having built up a reasonable collection of rolling stock, it was time to turn to layout construction as I had offered the completed layout to an exhibition some three months away.



Above
The railcar leaves for Arenal, passing the yard office where the foreman is deep in conversation with his assistant.

Below
The station pilot makes up the FC Centrale y Oueste's Mail train. The boxcar has to be run between the coach and the train locomotive.





Above
The station pilot shunts a coach belonging to the FCCyO.

There are two baseboards, both 4'6" long and 18" wide – one for the terminus, the other providing a fiddle yard. The timetable was studied to work out the number of hidden tracks needed and it turned out that the main line trains could be accommodated on three lines; the dockyard branch needs two sidings, so the minerals train from the FCCyO can lay over without having to be removed from the track while general freight uses the other line.

The baseboards are built using the criss-cross method of framework although I did include a central longitudinal brace as the 4mm ply top seemed to need this.

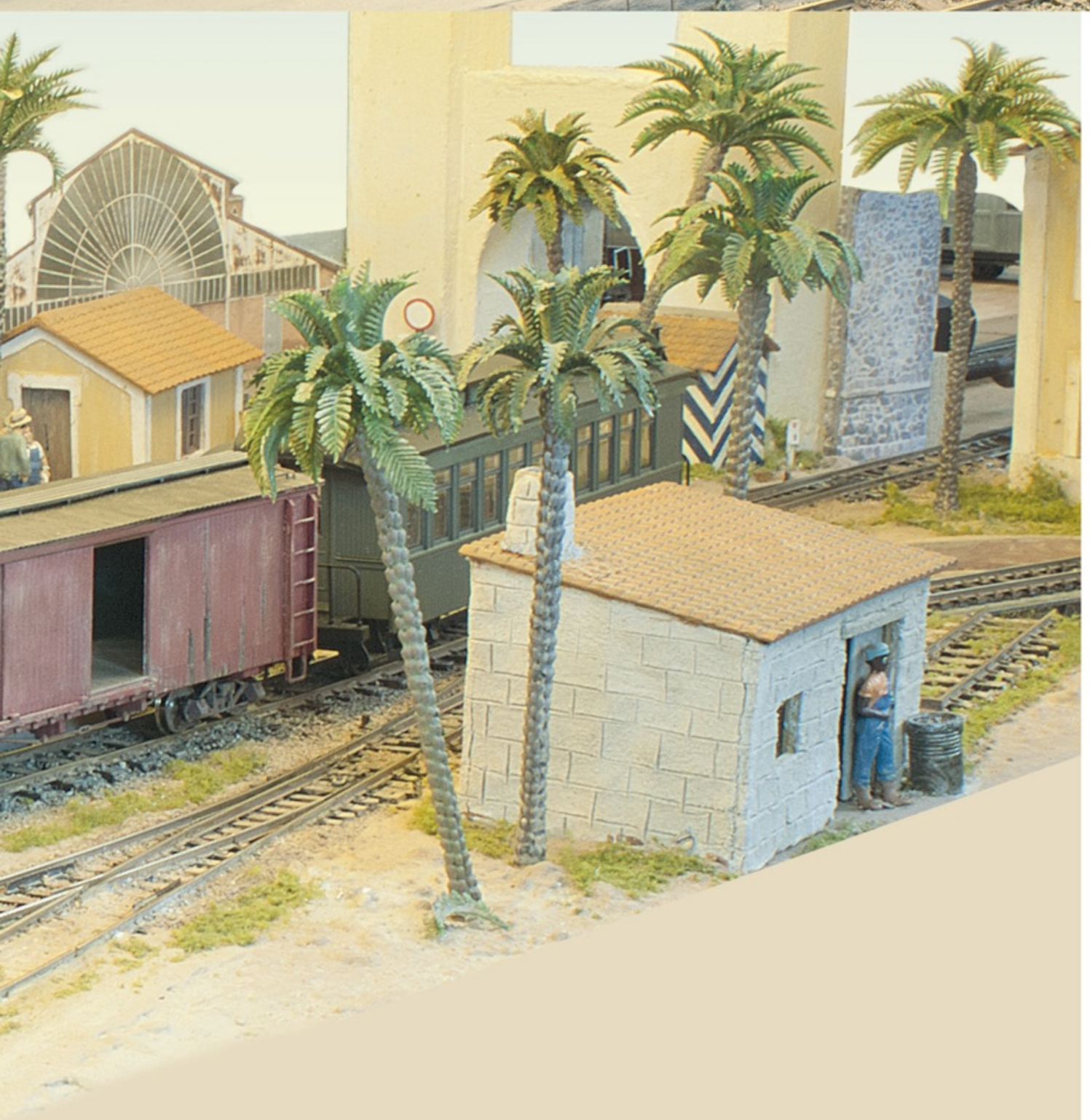
Plain track on the visible section is Peco O-16.5, the points being OO/HO Streamline small radius turnouts and wyes so as to save on length. To hide this subterfuge, the ballast is liberally spread, with several colours visible, while the goods sidings have been sunk into the (plaster) earth. A wash of pale earth-coloured paint pulls all this together visually.

The fiddle yard mainly uses track salvaged from previous layouts.

The turntable is a Peco N gauge example which has had 16.5mm gauge track fitted, with wire connections soldered between each rail and the sprung plungers that make contact with the split ring feed beneath the well. At present the turntable is unpowered but it is hoped to add at least Meccano gears and a handwheel if not full electric drive.

Because the operating position is at the front of the layout, the control panel has been built into the reverse of the backscene, facing the fiddle yard. This also saves having to take the wiring across the baseboard join. As only one train can move at a time, simple on/off switches have been fitted to power the track sections while passing contact switches work the turnouts which have also been fitted with micro-switches which back-up the change of frog polarity when the point is switched.





Above
11.40am and the Mail pulls into Platform 1. It left Agua Dulce on the other side of the island at 5.30am. Note the crew car, with a separate baggage compartment, is leading as demanded by the regulations.

Top
The passenger train is formed with three different coach conversions using Peco parts. The loco is an adapted Hornby *Ben* while the tender was from a B12, widened to match its new locomotive.

Power comes from a pair of Gaugemaster controllers. The 16v AC connection from one of them is used for a hand-held controller, while the 12v DC controlled output can be used for emergency back-up. The second controller supplies 16v AC for the solenoids while the 12v DC output is used to power a wheel-cleaning brush.

For exhibitions, a lighting rig is fitted running the full length of the station, supported by the ends of the back-scene. Illumination is provided by a set of exterior Christmas lights with strings of warm white LEDs – in all 500 of them. The cables were wrapped round the two longitudinal spars of the lighting framework.

A note on the local architecture

Once a back board had been added to the layout and painted a suitably 'sunny' blue sky, some thought had to be given to the local city architecture. Something in a nineteenth, or earlier, Spanish Colonial style would have been ideal, but proved hard to locate. Views of Cuba might have been suitable, but these had too many people visible. However, a trawl through the CG Textures website provided enough run-down houses and workshop walls for the buildings bordering the railway, while a collection of pictures of Venetian houses and churches has supplied the more distant parts of the city of Paseo. The result is not actually Spanish, but not particularly recognisable as anywhere in particular either, merely 'foreign'.

At one corner of the baseboard the low-relief L-shaped façade of the station building flanks the platforms, its style loosely based on a station from a Spanish narrow gauge line. A short overall roof in front of the station building has been added, and this large mass helps to balance the collection of smaller structures at the other end of the yard. Although the main platform stretches for much of the length of the scenic baseboard, its low height and the fact that it is mostly empty of detail helps it to blend into the scene without being too dominant. This was not a conscious design feature, but was pointed out by one of the operating team, a lucky coincidence!

Because the point solenoids have been mounted on top of the baseboard for ease of maintenance, the station yard has had to sprout several small buildings to disguise them. Thus we have the essential water tank, which covers two motors. The top is unmistakably of Dapol origin, but it is set on a card base overlaid with fire cement into which the stone blocks were carved while it was still damp.

Nearby is a small office for the yard foreman, who can be seen outside discussing a switching problem with the points-man.

The entrance to the dockyard is protected by a fortified gateway and a sentry box clad in alternate blue and white planking, and it is hoped that this and a nearby palm tree will distract the eye of spectators and stop them looking through the ornamental dockyard gateway into the fiddle yard. Rather than try to paint striped planking, I cut several strips of thin card and painted them either blue or white which were then glued to the walls of the structure.

The main line ducks out of sight between the harbour gateway and the hostel for the station workforce and the exit from the station, squeezing between these two structures, is known as 'The Narrows'.

The foreground of the station yard is broken up by a small forge used to cover the last two motors, again a Majorcan design.

The last structure to be tackled was the canopy over the goods platform. The stone pillars are balsa painted with plaster washes, while the roof girders were part of a Ratio kit. Balsa and Wills pantiles complete the building. The goods office is suggested by an office frontage in low relief – a planked HO scale wall from the spares box, for which I found a matching window and made another window opening into a door of suitable size.

Small details

The tropical setting of Isla Blanca was the cause of some thought when it came to deciding on the layout's appearance. The creation of a local architectural style has been touched on, but what about the population? Apart from some Woodland Scenic US-style train engineers, a couple of Preiser figures have found a new home, while a few ancient Slaters figures have been re-worked. As they come they are a little short and rather emaciated, so a businessman has been bulked out (and increased in height) with Milliput to become a priest. The crown of his bowler hat was carefully removed, the brim replaced with a slightly larger circle of paper and the crown replaced. Other figures in more prominent positions have also had their head gear altered or added, it being thought that in a tropical climate most men would wear a hat. Once again a flattened head, a circle of paper, and a dab of Milliput produces a person with a completely different character to the unmodified figure. The angle the hat is worn, as well as the type (battered straw, or smarter 'cowboy' style) can say a lot about the wearer.

All the figures are in repose, resting in the shade or chatting, with the exception of one pair, a smartly-dressed lady and the stationmaster: they are about to have an argument over whether her dog can accompany her in a first class coach or if it must travel in the brake van's dog-box.

The trackside has been detailed with kilometre posts – 0/0 at the buffers and 0/1 at the station throat, and there is a speed limit board at the start of the dock branch. A road sign, copied from one seen in a Spanish harbour, prohibits road traffic from entering the dockyard 'Excepto Trafico Portuario'.

The scrap box of unused kit bits has provided the ingredients for several small projects: the sprue from Kadee couplers

Above
The daily goods train from Bahia Grande pulls into Puerto Paseo. The backscene is a collage of images from the web.



has a roundel cast midway along it, so this and half the rod looks just like a point lever. It only needs two pieces of styrene to form the body of the lever, plus extensions to the sleepers (balsa or coffee stirrers) on either side of the tie-bar to mount the whole thing on. (These were still to be added when the photographs were taken.)

Another project was a weighing scale for the goods platform, which blends part of the base of a Dapol signal gantry with an ornamental bracket, some bits of sprue, and some square tube. The design was copied from a set of scales seen for sale on an internet site.

Train workings

With future exhibition appearances in mind, some thought was given to devising a timetable that would be interesting to operate and also give a chance to run a variety of trains to keep spectators happy.

Because the city of Paseo was already well established before the arrival of the railway, there was only space for a single track main line. In consequence, the terminus has little room for more than passenger traffic, and most arriving freight traffic is diverted down the tramway to the docks. A small amount of local freight can be dealt with at the small goods shed, but the two sidings are mainly used for sorting the wagons for outgoing trains. Platforms 1 and 2 see most of the passenger action, while platform 3 is used for mail and parcels and can be a switching lead for the dockyard line. As there is nowhere to service steam locomotives at the terminus, all arriving engines must be sent back to Paseo San Juan station, on the city outskirts, where the locomotive depot and main freight yard are situated. This section through the city, a distance of a mile and a half which includes the station at Paseo Ciudad, can therefore get quite busy.

The Este's daily timetable includes a couple of passenger or mixed trains travelling the whole of the route to Bahia Grande, and between these services there are occasional railcar trips as far as Arenal. During the year Isla Blanca enjoys a number of Fiestas, and on these occasions rail traffic alters slightly. The last passenger run out of Paseo is held back until late evening and the train is strengthened with extra carriages – almost anything is likely to turn up, including ancient fourth class excursion coaches. These late services run the evening before, and on the day of the Fiesta, while on the day itself freight traffic is considerably reduced.

The FCCyO, meanwhile, has a daily freight train and also a mineral turn on weekdays, while their Mail train arrives in the late morning (excluding Sunday) and returns to Agua Dulce after lunch, arriving back there in the early evening.

An on-going project

It has been some time since I attempted to create a complete freelance railway system and the task has proved enjoyable, in particular the adoption of a local architectural style. The rolling stock designs, with both European and American characteristics, has to cater for the local needs, and molasses tankers and pineapple cars both feature in the stock roster. When these are completed, the local railway companies will be very well provided to serve the population of Isla Blanca.



Above
The railcar is a combination of a Gnomy lorry and a Model Power 'Hustler' switcher chassis.

Below
The station pilot continues to shunt wagons while a pointsman dozes in the shade of a palm tree.

Graham Lightfoot
reports the end of an era.
Photographs by the author.

Last day on the

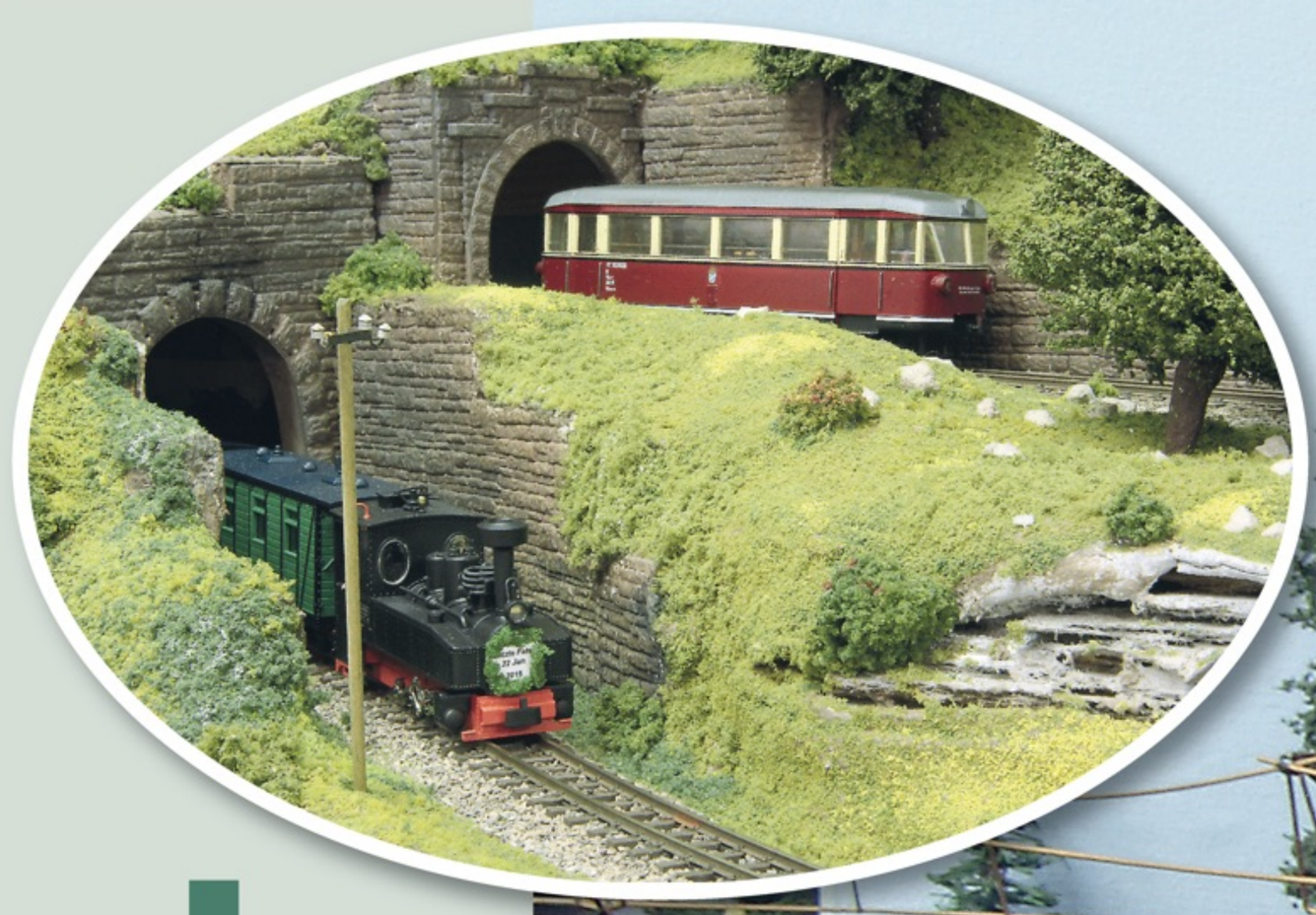
Steintalbahn

Steintalbahn IX, my permanent HO/HOe layout (see CM July, October, and December 2005), had its final day of operation on 22nd January 2015. Then began the long process of servicing all the locos then packing them and the rolling stock ready for a house move later in the year. I calculate it will take me about two months to pack up all the stock, break down the layout, and salvage what I can ready for the next permanent layout, STB XII.

Why the gap in numbering? Well, there have also been two portable exhibition layouts, both of which have appeared in CM (September 2006 and March 2012).

STB IX started life in 2002 and has served me well over the past thirteen years, with only a couple of wiring problems, mainly dry joints, two failed point motors, and a disintegrated section switch. There was also a constant need for maintenance and servicing of the ever-growing collection of locos on both gauges.

It was only right that the latest additions to each gauge should operate the final trains on the layout before dismantling began. So the Fleischmann BR86 2-8-2T on the standard gauge and the Minitrains 0-8-0T *Brigadelok* were duly adorned with signs and floral decorations for the last trips.







Left
The BR86 is turned on the turntable at Guntersberge prior to working the last train on the standard gauge.

Top
The narrow gauge train passing the last railcar on the branch to Altenstein as it approaches the junction at Bad Maienfeld.

Right
The narrow gauge train weaves past the back of the loco shed at Guntersberge ...

Far right
... and arrives at the station, next to the standard gauge.

Above
The BR86 on the return trip with a rake of 'Thunderbox' coaches (Roco models now some 35 years old).

The trips completed, it was time for a light oil, five minutes running in both directions, clean up, and into the packaging ready for the move.

Plans are well advanced for the new layout, but other projects have priority in the bungalow, including insulating and rewiring the garage to house STB XII. In order to reduce the amount of wiring, the new layout will not be as complex as STB IX – there will be no standard gauge shed, other than one on the branch, but a short Feldbahn (HOf) line is planned as a new feature.





The prolific members of the **Escadrille Saint Michel**,
Bernard Daillan, Didier Mozer, and Michel Valladeau,
aim to create a new exhibition layout each year, small but well detailed
and with sufficient operation and working features.

Justin Versaitou

An interesting industrial operation

Welcome to another part of our imaginary world. As we like to try and build a new layout each year, to keep us and the public interested, we are always on the lookout for new themes. At one show we attended, on a display stand promoting the Busch HOf Feldbahn system, we saw a nice decorative element: a curved wooden bridge or trestle. This provided an initial idea for a new project, but we still had to find a setting to build the layout around the bridge feature. After some research in our collection of reference material, we made some sketches and decided to focus on the transport of granite blocks.

This rock can be used for road paving and curbs, or in building construction, and also for headstones and monuments – and this is not an exhaustive list.

We chose to represent only the aspect of transport between the quarry and processing plant.

As always, 60cm narrow gauge railways modelled in 1:43.5 scale (O-14) is the basis of our work.

We constructed the layout in a small area; the dimensions are just 0.80m x 0.60m – minimum space for maximum pleasure! One advantage of O-14 is the possibility of having a larger scale layout in a relatively small space while remaining true to reality.

This layout may be small in size but offers a high density of traffic – the coming and going of trains is intensive. This is probably the price to pay for the profitability of the Justin Versaitou company.

The track from the quarry (off stage) arrives between two buildings. The transition between the backscene and the scenic part of the layout is elegantly camouflaged by trees.

The centrepiece of the layout is set of points which allows the trains to run in different directions. In fact it is a turning triangle that allows lots of operating manoeuvres. The radius of the curves is tight because there are space constraints. This is not a serious limitation because only small locomotives are used, and train length is restricted to two wagons.





Above
A train of wagons loaded with waste rubble hauled by a cabless Gmeinder waits on the siding under the old gantry crane. After some minor maintenance in the workshop, a Motor Rail Simplex performs a test run. The wooden trestle crosses the area where the granite blocks are stored. Note the curtain of strips that hides the entrance to the building.

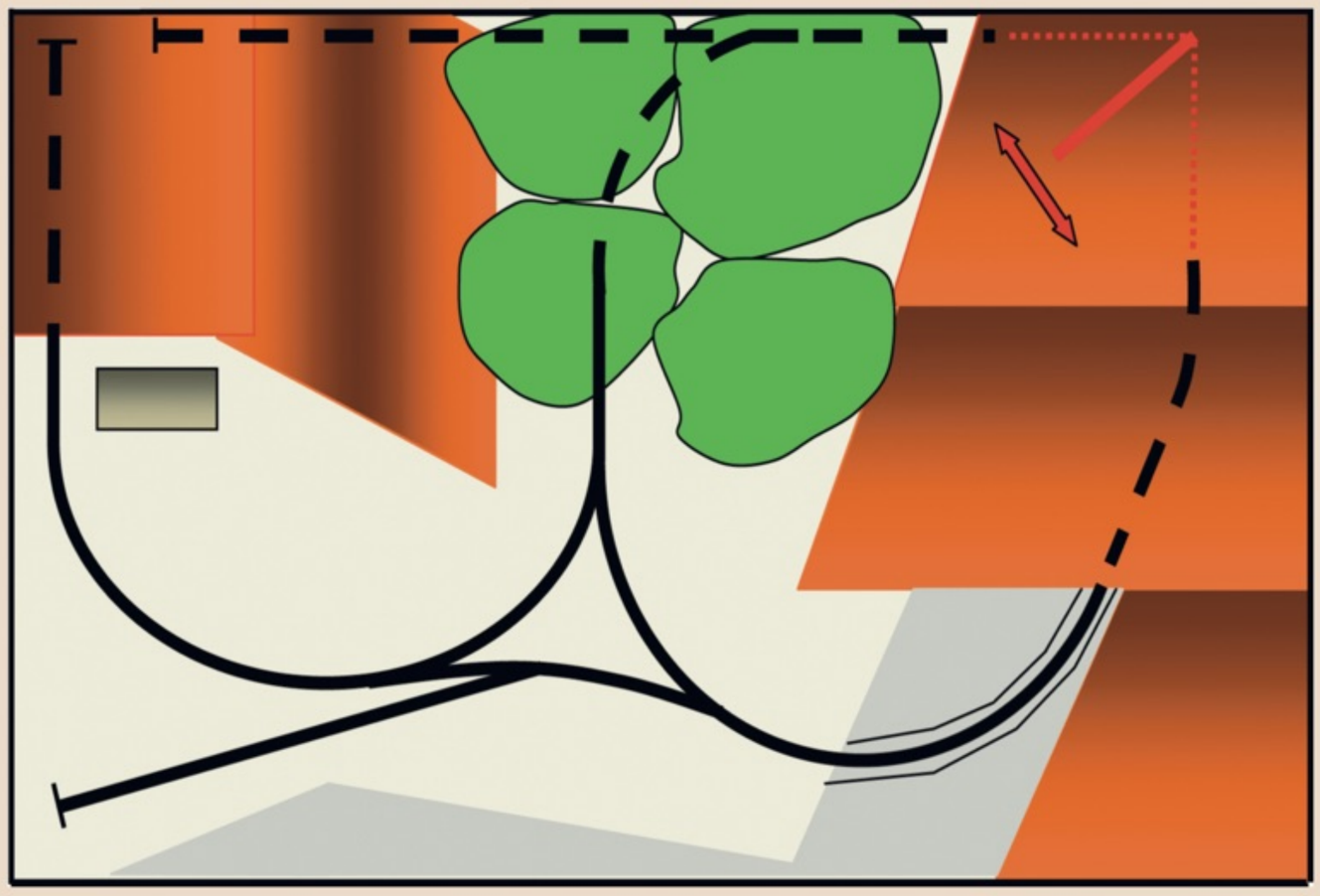
Trains can be either hauled or propelled, depending on the needs of the operator to alternate empty and loaded workings.

The curved trestle bridge allows trains to access the workshop where the stone blocks are shaped.

Under the factory building, the gateway to the workshop is closed off by a curtain with vertical slats, as often found in industry. It has the advantage that visitors cannot see behind the scenes from the front of the layout. Black fabric intended for garment lining is perfect for this. A square is simply cut into thin strips with scissors; the cut is about 90% of the height, the remaining 10% is used to attach the curtain to the structure.

The rock on the wagons is real, simply using pieces picked up by the side of the road – we do not know what they are, they just looked right and that was enough for us. The only problem: they were too big. The trick to getting these pieces to a more reasonable size was using an electric tile cutter. After a lot of noise and some dust the problem was solved.

The advantage of working in a small area is that you can take a lot of trouble with the scenery, and put in a lot of detail to give life to the whole scene.



Plan by Didier Mozer. Not to scale.

O-14 **JUSTIN VERSAITOU** FRANCE

For example, you will notice a small pile of rubble at the bottom of the retaining wall, just below the two unloading chutes. These are the remains of the granite blocks after they have passed through the shaping workshop. This debris is transported by the train usually parked next to the two chutes, one of which is in poor condition – it is rusty and its control chain is broken, so the other one is always used. The weathering of the wall was adapted accordingly, rusty on one side and dusty on the other.

The small shed nearby is filled with the usual mess that is found in all industries. There is even a cat sitting on an old oil drum – no doubt he is looking for a mouse for his next meal!

Weathering buildings and accessories contributes much to the overall atmosphere. Just copy reality.

Having two levels makes the relatively small area look larger. Furthermore, retaining walls and buildings are not parallel to each other but slightly skewed, to bring some perspective and break up the different miniature scenes. Added to this, the track is almost all curves. The end result is nice to look at.

If you think of the layout as a stage set, then the trains are the actors.

Several industrial diesel locomotives share the work: these include two Gmeinders (Gecomodel), with and without cabs, an Orenstein and Koppel (Nonneminstre Models), a Motor Rail Simplex (Nigel Lawton), and a Lister (KB Scale). Wagons are also from KB Scale.



Above
The welder seems to be the only one working, though his watching colleagues are no doubt providing moral support! Making four points in such a small area was a challenge.

Left
A Gmeinder with a cab ventures onto the trestle with a train loaded with granite blocks to supply the cutting workshop.

Below
An O&K running light on one side of the turning triangle.

Control is digital, using a Roco multiMAUS. For a long time we were reluctant to adopt digital control, but once we tried it, it was difficult to imagine how we could do without it. The locomotives are equipped with Lenz decoders.

The track and turnouts are hand built, according to our usual practice, with code 70 rail soldered to printed circuit board sleepers. The points are operated by Tortoise slow action motors, using the built-in switch to change the frog polarity.

Hidden behind the scenes in the workshop is a sector plate which allows the transfer of a complete train between the track to the quarry and the one through the workshop. To simplify our task during exhibitions the same train shuttles



between the quarry and the workshop – not an unrealistic situation. The operator just has to move the sector plate by hand from one side to the other and load or unload wagons. To avoid short circuits, a simple switch changes the polarity of the track on the sector plate according to its position – it is simple but effective.

Three people worked in their spare time to build this small factory scene in a few months. Like all modellers, we do not count the hours we put in.

As often with our layouts, the name is a pun: it comes from the expression *juste un verre, c'est tout* which can be roughly translated as "just one glass, that's all".

We will be presenting this layout as well as *Le canal de Remainoul à Tournet* at the Intermodellbau exhibition in Dortmund from Wednesday 15th to Sunday 19th April.

Editor's note: the group's canal layout will be featured in a future issue.

Above
The general state of the plant is beginning to deteriorate – one of the chutes is in poor condition, and the gantry crane is no longer used.

Photographs by the editor.

Nürnberg

REPORT 2015 – part 2















PLANNED NEW PRODUCTS FOR THE COMING YEAR



Minitrix BR103⁰ and IC 180 *Albrecht Dürer* train pack. *Minitrix photos: courtesy* MIBA.

Minitrix

Epoch I
For Trix Club members with fifteen years continuous membership, there will be a four-wheel tank wagon with brake cabin lettered for 'Deiglmayer'sche Oelmühlen' from Bavaria.

Epoch II/III
A modified model of the E44 Bo-Bo electric, with roof extension, as a limited edition set of two, one Deutsche Reichsbahn Gesellschaft in grey (Epoch II) and one Deutsche Bundesbahn in green (Epoch III).

Epoch III
There is to be a new model of the BR38[10-40] 4-6-0 (former Prussian P8), with two dome boiler and large Wagner smoke deflectors, with digital sound, as a limited edition.



Minitrix BR78[1]

The Minitrix Club limited edition model of the year is related – BR78.1001, one of two BR38 4-6-0s converted in 1953 to 4-6-4 with a 2T17 short tender as an experiment to meet a shortage of suburban tank engines. They were initially used in the Munich area, then around the Bodensee; they were reportedly troublesome at speed in reverse, and were withdrawn in 1959 and 1961.

A set of four different pressurised gas tank bogie wagons includes new models, some with heat shields, lettered for various private owners; this is a limited edition.

There will be a new version of the eighteen-axle 'torpedo' ladle car for molten steel, weathered, as a limited edition.

This year's limited edition wagon for Trix Club members is a type Kds56 twin silo four-wheel wagon lettered for 'Franken Zucker'.

Epoch IV
The new model of the BR38[10-40] 4-6-0 is also proposed in Epoch IV markings, but with three dome boiler and small Witte smoke deflectors; again it will be a limited edition, with digital sound.

The modified model of the E44 Bo-Bo electric will also be produced in Epoch IV form, with detail variations, again as a limited edition.

We can expect a new model of the BR215 B-B diesel, introduced from 1968 to test new more powerful engines and electric train heating; series production versions remained in service until 2003. Once again, this initial release will be a limited edition.



Minitrix BR215



Minitrix E44

To mark 25 years of the Märklin Dealer Initiative (MHI), there will be a limited edition model of BR103⁰ pre-series Co-Co electric (with single row of vents).

To accompany the loco, Minitrix will offer a set of coaches representing the IC 180 *Albrecht Dürer* (München – Bremen) – two type Avümz[111] compartment firsts, one type Apümz[121] open first, all in red & cream, and a type ARümh[217] half diner/half first in blue and red, the so-called 'Kakadu', a modified model (roof without pantograph).



Minitrix BR218 Touristik

Epoch V
Another item to mark 25 years of the Märklin Dealer Initiative (MHI) will be a limited edition model of the BR218 diesel in the colourful 'Tourist Train' livery applied in 1996; the digital sound version will have a different running number.

To form the matching train there is a set of coaches – a type Bvmkz[856] second, two type Bpmz[857] seconds, a type WRkmz[858.1] restaurant, and a type Dmsdz[959] baggage. The restaurant car is a new model.

The new model of the bogie gas tank wagon will be issued in a set of five, all without heat shields, three 'VTG' and two 'EVA', as a limited edition.

Epoch VI
The new model of the BR215 B-B diesel will also be produced as a BR225 in traffic red.

New versions include a former DB V200.1 (BR221) in 'RTS Swietelsky' orange & silver, with detail modifications; a TRAXX BR285 Bo-Bo diesel in silver 'Rhein Cargo' livery; and a BR151 Co-Co electric in 'SRI Rail Invest' blue livery, as a limited edition.



Minitrix BR151

Representing current stock on the Dresden S-Bahn (VVO), there will be a limited edition set consisting of a BR182 Taurus Bo-Bo electric in special livery with two double-deck seconds and a driving trailer; a further second will be available separately to extend the train.

A digital start set is offered which includes a BR185.2 Bo-Bo electric hauling four different bogie wagons, a long oval of track with a long passing loop and a siding, and Mobile Station controller.

Switzerland
Epoch V – a limited edition set representing the 'Cisalpino' service, consisting of a TRAXX Re484 Bo-Bo electric with four pantographs hauling a first and two seconds; a further second will be available separately to extend the train.

Austria
Epoch VI – there are to be two limited editions in co-operation with Loc & More, featuring the Taurus Bo-Bo electric in special Austro-Hungarian liveries, different each side, as in traffic since June 2014 marking the end of the Iron Curtain, one registered with MRCE, the other with GySEV.

Italy
Epoch VI – a TRAXX Bo-Bo electric with four pantographs as a class 483 in 'Oceanogate' livery.



Minitrix BR225



Minitrix gas tank wagons



Minitrix 'Cisalpino' train pack

Czechoslovakia/Czech Republic

Epochs IV – VI – a new model of the class T478, later 750, Bo-Bo diesel, the so-called 'Goggles' built from 1970, with sound, in various versions: Epoch IV CSD T478 in red, Epoch V ZSSK (Slovakia) class 750 in blue & white, Epoch VI class 750 in CD Cargo blue, and Epoch VI as Ferrovie Nord Milano DE250 in 'Cargo' green. All will be limited editions.

The Netherlands

Epoch V – there is to be a limited edition in co-operation with Loc & More: a BR189 multi-system Bo-Bo electric as used by ERS in the special 'Linked by Rail' livery, different each side.

Luxembourg

Epoch V – a TRAXX Bo-Bo electric as CFL class 4000, and a matching set of four double-deck coaches (composite, two seconds, and composite driving trailer), both as limited editions.

Denmark

Epoch IV – the new model of the pressurised gas tank bogie wagon appears registered with the DSB in the orange livery of the 'Kosan' company.

Arnold

New items are set out in a landscape format A4 size 124-page brochure; there is also a sixteen-page A4 flyer with selected items for the German market.

There is a surprising amount of new and modified tooling – almost more than the other Hornby International brands combined – with an emphasis on the Deutsche Reichsbahn.

By period, the plans are as follows:

DRG Epoch II
New versions of the streamlined BR61 4-6-4T and the the E04 1-Co-1 electric.

DR Epoch III
There will be new models of the BR03^{2} two-cylinder Pacific, with 850mm diameter leading bogie wheels and T34 tender (prototype picture) as well as the BR03^{10} three cylinder Pacific as rebuilt with new boiler after 1959, coal fired.

Also scheduled is a modified model of the BR95 2-10-2T, with new boiler, oil fired; the model will have a revised mechanism (prototype picture),

We can also look forward to new models of the E11/E42 Bo-Bo electric, in green livery (prototype pictures) and the V60 0-8-0 diesel shunter, in orange.

There will be a new number for the E04 1-Co-1 electric.

Modified models of the DR *reko* bogie coaches with side skirts are due in two sets of three – first, composite, and baggage, and two seconds and a buffet. In parallel there will be new versions of the variant without skirts in two similar sets.

New versions of the short modernised coaches will come in pairs, one four-wheel and one six-wheel, in three sets, one including a post van.

There will also be new models of the Lowa E5 driving trailer and coach, as a set of driving trailer and coach, plus a set of three more coaches, all in green livery. The three coach set is also offered in two-tone green.



Arnold BR130

DB Epoch III
There will be two new versions of the BR10 semi-streamlined Pacific with oil tender, both numbers, 001 with white wheel rims.

DR Epoch IV
The new model of BR03^{2} two cylinder Pacific will also be produced with 1,000mm diameter leading bogie wheels and T32 tender.

The new BR03^{10} *reko* also expected in Epoch IV form, oil fired (all but two of the sixteen rebuilds were so converted) (prototype picture).

A new version of the BR01 Pacific with large Wagner smoke deflectors.

The modified model of the BR95 2-10-2T with new boiler is due as an oil fired machine.

There will be a modified model of the BR130 Co-Co diesel, in three livery/number permutations.

The new model of the V60 0-8-0 diesel shunter will also be offered as a BR346 in red & grey.

The new model of the E11 Bo-Bo electric comes as a BR211 in a set representing the Leipzig S-Bahn, two routes of which were opened in 1969. The loco is in special blue livery along with a Lowa E5 driving trailer and a coach in blue & cream; to extend the train, there will be a set of three more coaches.

The new version of the BR250 Co-Co electric depicts the class leader, in red livery; there will also be a modified model of this machine with lower cab side windows.

There are several new versions of the BR251 Co-Co electric for the isolated Rübelandbahn – in Epoch III green with red frames, in red as shown at the transport fair (Epoch IV); Epoch IV green with grey frames; Epoch IV red with the broad white stripe; Epoch V (as BR171) orient red; and 'DB Cargo' traffic red.

There will also be new versions of the BR252 Co-Co electric as reclassified 156 under DR auspices in anticipation of the unification of the railways, and in 'DB Cargo' traffic red.

There will be new versions of the 'Komfortwagen' in purple & white livery, a first and two seconds.

On the freight side, there will be new models of the type OOt bogie hopper, sold in a set of three, and the type Fal-zz high capacity bogie hopper, also in a set of three, as used by 'SDAG Wismut'.

New version include a set of three type Eads-y bogie hoppers; also in green as service vehicles, loaded with ballast; a set of three type Tadgs-y swing roof bogie hoppers for grain; a set of three type Zas insulated tank bogie wagons (without heating pipes); a set of three type Eas bogie opens as test wagons for automatic central buffer/couplers; a set of two type Eals bogie opens



Arnold E04/BR104

loaded with coal; a pair of four-wheel tank wagons with brake platform; and an old type G10 four-wheel van in green lettered for 'Elbewerft Boizenburg'.

DB Epoch IV
The BR01 Pacific gains an Epoch IV identity, with small Witte smoke deflectors, and there will be a new running number for the BR104 1-Co-1 electric.

We can expect modified models of the Bm^{233} second in green and the Bm^{238} second in blue & beige, along with the WRmz^{132} restaurant. These complement a new model of the Bpmz second in blue & beige, in a set of three, this pack is also due in the banded red livery (prototype pictures).

The set of Avmz^{111} first (round roof) and WRmz^{132} (ex-*Rheingold*) restaurant car with only one corridor window in red & beige includes a modified model.

New freight versions are a four-wheel insulated van in 'Kulmbacher Mönchshof-Bräu' blue and a pair of four-wheel tank wagons with brake platform used by 'BASF'.

Epoch V
The modified model of the BR95 2-10-2T appears as a coal fired machine as preserved (prototype picture).

The former DR E42 Bo-Bo electric becomes a BR142, in orient red; the former DR BR250 Co-Co electric is a BR155 (the variant with lower cab side windows); and the former DR BR252 Co-Co electric will come as a BR156 with 'DB Cargo' branding.

There will be two new versions of the former DR BR131 Co-Co diesel as BR231.

A set representing a catenary maintenance work train features a BR346 diesel fitted with a pantograph (for test and earthing purposes) plus two four-wheel flats carrying cable drums.

The new model of the Bpmz second is used in a set representing the *Königsee* – three of them, in banded red, banded blue, and banded blue as a children's coach, plus one Apmz first in banded blue.

A Bpmz is also the escort coach in a set of four rep-



Arnold DR *reko* coach with side skirt



Arnold DR *reko* coach without side skirt

Arnold ÖBB Rh4061



Arnold GM-EMD SW1



resenting the French forces corridor train from Strasbourg to Berlin – the others are a first and two second class couchettes; all are in blue & grey with 'TMFB' markings.

The type Bom second class coach comes in red & blue 'Bahn Touristik Express' livery, to extend the previously produced set.

The new model of type Fals[164] high capacity bogie hopper, in traffic red, will be supplied individually boxed in a display pack of six with different markings.

A set of three type Tads[958] swing roof bogie hoppers will have the logo of the 'Yara' company, mostly used for fertiliser.

Other new versions include a set of three insulated tank bogie wagons with heating pipes used by 'Nacco'; a four-wheel insulated van in white with 'Tillman's' branding; a set of two type Ucs twin silo four-wheel wagons with 'KVG' logos; a set of two type Fcs[092] four-wheel hoppers, weathered; and a type Gbs four-wheel van in yellow 'H.F.Wiebe' livery.

Epoch VI

There will be a new model of the DBAG BR245 multi-engine Bo-Bo diesel, in two versions with detail differences; a 3D-printed body shell was shown.

Arnold DBAG BR245



There is to be new version of BR146.5 Bo-Bo electric in DBAG InterCity white with red stripe;

Other new versions include the BR186 Bo-Bo electric with four pantographs in traffic red; the BR185 with two pantographs with 'DB Schenker/green cargo' branding; and a former DR BR131 Co-Co diesel in 'RTS' silver & orange.

DBAG InterCity white with red stripe livery will be applied to the Apmz[125] open first, Avmz[108.5] Eurofima compartment first, Avmz[109.5] compartment first, and Bvmz[111.2] compartment second.

The new model of the Bpmz second is offered in a set of three in traffic red, representing the München – Nürnberg Express (prototype picture).

An initial set of three coaches representing the 'Euro-Express' special train, Bm second, Bcm second couchette, and WGm[804] 'Partywagen' (converted from a former *Rheingold* coach) is marked as 'new tooling', but it is not clear what is new.

New versions of freight wagons include a set of two type Ucs twin silo four-wheel wagons with 'GATX' lettering; a set of three type Zaes insulated tank bogie wagons (without heating pipes) used by 'GATX'; and two sets of three type Uapps bogie hoppers, 'EVA' and 'VTG'.

Austria

Work is well advanced on a new model of the Rh4061 Bo-Bo electric with baggage space, first and second series, in Epoch III green and as an Epoch IV Rh1046, in green, in orange with old logo, and in orange with new logo, plus Epoch V 'Valousek' red & cream.

There will be a new version of the Rh5047 bogie diesel railcar in Epoch V-VI blue & white with the latest ÖBB logo; also two different numbers in GySEV green & yellow, modified with destination boards above the windscreens.

New models of the Schlieren bogie coaches are planned, in two sets of three: a first, a second, and a second/baggage, and two seconds and a composite, both offered in green and 'jaffa' orange and cream with Epoch IV markings (graphics).

New versions of freight vehicles include (Epoch III) type G10 van with raised brake house 'Stiegl-Bier'; (Epoch IV) a pair of four-wheel tank wagons with brake platform branded 'Turmöl' and 'OMV'; (Epoch V) a set of three type Fcs four-wheel hoppers of the Steiermark Bahn, two grey and one green; (Epoch V) a type Gbkkss-vx four-wheel van in blue with bicycle logo; (Epoch VI) a type Uanpps bogie hopper lettered for the 'Mozart Distillerie'; a set of three type Falns-x high capacity bogie hoppers used by Rail Cargo Austria with the Rhomberg company logo, weathered.

Switzerland

Epoch V – a modified model of the E186 Bo-Bo electric as Re484 in 'Cisalpino' livery in a set with three matching coaches, a first and two seconds. For Epoch VI the loco is also offered in 'SBB Cargo' livery, with a choice of two numbers.

France

Work has started on a new model of the CC72000 diesel, and a development model was shown. Several versions are listed – in blue & grey (two numbers for Epoch IV, one for V), 'Fret' silver & green, 'Isabelle' grey with blue trim, and Epoch VI 'multiservice';

Also for Epoch VI, the modified model of the E186 Bo-Bo electric will be decorated as operated by 'Veolia' and 'Euro Cargo Rail', two numbers each.

The Netherlands

The modified model of the E186 Bo-Bo electric will be produced in the latest yellow & blue livery.

Spain

Leading the list is a model of the RENFE 141F 2-8-2 in three versions – photographic grey, service black, and as preserved.

There will be new versions of the class 1600/1800, later 316/318, Alco 'World' Co-Co diesels – Epoch III silver lined green, Epoch IV green lined yellow, Epoch V grey & yellow, and for two track contractors, 'Vias' and 'Comsa'.

New versions of the class 2100, later 321, Co-Co diesel, will be Epoch III green lined yellow, Epoch IV green lined yellow, and Epoch V grey & yellow, plus several independent operators: 'Aceralia', 'Acciona', 'adif', 'Nesco', and 'Vias'

The class 592 three-car diesel unit is due in Epoch V 'Cercanias' livery.

There is another version of the Talgo III stock in Epoch III red & silver as a six-car set plus an extension pack of another first and second.

The Talgo six-car sleeper set and two two-car extension packs (two sleepers, and cafeteria and restaurant) is planned in Operadora Epoch VI 'Train & Breakfast' livery.

The type MU sleeper comes in Epoch IV blue and Epoch V white & blue.

The type Uapps bogie hopper will get 'Sesostris' and 'Cindasa' branding.

America

A new model of the SW1 diesel switcher is imminent: the catalogue has graphics but a sample was shown. Roadnames offered are Amtrak, Boston & Maine, Burlington Northern, Chicago North Western, and Penn Central, with two numbers for each.

There will be further versions of the recently released GE U28C diesel – Burlington, BN, Northern Pacific, and Penn Central, two or three numbers each.

Arnold SNCF CC72000



Arnold RENFE class 592



Arnold GE U28C



Liliput

The previously announced BR56[2-8] 2-8-0 is making progress, and a DRG Epoch II version is added to the list.

There will be a new version of DB E10 001 pre-series Bo-Bo electric in c.1975 condition, weathered – the first time this option has been offered in N by Liliput.

The six-wheel tank wagon is shown in two new DRG Epoch II finishes – with brake cabin in 'Dujardin' cream livery and in grey with brake platform as used by the 'van Heyden' chemical company; there will also be a DB Epoch III version lettered 'B.B.O. - Orion'.

The snowplough built on a bogie tender appears as a DB Epoch IV vehicle based in München, in yellow livery.

There will be a new DB Epoch IV version of the type Lgjs[571.1] four-wheel container flat carrying two 20' swap bodies used by the 'Schenker' company (prototype picture). For the same period, two new versions of the bogie insulated van, in blue 'Selters' and white 'Apollinaris' liveries. There will also be new versions of the standard Deutz bogie tank wagon, 630hl 'BP' grey and 480hl 'Texaco' green.

For Epoch IV/V, the type Sahmms[711] heavy-duty six-axle bogie flat is offered either with end boards and side stakes empty or without these fittings carrying seven steel coils.

The type Sahimms[901] heavy-duty six-axle bogie flat with end bulkheads and tarpaulin cover is listed in Epoch V 'Railion' red, weathered.

Swiss fans get a new version of the type Fans-u bogie side tipping wagon registered with the SBB and used by 'Holcim' (Epoch V).

Liliput BR56[2-8]



Piko DB BR798/998



Right: Piko SBB Ae3/6[I]

Jägerndorfer

A new model of the ÖBB Rh1014/1114 Bo-Bo electric is proposed in two numbers for Epoch IV/V, Epoch IV 'Rail Cargo Austria', and Epoch V 'CAT', all illustrated with prototype pictures.

There will be new versions of the ÖBB Rh1042/1142 Bo-Bo electric, in Epoch III green, Epoch III blood orange, Epoch IV blood orange, and Epoch V 'Valousek' red & grey.

The ÖBB Rh2143 Bo-Bo diesel will come in Epoch IV 'Valousek' red & beige and Epoch V red & grey.

Both full and half window variants of the four-wheel second-class coaches are due in new versions with Epoch III/IV markings, singly and in sets of three; they are illustrated with CAD graphics.

As already produced in HO, the double-deck stock used on the 'City Shuttle' services will be marketed as a three car set (driving trailer and two intermediate coaches) in several versions – Epoch IV/V with 'Wiesel' branding, Epoch VI, and Epoch VI 'CAT'.

Jägerndorfer ÖBB dd stock



Piko

There will be a new version of the BR118 1-Do-1 electric in DB Epoch IV blue & beige (in the third quarter).

Highlight of the programme is a new model of the VT98/VB98 four-wheel diesel railbus and trailer, initially in Epoch IV form as BR798/998 (first quarter).

The DB BR624 intermediate railcar bogie coach joins the range in Epoch IV blue & beige (2).

New Epoch VI versions of the Mak/Vossloh G1206 bogie diesel are planned – 'MRCE/Locon' black (2) and 'Train Group' green & white (3).

A new version of the BR440 four-car electric multiple unit will sport Epoch VI 'Agilis' white & green livery (3).

The Swiss scene also gets an interesting new model – the SBB Ae3/6[I] electric in both brown and green liveries, with Epoch IV markings (both 2).

To match, there will be a series of old Swiss four- and six-wheel passenger vehicles, in sets of four, around fourteen different types in all. The project is illustrated at this stage with prototype pictures, and no delivery dates are given. All are exclusive to Arwico.

There will be a modified model of the NS 'Hondekop' electric railcar in Epoch IV-V green, now without the third (top) headlight (2). Also for Dutch modellers, a new version of the NS 2200 Bo-Bo diesel is listed in Epoch IV grey & yellow, with modified exhaust (prototype picture)(1). The Stadler GT2/8 articulated electric railcar is due in Vechtdallijn/Connexion (Netherlands) blue livery (prototype picture)(2).

Kühn

The TT specialist has diversified into N, and is working on a new model of the Czech class 750 (formerly T478.3) 'Goggles' Bo-Bo diesel initially in CSD Epoch IV green & light grey, in CD Epoch V green & light grey and red with broad yellow band.

There will be a new version of the former DR BR180/CD BR372 Bo-Bo electric in 'DB Cargo' traffic red.

New versions of the DR double-deck coaches will come as a set of two type DBmu seconds and a type DBmq driving trailer in Epoch IV red & cream, plus an extension set of two seconds. There will also be set of two seconds in PKP Epoch V blue & yellow, classified Bdbpumn.

NME

With the type Facns[133] bogie hoppers and type Tagnpps swing roof bogie hoppers in 'VTG' blue already available, the next project in N is the type Uacns pressurised silo bogie wagon constructed by Fellbinder. The flyer has graphics but an advance sample was shown. The first version ('GATX') was due in February, with three more ('GATX – Cemex', 'Wascosa – Cemex', and 'VTG') in April, and two more ('VTG – Eupec – Holcim' and 'VTG – Ibau – Holcim') in May. All are for Epoch VI.

Jägerndorfer ÖBB Rh1042/1142



NME type Uacns pressurised silo



Fleischmann

The new items brochure is A4 size landscape format. It includes recommended prices but not expected delivery month or quarter. Information is restricted to simple symbol panels (user, epoch, length, price, digital status), with extra remarks for just a few models. There is no technical information. The English translations are somewhat wayward.

Some projects are illustrated with prototype pictures and some with retouched photos of HO models.

A factory-fitted digital decoder is now an option for many models, often with sound, except the smaller steam locos.

Epoch I

This year's limited edition train pack, which must be ordered by the end of May, features a Prussian T13 (later BR 92$^{5-10}$) 0-8-0T with three clerestory roof six-wheel coaches and a four-wheel baggage van. There is no digital option.

There will be a new number for the Bavarian Pt2/3 2-4-0T, with equalised chassis.

To accompany the loco there will be a Bavarian branch line train consisting of a four-wheel baggage van, two different coaches, and a wagon.

Another version of the Prussian clerestory roof six-wheel steam heating van is planned, and a Baden four-wheel tank wagon with brake cabin lettered for 'Holzgeist Teertransporte'.

DRG Epoch II

The previously announced model of the BR01^{10} streamlined Pacific is making progress, and a sample was shown; this new variant has the reduced cladding over the motion. It is also offered as preserved, in steel blue livery.

One of the most significant new items is probably the smallest loco Fleischmann have ever offered: the four-wheel steeple cab electric E69 05, as used on the Oberammergau branch. It is illustrated with a prototype picture (actually a black & white reproduction of an image from a later period) but a 3D-printed development model was shown.

Fleischmann E69 05



New versions include the rod-coupled 0-6-0 electric box cab rack loco in green & cream livery; a four-wheel wine tank van and a four-wheel tank wagon with brake cabin lettered for 'Kröver Nacktarsch'; and an insulated six-wheel van with raised brake cabin used by 'Reichs-Quell'.

DR Epoch III

There will be a modified model of the V200 Co-Co diesel ('Taigatrommel'), in early form without exhaust silencer, with original ventilators, three-part radiator shutter, and metallic strip on the ends.

Fleischmann DR V200



Fleischmann BR01^{10}



DB Epoch III

There will be new versions of the BR92$^{5-10}$ 0-8-0T (former Prussian T13)(but no digital option) and the BR62 4-6-4T, in early DB form with the large Wagner smoke deflectors and only two headlights.

The V100.10 B-B diesel is planned as a starter model.

There will be a special edition for the 'Wild 13' dealers featuring the E03 Co-Co electric in fictitious blue & cream livery with 'Rheingold' lettering; the preserved class leader in the Nürnberg transport museum was reportedly painted in this way and revealed on 1st April 2014.

More authentic is the E10^{13} Bo-Bo electric in blue & cream, as used on services such as the *Rheingold* and *Rheinpfeil* before the E03 was introduced.

The new model of E69 05 will also be offered in DB red livery (prototype picture).

Former Prussian clerestory roof compartment bogie coaches with raised brake cabin, second/third composite, third, third with tail light, and baggage, will be produced with DB markings.

The couchette second will be issued in blue livery with 'Touropa' lettering, with a choice of two numbers, and as a plain DB vehicle.

A four-wheel van with raised brake cabin will appear in blue 'Welt-Hölzer' livery. Other new versions include the type Fad167 'Erz IIId' bogie hopper; the type Tadgu956 grain hopper; and the type Rmrso31 long wheelbase four-wheel lowside loaded with wagon wheelsets.

DR Epoch IV

There will be new versions of the BR112 B-B diesel; the type Pwg four-wheel goods train crew van with raised lookout; and the type Rmrs long wheelbase four-wheel flat with side stakes.

DB Epoch IV

New versions include a BR064 2-6-2T; a BR218 in wine red as a starter model; a BR221 B-B diesel in wine red; a BR110 Bo-Bo electric, with front skirt and shrouded buffer beam, in cobalt blue; a BR111 Bo-Bo electric in blue & beige; a BR139 Bo-Bo electric with dynamic brakes with vertical louvre ventilators; marking its 80th anniversary, the ET491 'Glass Train' electric railcar in 'olympic blue' & white livery, with two different pantographs (to allow cross-border operation), with Preiser figures installed.

There will be further versions of the *Silberlinge* composite, second, and second/baggage/driving trailer with black frames; the type Post-mrz bogie post van in green; express coaches – type A4ü first in blue, type AB4üm composite in green, type B4üm second in green, type B4üm second with electronic tail lights, type D4üm baggage in green, and type WR4üm restaurant in 'DSG' red.

There will be two sets of three vehicles to represent the 'Luna' night train D1924/1925 which ran between München Ost and Münster in the early 1990s: car transporter, 'TEN' sleeper, and second; 'Quick Pick' restaurant and two more seconds, one with working tail lights.

New versions of freight vehicles include a four-wheel insulated van with brake platform decorated for 'Falkenloch-Bräu'; a type Gbs^{252} long wheelbase four-wheel van; a type Lbs^{598} long wheelbase four-wheel flat carrying five open house-to-house containers; a four-wheel tank wagon with brake platform with 'BP' branding; and a type Falns^{183} bogie hopper lettered 'VTG/RAG' as a starter model but not until 2016.

The type Tbis^{875} sliding side/roof four-wheel wagon will be fitted with a rail cleaner; the models will be supplied to dealers in a promotional pack of four, two Epoch IV and two Epoch V.

Epoch V

The BR103.1 Co-Co electric will be offered in traffic red, with scissors pantographs.

There will be a starter model using the BR218 B-B diesel in the colourful 'Touristik' livery, as applied in September 1995.

Other new versions are the BR345 0-8-0 diesel in 'DB Autozug' traffic red livery; the 'Taigatrommel' Co-Co diesel as a BR220, still in the old red livery, with silencer, fan cover, two-part radiator shutters, and end handrails; also modified as Westfälische Almetal Bahn (WAB) No.28 in green, with Meiningen silencer and wrap-around nose handrails.

Express coaches are due in the banded blue regional livery: type Aimh^{260} first, type ARbuimz$^{262.0}$ Bistro Café, two type Bim^{263} seconds (one with working tail lights), and a type Bimdzf$^{269.0}$ second driving trailer.

Epoch VI

There is to be a new model of the BR245 four-engined Bo-Bo diesel, illustrated in the brochure with a prototype picture but a 3D-printed body shell was shown.

The BR103 Co-Co electric is due in red & beige, with single arm pantographs, as one of the last in traffic, retained for charters and special duties. The DBAG BR120.1 Bo-Bo electric makes a starter model, and there will be a revised model of the BR114 Bo-Bo electric.

The BR151 Co-Co electric will come in 'Railion' traf-

Fleischmann DBAG BR245



fic red and in RBH Logistics silver & blue (prototype picture).

A former Swiss Re4/4^{II} (421) is expected in 'rail adventure' livery.

Two new versions of the BR642 Desiro articulated diesel railcar are listed, with 'Airport Dresden' markings and advertising for Thüringia.

A former DB V200 is planned in 'RTS' orange & white.

The only new passenger stock version is a Eurofima type Bvm compartment second in InterCity white livery.

On the freight side, as a starter model there will be a set of two type Falns^{183} bogie hoppers in 'Railion' traffic red. Other new versions are a type Tadgs swing roof bogie hopper wagon with 'DB Schenker' branding; a standard intermodal bogie pocket wagon with 'ExpressLine' trailer; a type Sggmrs articulated container flat with 'Hangartner' and 'DB Schenker' 40' curtain sided containers; the type Rnoos^{644} bulkhead bogie flat with side stakes in both DB Cargo traffic red and GE Rail blue (the latter shown with a prototype picture), and in On Rail green loaded with logs; and a 'BP' bogie tank wagon with brake platform.

Austria

Epoch V – Rh1044 Bo-Bo electric with tall ventilators on the sides of the roof, locomotive number 100, in the special centenary livery applied in 1985; Rh1144 Bo-Bo electric with tall ventilators on the sides of the roof in the so-called 'Valousek' red & grey livery; Eurofima first, composite, two seconds, and restaurant in red & grey livery.

Epoch V-VI – Rh1044 Bo-Bo electric with tall ventilators on the sides of the roof in standard orange livery.

Epoch VI – Rh1216 Taurus Bo-Bo electric with four pantographs in the grey world speed record (2/3/2006) livery. The Taurus will also be produced in this year's artist commemorative livery – when it is unveiled by the ÖBB. 'Herkules' Bo-Bo diesel with latest logo; Rh5022 Desiro articulated diesel railcar in ÖBB red & grey with 'Zukunft auf Schiene' branding and as a Steiermark S-Bahn unit in blue & grey, from 2007.

Freight: Epoch III – short four-wheel lidded wagon; Epoch V – type Res bogie flat with low sides and side stakes loaded with rails; Epoch V-VI – standard bogie intermodal pocket wagon with three new loads: curtain-sided trailers used by 'arcese', 'Willi Betz', and 'Augustin'; type Tadns bogie swing roof hopper (prototype picture); type Tadgs bogie swing roof wagon 'Rail Cargo Austria' (graphic).

Switzerland

Epoch IV – express bogie coaches (composite, two seconds, and baggage van) in green livery.

Epoch V – Taurus Bo-Bo electric in 'HUPAC' silver livery (prototype picture); Eurofima UIC type Z1 second class couchette coach in blue livery. As in HO, two sets of EW1 coaches will represent the 'Swiss Classic Train' with 'Bern Lötschberg Simplon' lettering. Set 1 provides a first, a second, and a Pullman, Set 2 a restaurant and a bar.

Epoch V-VI – Re4/4^{II} electric in green livery, modified with air-conditioning equipment on the roof and altered aerial positions.

Epoch VI – Ae610 electric in 'SBB Cargo' blue & red livery (no digital option); BLS Re465 Bo-Bo electric in blue with current logo and lettering; coach used by 'RAlpin' in *Rollende Landstraße* trains.

Freight: Epoch V-VI – standard bogie intermodal pocket wagon used by HUPAC with two new loads: curtain-sided trailers used by 'Walter' and 'Dachser'; type Sggmrs articulated container flat with two 'MOL' 20' containers; Epoch VI – three more eight-axle rolling road bogie flats lettered for 'RAlpin'; pair of four-wheel ballast hoppers used by BLS.

Italy

Epoch IV – UIC-X first, composite, and second in slate grey.

Epoch V – UIC-X first, composite, and second in red & grey.

Epoch VI – Taurus Bo-Bo electric with four pantographs as class 190 in two private operator liveries, 'compagnia ferroviaria italiana' founded in 2007 and 'Fuori Muro', active since 2012.

Freight: Epoch V – standard intermodal bogie pocket wagon with 'Ambrogio' curtain sided trailer; Epoch V-VI – type Res bogie lowside; pair of type Shimms hooped tarpaulin covered bogie bulkhead flats.

France

Four new versions of the SNCF BB22000 electric: Epoch IV-V as one of the two three-phase test locos; Epoch V 'Multiservice'; Epoch V-VI 'Transilien' blue and 'Infra' yellow; the model has been technically revised, and has a decoder socket (HO).

Epoch V-VI – Corail first and two seconds with latest SNCF logo.

Freight: Epoch III – four-wheel tank wagon with brake cabin 'Marcel Rouanet'; Epoch IV – four-wheel lowside loaded with a large wooden crate; bogie tank wagon with brake platform 'Rhône-Poulenc'; Epoch V – bogie tank wagon with brake platform 'Millet'; type Res bogie lowside loaded with wire coils; two standard intermodal bogie pocket wagons with new loads - 'Guyon' and 'TAB' curtain sided trailers.

Holland

Epoch IV-V – set of three type Samms heavy duty six axle bogie flats carrying steel girders.

Epoch V – sliding side/roof four-wheel wagon as a rail cleaner.

Epoch VI – type Tadgs swing roof bogie hopper 'Grawaco'; set of three bogie tank cars with brake platform lettered for the Austrian 'GATX' company and leased to the NS.

Belgium

Epoch V – type Res bogie flat with low sides and side stakes.

Epoch V – telescoping cover bogie wagon on both Y25 and Minden-Dorstfeld bogies, with different numbers.

Epoch V-VI – type Shimmns hooped tarpaulin covered bulkhead bogie flat in 'B-Cargo' turquoise; type Sggmrs articulated container flat with two 'DHL' 40' containers.

Luxembourg

Epoch VI – E186 Bo-Bo electric with four pantographs as CFL series 4000; to form an appropriate train, double-deck stock (composite, two seconds, and a composite driving trailer)(prototype pictures).

Class 551 four-wheel diesel railcar (a former VT95) as privately owned and operated on a preserved line.

Freight: Epoch V – type Res bogie lowside with side stakes in blue livery.

Denmark

Starter model – pair of type Falns high capacity bogie hoppers in Epoch V blue livery.

Sweden

Litra Da 1-C-1 rod-coupled jackshaft drive electric as preserved (with Epoch IV markings); to match, set of three ribbed-side express bogie coaches (first, second, and baggage) as preserved.

Czechoslovakia

Epoch VI – Rh1216 Taurus Bo-Bo electric in the 'Railjet' blue & white livery (prototype picture).

Hungary

The modified model of the 'Taigatrommel' Co-Co diesel will also be offered as an M62 in MÁV Epoch V orange livery.

Epoch VI – Eurofima composite and two seconds in current blue & grey livery.

Russia

The modified model of the 'Taigatrommel' Co-Co diesel will also be offered as an M62 in RZD Epoch V blue & white livery.

Spain

Epoch V – Eurofima first and second class coaches in both 'Estrella' red & grey and 'Grandes Lineas' blue & white; bogie post van 'PaqueExpress' in red.

Epoch V – type Rnoos bulkhead bogie flat with side stakes; two standard intermodal bogie pocket wagons with new loads – 'Font Vella' mineral water trailer and 'Estrella Damm' beer curtain sided trailer.

Brawa

There will be new versions of the 'Ludmilla' Co-Co diesel as DR BR132 Epoch IV and DBAG BR232, now with sound (fourth quarter).

For Epoch I, there will be new versions of the Württemberg third and second/third bogie coaches, and also with Swiss markings (all fourth quarter).

The DR type Bghw *reko* bogie second gets four new Epoch IV numbers (fourth quarter).

Swiss EWII coaches will also be issued with Epoch IV markings – first, composite, and two seconds in green with new large logo; two composites in green with old small logo; and a composite in blue & grey (all second quarter).

The only new tooling is a G10 four-wheel van, a very common type – almost 122,000 were built from 1911, and they were distributed all over Europe as a result of two world wars. The first versions will be DB Epoch III, DB Epoch III 'Palmin', DR Epoch IV, DB Epoch IV, plus Epoch III ÖBB, SNCF, CFL, NS, and DSB (all fourth quarter); there will also be some very limited editions of advertising liveries: Epoch II DRG 'Persil'; Epoch III DB 'Miele' and 'Kaldewei'.

Also listed are new DB Epoch III versions of the type Gmhs Bremen four-wheel van, with advertising for 'ALAK', 'Brandt', and 'Dortmunder Union' beer (all third quarter).

The eight-wheel tank wagon comes in two more DB Epoch III versions, decorated for 'Löwensenf' and 'Neragol' (both second quarter).

New versions of the UIC standard 1 insulated van are all for Epoch IV – DB 'Gosch' fish and 'Dole' bananas; SNCF 'STEF'; and FS (all second quarter).

The type Zas bogie tank wagon comes in a set of three with DR Epoch IV markings, and singly as DBAG Epoch V in yellow 'Eni' livery (both second quarter).


Fleischmann SBB Re4/4^{II}


Brawa G10 van DR


Brawa G10 van CFL

Kato/Hobbytrain

As usual there is an interesting programme in N for German distributor Lemke but little evidence by way of samples; most of the display presented progress on previously announced models.

A new model of the E17 1-Do-1 electric for medium weight express passenger trains, ordered in 1927; 38 were built, and used in southern and central Germany. Only two passed to DR and were withdrawn by 1968; 26 came into DB stock, and the last was not withdrawn until 1980. The model is listed in Epoch II DRG and Epoch III DR and DB versions, the latter with additional louvre vents in the lower body sides (prototype pictures).

The new model of the E71 B-B rod-coupled centre cab electric should soon be delivered in DRG Epoch II brown, DR Epoch III green, and DB Epoch IIIa green.

The next new electric loco is quite a contrast – the TRAXX F140AC3 BR187 Bo-Bo electric with 'last mile' auxiliary diesel, introduced in 2011. The first versions will be DBAG traffic red and 'Railpool' silver with ribbed sides and 'BLS Cargo' (Bombardier test loco) with advertising panels applied (all prototype pictures).

New versions of the Siemens Vectron Bo-Bo electric BR193 will be as leased by ELL to 'Rurtalbahn Cargo' and 'SBB Cargo International' (graphics), while new versions of the BR189 Bo-Bo electric represent those leased by MRCE to 'SBB Cargo International' and 'Locomotion' in the black & silver 'zebra' livery (the latter illustrated at this stage by graphics).

There will be new versions of the DB E10^{3}/BR110 Bo-Bo electric with creased front in Epoch III blue, Epoch III blue & cream, and Epoch IV red & beige – delivery should be imminent.

Also listed are new versions of the Taurus Bo-Bo electric, with two pantographs as a DBAG BR182 for the Dresden S-Bahn and ÖBB with 'Ecard' advertising (graphics); there are also two with four pantographs as class 541 used in Slovakia – 'Scotch' and 'Chiquita' bananas (the latter graphics).

The Class 77 Co-Co diesel will be produced in the new black 'Rhein Cargo' livery as a limited edition of just 250 (graphics).

There will be a new version of the Vossloh G2000BB diesel in 'Warsteiner' cream livery.

There will be a new model of the Berlin S-Bahn BR481 units, which entered full service from 1996, designed as half rather than quarter trains, i.e. four rather than two car units. The model will come as a four car half train set, with two two car packs to build up to full length. (Prototype picture.)

New versions of the early DB double-deck stock are planned: three 26.4m coaches in Epoch IIIa blue, and five 22.4m in Epoch IIIb green.

The Railjet stock will be new in both ÖBB red & grey and CD blue & white (the latter shown with graphics), both supplied in two sets: driving trailer, two seconds, and second end car; and first, second, and bar.

On the freight side, expect three new versions of the type Sdggmrs^{744} articulated 'Kombiwaggon' with one curtain sided trailer and two 20' curtain sided containers, branded 'Hangartner', 'Walter', and 'Wenzel'.

There will be two new versions of the type Sdggmrss^{104} articulated 'Megapack' carrying two curtain sided trailers, for 'DB Schenker' and 'DHL'.

There is to be a modified model of the SBB Re6/6 electric as a current 620 with air conditioning in green, red, SBB Cargo red & blue, and red & blue with 'X-rail' branding (all prototype pictures).

A new model of the Swiss RIC type Bm twelve compartment express coach, with interior lighting, will be sold in sets of two twelve compartment and one eleven in green livery with either Epoch IV or Epoch V-VI markings. Similar markings options apply to new versions of the SBB RIC type Bcm second couchette in blue livery, in twin packs.

A RENFE class 308 diesel is offered in Volkswagen 'Think Blue' livery, as used to shunt the VW and Seat plants in Spain (prototype picture).

Rocky Rail BB37000



Rocky Rail BB37000



Rocky Rail BB37000



Rocky Rail BB37000



Rocky Rail NS Plan U



Rocky Rail

New versions of the Alstom Prima BB37000 Bo-Bo electric are due in the second quarter: SNCF 'Fret' green & silver, 'VFLI' silver & red with flowers motif, 'Europorte' silver, and 'HSL – VIA' silver, with two numbers for each livery except the last. There will be more.

New versions of the type Sggmrss^{90} articulated pair of bogie container flats, most registered with AAE and carrying 40' curtain sided containers – 'Ewals Cargo Care', 'Ewals Intermodal', 'RWO Transport', 'Fercam', 'Nothegger', 'TTS', and 'Walter', plus two from 'Ambrogio' (in dark or light grey). The AAE wagon is also offered with two 40' containers ('Hapag-Lloyd' and 'APL') and two 20' tanktainers ('Warsteiner' and 'König Ludwig'). The model has a diecast frame with many added detail parts.

Under development is a new model of the NS Plan U diesel railcar sets.

LS Models

CIWL stock – Epoch II set of three type S1 sleepers with different underframe and roof styles.

A new Epoch II version of the type STU composite, with short underframe and normal roof, and an Epoch IV version of the type SG composite, with long underframe and the 'English' roof.

Two new Epoch IV versions of the type P sleeper in stainless steel, one used by HUPAC, the other a CIWL vehicle registered with RENFE.

For Epoch V there will be a set of two Bpm seconds in dark blue with ÖBB markings; a Bpm second both in City Night Line blue and as Bpm$^{875.1}$ with 'DB NachtZug' lettering, and a Bpm$^{875.0}$ in red & white with 'DB NachtZug' lettering.

The Epoch VI roster gains a set of WRm restaurant, Bvcmbz second couchette, and Bvcmz second couchette in red & white; a set of two Bpm seconds, with and without bicycle logo; and a Bpm second in red & white with CNL branding but no DBAG logo.

Looking east, there will be sets of two WLABmee sleepers and a WLSR restaurant in RSD Epoch IV-V grey & red for the Moscow – Berlin – Paris service, and a pair of WLABmee sleepers in Epoch V blue with Russian markings.

LS type Bpm



LS type WRm



LS type BDcm



LS Russian type WLABmee sleeper



LS Russian type WLABmee sleeper



REE

This French concern is replicating some HO items in N.

The OCEM 29 four-wheel tank wagons are listed in eight versions, most for Epoch III, one for Epoch IV, most in pairs, one in a set of four.

Seven sets of three of the type EX bogie hoppers are available with Epoch IV and V markings.

Mikado Train

This specialist is collaborating with REE to produce a new model of the SNCF X2800 diesel *autorail*, a design in service from 1957 to 2009. It is initially offered in two Epoch IV versions in blue & white livery with different logo styles and depot allocations and is due in the summer. The leaflet is illustrated with graphics and prototype pictures but an advance sample was shown.

P.I.R.A.T.A.

This Italian specialist had space on the Lemke stand. They offer new versions of the Hobbytrain Vossloh G2000BB as SNCB/NMBS class 57, 'Veolia', 'Europorte', and 'Rurtalbahn', all in silver & blue livery. The three Belgian and French models are exclusive to Trains160.

P.I.R.A.T.A. Vossloh G2000BB



Under development is a new model of the SBB TmIV four-wheel diesel shunter, in original red or current 'Cargo' red & blue liveries. It will have a resin body with etched metal details. The brochure has prototype pictures but a sample was shown.

P.I.R.A.T.A. Gran Conforto restaurant



P.I.R.A.T.A. type MU 1973 sleeper



compartment side

P.I.R.A.T.A. FS GC baggage



P.I.R.A.T.A. FS type F vans



Mikado Train SNCF X2800



P.I.R.A.T.A. SBB TmIV



The FS D214 series 4000 four-wheel diesel shunter on the basis of an Arnold model is now available, in three Epoch IV-V versions, two green and one yellow.

A set of four FS 1970 Gran Conforto first class coaches – one open, two compartment, and a restaurant (four door variant) – are proposed in the Epoch IV banded grey livery with the FS 'television' logo.

To accompany them there will be a bogie baggage van made using an etched metal body with plastic roof and underframe. A SelfService buffet will be of similar construction, in original livery of grey with black and red lining (prototype picture).

There will be new versions of the type MU 1973 sleepers: a set of two, one ÖBB blue and one CFR red with grey roof, to represent the Euro Night 347 *Dacia Express* between Vienna and Bucharest.

Two further versions are exclusive to fBME – SBB blue, with TEN logo, small SBB logo, and grey roof

P.I.R.A.T.A. Gran Conforto restaurant



P.I.R.A.T.A. type MU 1973 sleeper



corridor side

P.I.R.A.T.A. FS GC 1970 coach



P.I.R.A.T.A. FS tyep F vans



P.I.R.A.T.A. FS D214



(Epoch IV), and SBB blue with purple stripes, moon and stars graphics, large SBB logo, and blue roof (Epoch IV-V).

There will also be two NS Epoch IV-V versions in blue – blue roof, TEN logo, and grey roof, and NS logo with EETC 'Slaaprijtuig' markings (prototype picture), both exclusive to N Spoor Store.

To represent the Euro Night 300/301 *Apus* between Amsterdam and Milan there will be a set of Bvcmz and Bvcmbz couchette seconds and a set of Bp second and BDcm second couchette/baggage, all in DBAG/CNL red & white, made by LS Models.

The same applies to coaches for the Euro Night 348/349 *Jan Kiepura* between Brussels and Warsaw – a set of Bvcmz$^{248.5}$ and Bvcmbz$^{249.1}$ couchette seconds in PKP blue & grey with the name on the sides. To extend the train, P.I.R.A.T.A. will be producing a set of two WLABdmnu sleepers also with the name and a set of BDhmnu^{152} second sleeperette/baggage and WRkmz^{858} restaurant (this a DBAG vehicle) without the name. The restaurant car will also be available separately in the blue & grey, in DBAG red & white with 'City Night Line' branding (exclusive to Menzels Lokschuppen), and in DBAG InterCity white with red stripe.

Also made for them by LS Models is a pair of WLABm sleepers, one in Russian red & blue and one in Bulgarian light blue.

New freight versions include the FS type F four-wheel van with peaked roof, in pairs, with 'La Provvida' lettering in both white and brown (Epoch IV-V).

BuBi Model

This Czech specialist offers an old four-wheel beer van with raised brake cabin in eighteen new Czech, Austrian, and German brewery markings, all but one illustrated with graphics.

BuBi Model beer van




Mabar N RENFE 030


Fulgurex N SCB/SBB A3/5

Mabar

These Spanish specialists presented their new products on the KleiNSpoor stand, as usual. They are celebrating their tenth anniversary this year.

There will be three further numbers for the RENFE 030 0-6-0, and a modified variant for France as a 'Bourbonnais', with the dome moved, a new sandbox, wrap-over cab, and a four-wheeled tender (prototype picture).

Also for France, but for quite a different era, they are planning the SNCF A1AA1A 68000 diesel (prototype picture).

There will be new versions of the long wheelbase four-wheel Swiss post van in green and yellow liveries, sold in pairs.

The next offering for Switzerland with be a new model of the type Hbbills sliding side refrigerated van (prototype picture).

Fulgurex

The SNCF ex-Nord 231 E Pacific, twenty-eight of which were built between 1936 and 1938, remains available in four versions – Nord brown, P.-O. grey, SNCF (ex Nord) green, and SNCF black.

An unpainted sample was shown of the Swiss A3/5 4-6-0, thirty of which were built between 1894 and 1905. The model is due in three GotthardBahn (prototype and first and second series) and one SBB versions.

Still listed as coming are the SBB *Flèche du Jura* electric bogie railcar, in two green versions, as Ce2/4 or RBe2/4, and the locos *Eva* and *Marianne* from the Seebach – Wittingen line, the first electrified line in Switzerland, equipped as an experiment by the Oerlikon company in 1901; four versions are listed – each machine in either independent or SBB form.

All models now have the option of a DCC decoder.

Z – Märklin

Epoch II – a new model of the BR64 2-6-2T, and to accompany it a mixed train set of four-wheel vehicles – Pwi-30 baggage van with raised cupola lookout, BCi second/third composite and Ci third class 'Thunderbox' coaches, and a lamp gas cylinder wagon.


Märklin Z DB BR50

Epoch III – a modified model of the BR50 2-10-0 with finer valve gear and other improvements, in DB form with small Witte smoke deflectors and a cab tender. To form a suitable train are two sets of three different wagons on the 'Tor zur Welt' Hamburg harbour theme: the first has a type Xt05 four-wheel flat carrying rope, a type Xt05 four-wheel flat with brake cabin loaded with an anchor, and a type G10 four-wheel van lettered for 'Heiermann'; the second set consists of a type G10 van lettered 'Hackerbräu', a type GI11 four-wheel van, and a type SSym heavy duty six-axle bogie flat carrying a ship's propellor.

The Märklin Museum limited edition wagon for this year, only available from the Märklin World, is a type O10 four-wheel open wagon used by the 'Falk Adler' recycling company of Stuttgart, with a load of scrap, supplied with a Fuchs 300 crane with grab (a new model), and packed in a smartly printed period tin.

The Insider Club limited edition wagon this year (for members only, as part of the subscription) is a new model of the type Kmmks51 sliding roof wagon with brake cabin.

Also listed is an improved model of the E44 Bo-Bo electric.


Märklin Z DRG SVT 137

Märklin photos: courtesy MIBA.


Märklin Z DB BR236

Epoch IV – to mark 25 years of the Märklin Dealer Initiative (MHI), there will be a limited edition only for Insider club members of a new model of a pair of BR236 (V36) 0-6-0 diesels, permanently coupled. Both units are powered, using a new motor.

There will be a new version of the DB BR111 Bo-Bo electric in blue & beige.

Epoch V – MHI limited edition of the BR103 Co-Co electric in the colourful 'Touristik' livery of 1996.

To match, a set of five coaches – two type Bvmkz^{856} compartment seconds, two type Bpmz^{857} open seconds, and one type WRkmz$^{858.1}$ dining car (a brand new model).

There will also be a limited edition set representing the Lufthansa Airport Express in yellow & white livery, BR111 Bo-Bo electric and three type Avmz compartment firsts, now improved with interior detail and LED lighting.

The BR212 B-B diesel will be produced in blue & beige with DBAG logo added.

Epoch VI – the BR101 Bo-Bo electric appears in 'Märklin' advertising livery, as running in traffic from 1st February 2015, as a limited edition.

A new version of the BR151 Co-Co electric in traffic red with 'Railion' branding will be equipped with single-arm pantographs and rectangular buffers.

There will be a new version of the BR143 Bo-Bo electric in 'RBH' silver & blue.

A track maintenance train pack will consist of a BR218 B-B diesel in yellow 'H.F.Wiebe' livery with three type Res bogie lowsides (a new model) used by On Rail and loaded with ballast.

The historic SVT137 articulated diesel railcar will be modelled as preserved, with corrected front, as a limited edition.

Switzerland

Epoch II – Ce6/8^{III} 'Crocodile' electric in brown.

Epoch V – Am4/4 B-B diesel hydraulic (former DB V200) in red livery, with revised vents and Swiss-style lights.

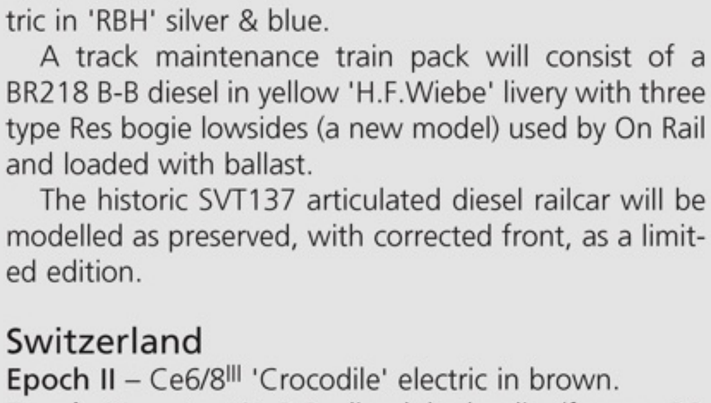
Belgium

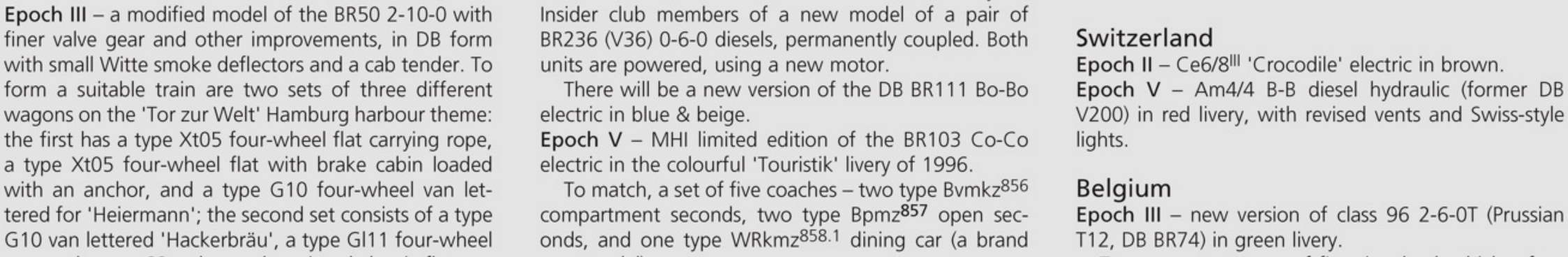
Epoch III – new version of class 96 2-6-0T (Prussian T12, DB BR74) in green livery.

To accompany, a set of five six-wheel vehicles, four clerestory-roof compartment coaches and a baggage van with raised cupola lookout.

America

GM-EMD E8A diesel in 'Pennsylvania' deep red livery.


Märklin Z RBH BR143


Märklin Z DB BR111 and Lufthansa Airport Express

TT

Tillig

The new items are presented in an 84 page booklet, and the information includes recommended prices and expected delivery quarter.

All Tillig locos now have lighting by warm white LEDs and PluX12 decoder socket.

There will be several limited editions, most due for delivery in the third quarter (unless noted otherwise) but for which orders must be received by the end of March. (Although this deadline will have passed by our publication date, some of these models will no doubt be available from retailers.)

By period the plans are as follows (delivery quarter in brackets):

Epoch I – Bavarian type Ommk(u) four-wheel open (2); Prussian four-wheel flat wagon with brake cabin carrying open containers for limestone (3); Baden four-wheel acid vat wagon with brake cabin 'Elektro-Nitrum AG' (3).

DRG Epoch II – BR56^{20} 2-8-0 (2); limited edition E18 1-Do-1 electric in camouflage livery (3); VT137 bogie diesel railcar with VB137 trailer in red & cream, new number (1); limited edition set of three four-wheel coaches (3); type Pwgs-41 goods train baggage van with raised cupola lookout (2); type Gkhs four-wheel insulated van (1); small four-wheel tank wagon with brake platform 'Benzin-Benzol-Verband' (1); four-wheel tank wagon with brake platform 'Kriegsmarinewerft Wilhelmshaven' (1); four-wheel chemical tank wagon with brake platform 'WIFO Berlin' (2); limited edition of type SSyms Köln six-axle heavy duty bogie flat carrying a captured T34/85 tank (3); limited edition set of three type OOt bogie hoppers loaded with real stone coal (4); limited edition set of three type OOt bogie hoppers loaded with real brown coal (4); new model of type Om Ludwigshafen four-wheel open only for Club members as part of the subscription as the model of the year.

DR Epoch III – new model of the BR95 2-10-2T, shown as a 3D-printed body (3); BR23^{10} 2-6-2 (2); V180 B-B diesel with 'panoramic' cab windows (1).

Digital start set – BR118 C-C diesel with sound hauling three type Eas bogie opens, a Daisy II handheld controller, and an oval of track (4).

New versions of rolling stock include a set of three four-wheel lowsides each carrying an army lorry (4) – this is noted as new tooling but this refers to the road vehicles. Other new versions include: type Zd four-wheel chemical tank wagon with brake platform 'VEB Farbenfabrik Wolfen' (2); type GGrhts bogie van (2); type Mrs four-wheel van (2); four-wheel flat carrying four small 'house to house' containers (3).

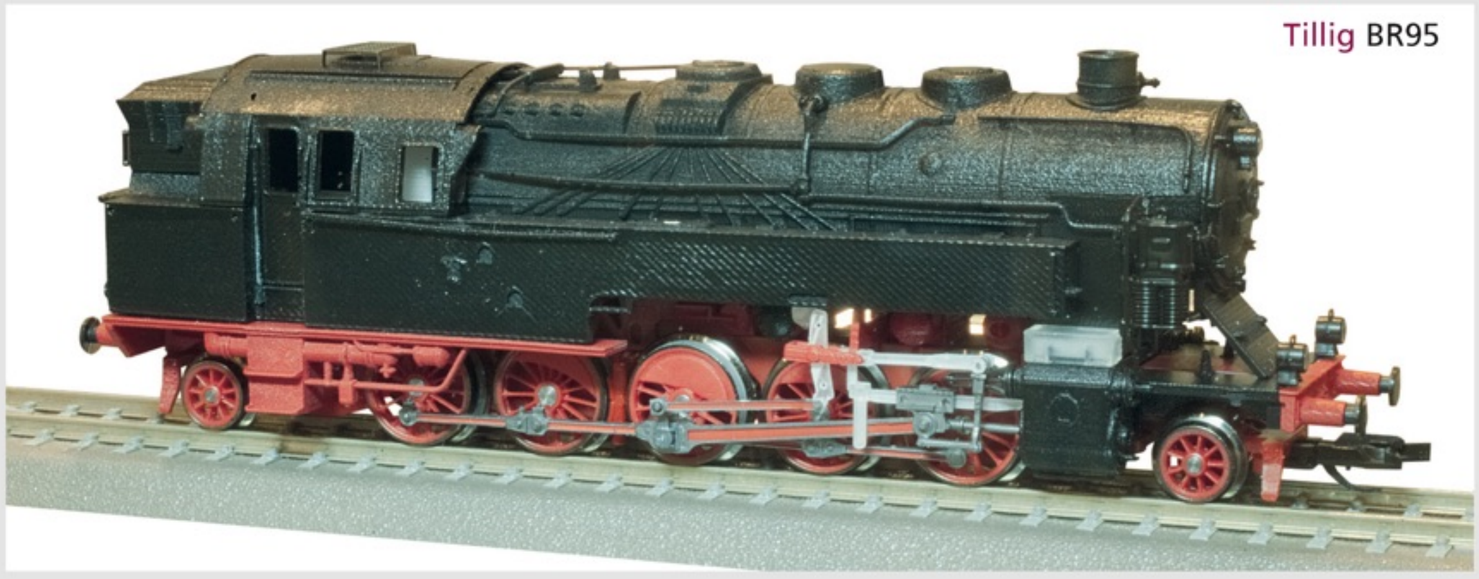
DB Epoch III – E18 1-Do-1 electric in green (2); limited edition of V36 0-6-0 diesel in Bundespost red livery (3); limited edition of E03 Co-Co electric in supposed 'Rheingold' blue & ivory livery (3).

As to rolling stock, there will be a new version of the type Av4üm-62 first in blue & beige (1) and the type Bc4üm-62 second couchette in green (2).

There will be new models of the types OOtz41 and OOtz44 bogie hoppers, in sets of three (one low, two high capacity) (4). Also new tooling is a bogie gas tank wagon with sun shield used by the 'Eva' company (4).

New freight versions – type Kds56 twin silo four-wheel wagon (1); four-wheel insulated van lettered for 'J.G.Reif' brewery (1); small four-wheel tank wagon 'Eva' (1); four-wheel tank wagon 'Gasolin' (2); small four-wheel Talbot ballast hopper (2); small four-wheel tank wagon 'Bolte & Co.' (3).

DR Epoch IV – the new model of the BR95 2-10-2T also appears with Epoch IV markings. New versions – BR01^{5} Pacific, oil-fired, with BoxPok wheels (4); BR118 C-C diesel (2); BR242 Bo-Bo electric in red with broad off-white stripe (4).



Tillig BR95



Tillig Kombiwaggon

Right: Tillig gas tank

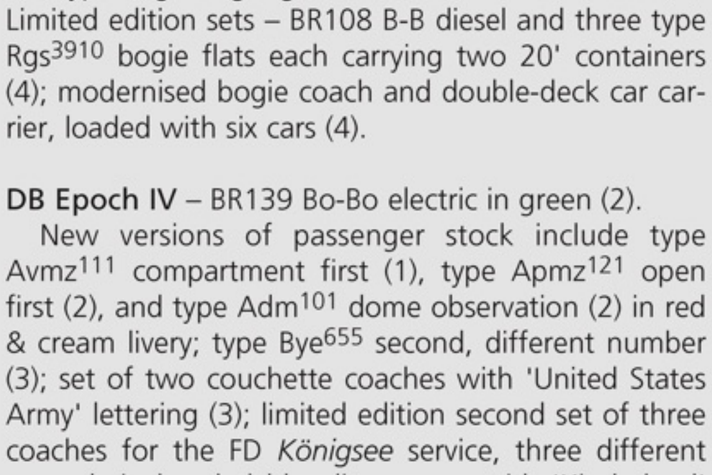
There will be a new model of the BR252 Co-Co electric (4, illustrated with a prototype picture).

New rolling stock versions: a set of three coaches (two sleepers and a service coach) in blue 'Tourex' livery (2); type Bghe second, two numbers, plus type Bghque second driving trailer in green with brown roof (2); type Fal^{6551} bogie hopper (2); type Zh four-wheel tank wagon 'VEB Teerverarbeitungswerk Rositz' (2); new model of type Uah/Zagk bogie gas tank with sun shield (graphics)(2); a set of a type Gbs-t^{1530} four-wheel van and a type Res bogie lowside with side stakes carrying two army lorries (new tooling)(2); limited edition type Tds four-wheel hopper with 'Plaste aus Schkopau' lettering (2); construction train set – four-wheel 'Thunderbox' coach, four-wheel van, and four-wheel lowside in green livery (4); limited edition quartz sand silo four-wheel wagon (4); limited edition type Res bogie lowside with side stakes carrying two Robur LO1801 lorries (4); limited edition of the new model of the type Zagk bogie gas tank 'VEB PCK Schwedt' (4). Limited edition sets – BR108 B-B diesel and three type Rgs^{3910} bogie flats each carrying two 20' containers (4); modernised bogie coach and double-deck car carrier, loaded with six cars (4).

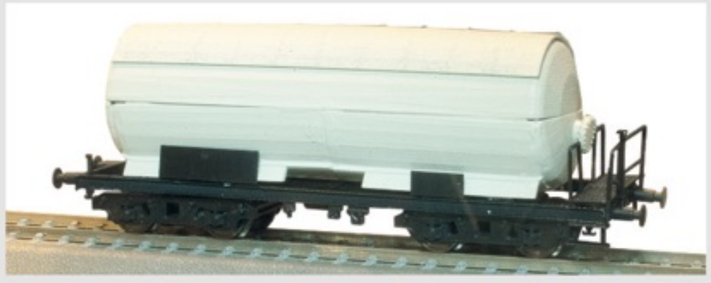
DB Epoch IV – BR139 Bo-Bo electric in green (2).

New versions of passenger stock include type Avmz^{111} compartment first (1), type Apmz^{121} open first (2), and type Adm^{101} dome observation (2) in red & cream livery; type Bye^{655} second, different number (3); set of two couchette coaches with 'United States Army' lettering (3); limited edition second set of three coaches for the FD *Königsee* service, three different seconds in banded blue livery, one with 'Kinderland' graphics (2); type Bpmz 'Kinderland' second also available separately (3); limited edition type Adm^{111} dome observation car in 'Apfelpfeil' livery (3); limited edition Messwagen (prototype picture)(4); limited edition set of three coaches in 'Airport Express' yellow & white, one type Avmz^{106} first and two type Bpmz^{296} seconds; a type Avmz106 first is also available separately (all 4).

For freight, the new model of the high capacity bogie hopper is due as a type Fad^{155} (4).



Tillig type OOtz41



There will be new versions of the type Ucs^{908} twin silo four-wheel wagon lettered 'Eva' (1); type Gbs^{254} long wheelbase four-wheel van; small four-wheel tank wagon in 'Valvoline' blue (2); type Sdkms^{707} multi-purpose bogie flat carrying two 'Contrans' 20' containers (3); limited edition type Ucs^{909} twin silo four-wheel wagon in 'Clubmast' black (3).

Epoch V – a modified model of the BR219 C-C diesel with altered access flaps in the sides, in orient red (2); limited edition BR218 B-B diesel in 'Touristik' livery (4); limited edition of a former DR BR118 as Regentalbahn D05 (prototype picture)(3).

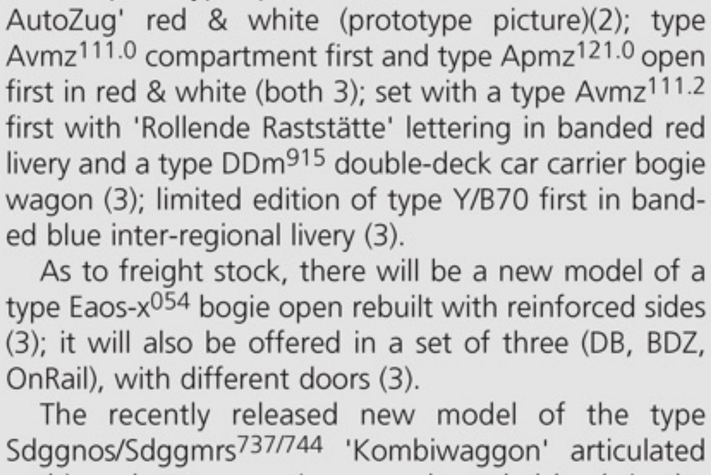
A set of three former DR type Y/B 70 coaches (first, composite, and second) in green & cream with brown roof (2); type Bimdz$^{267.8}$ second in 'DB NachtZug' red & white (1); type Bvmz^{185} second in InterCity white (2); limited edition of matching type Apmz$^{121.0}$ compartment first (3); type Bvcmz^{248} in 'DB AutoZug' red & white (prototype picture)(2); 'Bord Bistro' in 'DB AutoZug' red & white (prototype picture)(2); type Avmz$^{111.0}$ compartment first and type Apmz$^{121.0}$ open first in red & white (both 3); set with a type Avmz$^{111.2}$ first with 'Rollende Raststätte' lettering in banded red livery and a type DDm^{915} double-deck car carrier bogie wagon (3); limited edition of type Y/B70 first in banded blue inter-regional livery (3).

As to freight stock, there will be a new model of a type Eaos-x^{054} bogie open rebuilt with reinforced sides (3); it will also be offered in a set of three (DB, BDZ, OnRail), with different doors (3).

The recently released new model of the type Sdggnos/Sdggmrs$^{737/744}$ 'Kombiwaggon' articulated multi-mode wagon gains a newly tooled load, in the form of one 40' and two 20' containers (3).

New versions include a type Gbs^{263} long wheelbase four-wheel van (2); type Ucs^{909} twin silo four-wheel wagon (3); this also in a set of three lettered for 'Karsdorfer Zement/EVA' (3).

Epoch VI – limited edition of the BR215 B-B diesel with 'Sylt-Shuttle' markings (3); limited edition BR189 Bo-Bo electric with 'tulip' graphics (4); two new versions of



Tillig type OOtz44/Fad^{155}



the BR642 articulated two-car diesel railcar, 'DB Regio Nordost' and 'Nationalparkbahn' (latter prototype pictures)(both 3); BR101 Bo-Bo electric with 'Graubünden' advertising (3); BR346 0-8-0 diesel in 'DB AutoZug' traffic red (1) and as a BR345 used by 'ITL/Captrain' (prototype picture)(3). Other diesels in private operator liveries: former V100 in STEG green & silver (prototype picture)(2); Czech T435 Bo-Bo used by the Karsdorfer Eisenbahn company (prototype picture)(2); BR218 B-B with 'MEG' logo (3); BR225 B-B in 'NBE Rail' blue & orange (prototype picture)(3); former DB V200 as D20 of the Bentheimer Eisenbahn and as V270.09 of Schienen Güter Logistik (prototype pictures)(both 3); BR285 Bo-Bo diesel in 'Rhein Cargo' silver (prototype picture)(3); limited edition of BR246 Bo-Bo diesel with 'IGT' graphics (prototype picture)(4); limited edition of BR642 diesel railcar in 'Trainguard' blue livery (prototype picture)(4).

Electrics in private operator liveries: BR189 Bo-Bo in 'MRCE' black (2); Press BR110 Bo-Bo in 'National Express' livery (2); BR183 Bo-Bo Taurus with 'AWB' branding (prototype picture)(3); BR142 Bo-Bo with 'EGP' lettering (prototype picture)(3); BR139 Bo-Bo in EVB livery (prototype picture)(4); the new model of the BR252 Co-Co as a BR156 in MEG 'Lokführer' livery (prototype picture)(4); limited edition of BR189 Bo-Bo in 'WLE' red livery (prototype picture)(3); limited edition of a BR198 in 'Lokomotion' red zebra stripe livery (prototype picture)(3); limited edition Rh1216 Taurus Bo-Bo electric used by WLC with 'Roland' graphics (prototype picture)(3); limited edition Rh1216 Taurus Bo-Bo electric in 'LTE' silver and blue (prototype picture)(3).

A set of three of the new type Eaos-x^{054} bogie open rebuilt with reinforced sides (3); type Rs-u^{659} bogie flat with side stakes loaded with rail (2); type Uacns silo wagon in 'Enviloc' blue (2); type Eaos bogie open in 'VTG' blue (prototype picture)(2); type Tads swing roof bogie hopper in 'NACCO' yellow (prototype picture)(2); type Fcs four-wheel hopper used by the PRESS company (prototype picture)(3); limited edition set of three type Uc twin silo four-wheel wagons in 'WLE' red (prototype pictures)(3).

There will be a start set with a BR285 Bo-Bo diesel and two coaches, an oval of track, and a simple controller (4).

Switzerland **Epoch IV** – former DB V200 B-B diesel as SBB Am4/4 (prototype picture)(2).

Epoch V – limited edition 'Buffet 200 Rail In-Club' coach (4).

Epoch VI – limited edition of Railpool E186 Bo-Bo electric leased to BLS Cargo (4); limited edition Re474 Bo-Bo electric 'Nordcargo' (3).

Freight: small four-wheel tank wagon 'Primagaz', Epoch III (1); type Tds four-wheel hopper 'Agro', Epoch V (3); sliding side bogie van 'Tela', Epoch VI (2); type Zas bogie tank wagon 'VTG', Epoch VI (2).

Italy – type L four-wheel steel open, Epoch III (1); type Mou twin silo four-wheel wagon 'VTG', Epoch III (3).

Austria **Epoch III** – type Tdhs four-wheel insulated van (1); type Pw3 six-wheel baggage van (4).

Epoch IV – type Amoz first in orange (2); set of two type DDm double-deck car carriers (prototype picture)(2); type Rs bogie flat with side stakes loaded with rails (prototype picture)(2); the new type Sdggnos/Sdggmrs$^{737/744}$ 'Ökombi' articulated multi-mode wagon loaded with one 40' and two 20' containers (3); limited edition type SSyms heavy duty six-axle bogie flat carrying a T34/85 tank (4).

Epoch VI – limited edition of Rh1216 Taurus Bo-Bo electric as Railjet 'Spirit of Praha' (3).

Czechoslovakia **Epoch III** – digital start set: class 455.2 2-8-2T (BR86) with three four-wheel coaches, a Daisy II handheld controller, and an oval of track (4); type R four-wheel chemical tank wagon (1); type St small four-wheel ballast hopper (3); new model of bogie gas tank with heatshields as type Ra with 'Propan-Butan' lettering (graphics)(4).

Epoch IV – extension pack of two double-deck articulated coaches (3); limited edition set of two more Y/B70 coaches for the *Balt-Orient Express*, CSD second in green and CFR (Romania) second couchette in blue (3); limited edition set of two more coaches for the *Balt-Orient Express*, CSD type Y/B70 second in green and CFR type Y sleeper in blue (3).

Czech Republic **Epoch V** – type Y/B70 second class couchette in CD blue & grey (1); type Y/B70 second in CD green & grey with cycle graphics (3).

Epoch VI – set of type Apmz first and type Bmz second in blue & white with new numbers (1); type Y WLAB sleeper in blue & grey (2); type Y long distance sleeper in CD 'S námi PO Europe' yellow & blue livery (3); set of three type Es four-wheel opens in blue (prototype pictures)(2); type Zas bogie tank wagon with 'Ryko' branding (2).

Slovkia **Epoch VI** – type Y/B70 second/baggage in ZSSK red & white (1); type Habbillns sliding side van branded 'zs cargo' (2); type Eaos bogie open 'AWT' (prototype picture)(2).

Hungary **Epoch III** – MÁV type Ky four-wheel steel open (1); MÁV twin wine barrel wagon with brake cabin (2).

Epoch IV – digital start set: M61 Nohab diesel with sound with three type Eas bogie opens, a Daisy II hand-held controller, and an oval of track (4); GySEV type E steel open (2).

Epoch VI – start set: BR285 Bo-Bo diesel in MÁV blue with two wagons, oval of track, and simple controller (4); MÁV type Tadgs swing roof bogie hopper (2).

Poland **Epoch III** – Ok1 4-6-0 (P8, BR38) with large Polish lights (prototype picture)(3); digital start set – TKt3 2-8-2T (BR86) with three four-wheel coaches, a Daisy II handheld controller, and an oval of track (4); type Slr insulated four-wheel van (1); type Wddah small four-wheel ballast hopper (2).

Epoch IV – extension pack of two double-deck articulated coaches (3).

Epoch VI – TRAXX Bo-Bo electric as 'LOTOS' class 650 (prototype picture)(3); BR189 Bo-Bo electric as EU45 (4); limited edition of E186 Bo-Bo electric as Railpool machine with PKP Przewozy Regionalne markings (4).

Jugoslavia
A type Beelmt second in Epoch V JZ grey & blue (4).

Greece
A set of three type Y/B70 coaches (composite, second, and second/baggage) in OSE Epoch IV green (1).

France **Epoch III** – type Scw small four-wheel tank wagon 'Andre Amioues' (2); the new model of the type Fals bogie hopper lettered for 'SGW' (4).

Epoch IV – type Uahs bogie tank wagon in 'Algeco/Total' black and 'Simotra/BP' grey (both 2); limited edition of two type DDm double-deck car carriers (prototype picture)(3).

Epoch V – bogie chemical tank 'Algeco' (2).

Epoch VI – type Eaos bogie open (2).

Luxembourg **Epoch III** – small four-wheel tank wagon 'Schock-Streng' (2).

Epoch IV – NOHAB/AFB diesel as CFL class 1600 (2); limited edition set of three Wegmann coaches in green (prototype picture)(3).

Belgium **Epoch III** – class 26 2-10-0 (BR52) in green livery (2); four-wheel steel open (3).

Epoch IV – type Gklm four-wheel van (2); pair of type Uas bogie silo wagons 'Transcéréales' (2).

Epoch VI – type Zas bogie tank wagon 'VTG' (prototype picture)(2).

The Netherlands **Epoch III** – type CHOK four-wheel van (2).

Epoch IV – four-wheel tank wagon 'Pieter Bon' (2);

Epoch VI – type Habbillns sliding side bogie van 'Railion' (2).

Denmark **Epoch III** – small four-wheel tank wagon 'BP' (1) and 'Dansk Sojakagefabrik' (2).

Sweden **Epoch III** – four-wheel tank wagon 'Nynäs' (2).





Kühn CD class 750



Kühn type Uaoos[9331]



Piko

There will be a new model of the Deutsche Reichsbahn V60[10] 0-8-0 diesel initially in Epoch III red with short roof and third top headlight by the cab (second quarter) and as a BR106[2-9] in Epoch V orange with long roof and third top headlight on the bonnet (third quarter).

Also coming is a new model of the DR BR119 C-C diesel with third top headlight above the windscreen in Epoch IV bordeaux red (third quarter) and in Epoch V traffic red as DBAG BR219, with third top headlight under the windscreen (fourth quarter).

There will be a modified model of DR BR130 Co-Co diesel, the first series with large end and side windows, now with dynamic braking and the necessary vents, in Epoch IV red. Also planned is an Epoch VI version in 'RTS' orange & silver (both first quarter), and a Czech Epoch III-IV version as a T679.2 in red (third quarter).

There will be two new versions of the DR BR118 B-B diesel in Epoch IV red & white (one exclusive to Piko Shop dealers)(first and third quarters), plus as a DBAG BR228.7 for Epoch V (first quarter).

A new version of the 'Herkules' Bo-Bo diesel comes in 'RTS Swietelsky' silver (second quarter), and the G1206 bogie diesel in 'Lanxess' black, for Epoch VI (second quarter). New Epoch VI versions of the Taurus Bo-Bo electric are as DBAG BR182 (second quarter) and Czech with 'CSKD Intrans' (third quarter).

There will be a new model of type Ucs-v twin silo four-wheel wagon, for Epoch V with 'VTG' branding (first quarter) and 'KVG' (second quarter).

Also listed is a new version of the type Lgjs[579] four-wheel container flat in DBAG Epoch VI traffic red carrying two 'Hapag-Lloyd' containers.

Roco

DR Epoch IV – a set of three heavy duty four-axle bogie flats carrying steel plates.

DBAG Epoch V – four-wheel container flat carrying two 20' containers in three new versions: 'Lorens', 'MSC', and 'Hapag Lloyd'.

For **Hungary**, the M62 Co-Co diesel ('Taigatrommel') is planned in GySEV Epoch IV-V orange & yellow. There will also be a GySEV four-wheel sliding side van and a MÁV bogie kinked tank wagon, both Epoch V.

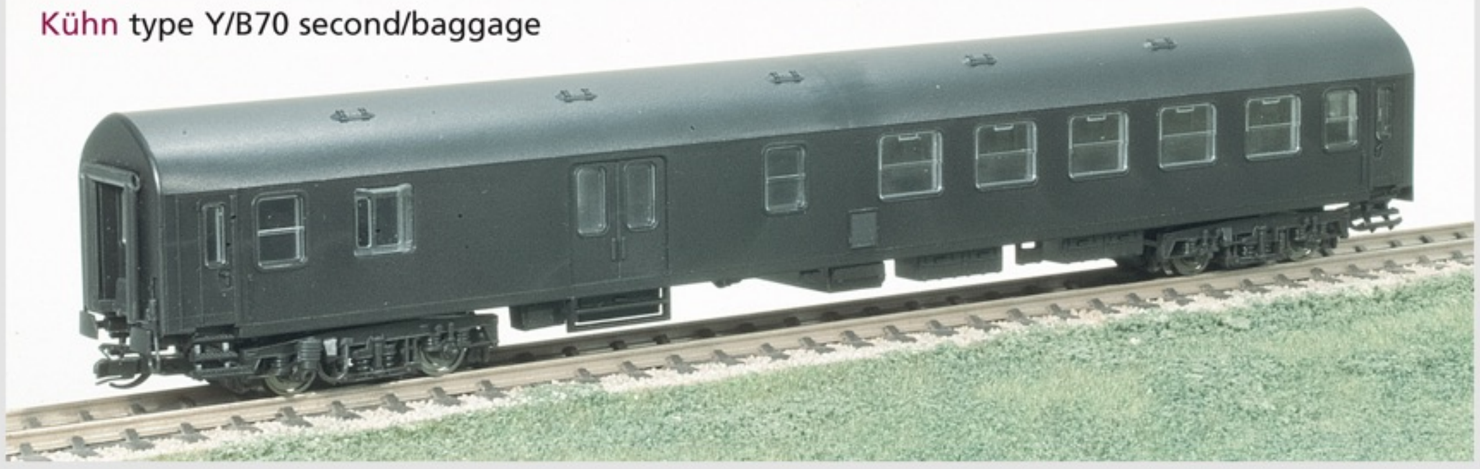
Kühn

The 76-page brochure covers TT, N, and electronics.

There is to be a new model of the DR V15 0-4-0 diesel shunter, in Epoch III blue, Epoch IV orange as BR101, Epoch V as DBAG BR312 in red, and in green 'ITL' livery.

New versions are planned of the DR BR242 Bo-Bo electric with six individual vents in Epoch IV green and Epoch V red, and the BR111 Bo-Bo electric in DB Epoch IV blue & beige and DBAG Epoch V traffic red (prototype pictures).

Kühn type Y/B70 second/baggage



The DB V60/BR260 0-6-0 diesel shunter will be issued in Epoch IV wine red and 'DB Cargo' traffic red as a BR365.

New Epoch V versions of the RS-1 bogie diesel railcar will be as a DB Regio BR650 in traffic red and CD class 840 in blue & white (prototype picture).

There will be new versions of the Czech class T478.1 Bo-Bo diesel, the so-called 'Goggles', in CSD Epoch IV red with broad yellow band (prototype picture) and as Epoch V CD red & grey. The T478.3 variant comes as class 750 in Epoch V 'CD Cargo' blue.

All these model locomotives have a plastic injection moulded body, a five-pole motor, with two dynamically balanced flywheels, all axles driven, two wheels with traction tyres, pickup from all wheels, working directionally controlled white head and red tail lights, a NEM 651 six-pole inline socket for a decoder, and NEM coupler pockets on close-coupling mounts.

In preparation is a new model of the type Y/B 70 second/baggage, initially in CD Epoch V green & white.

Well advanced is a new model of the type Uaoos[9331] limestone hopper, DR Epoch IV, singly and in packs of three, with different running numbers.

There will be a new DR Epoch V version of the bogie telescoping cover wagon, and a new version of type Shimmns bulkhead bogie flat with hooped tarpaulin cover registered with the ÖBB with 'STEEL' branding; both wagons are sold in twin packs.

Busch

The TT wagon programme is to be expanded with several new versions:

– type Snps[719] with side stakes loaded with logs, DB Epoch IV.

– type Samm[4818] heavy-duty six-axle bogie lowside carrying steel reinforcing mesh, steel plates, concrete decking, and as a construction train vehicle (all DR Epoch IV).

– bogie flat with brake platform carrying three limestone containers, three versions, all DR Epoch IV.

– kinked tank bogie wagon in 'On Rail' green, 'Siess' blue, and 'ermewa' grey, all DBAG Epoch V.

– type Sgns[691] bogie container flat, SBB and ÖBB Epoch V carrying three Innofreight open containers, and AAE Epoch VI with two 20' 'dreier' swap bodies.

profi modell thyrow (pmt)

There will be two new versions of the Lowa bogie steel open wagon in Slovakian blue livery, 'Loko-Trans' (Epoch V-VI) and 'Benet' (Epoch VI), both third quarter.

Heris

The programme of Russian Ammendorf broad gauge long-distance bogie coaches will be repeated from HO.

Schlosser

As in HO, there will be a model of the type BCPwPosti, the Kleinbahn Rennsteig – Frauenfeld second / third / baggage / post coach, in both KRF and DR variants (the latter with enclosed balconies and different baggage doors), offered as a kit or assembled.

PSK Modellbouw

This specialist from Holland shared a stand with KleiNSpoor, as usual.

New to the Epoch IV range is the DB type Hbis-t[297] four-wheel sliding side van, some 2,100 of which were built between 1970 and 1972, with horizontal reinforcing ribs, and the DB type Hbikks-tt[303] four-wheel sliding side van, modelled in 1981 condition.

There will also be a new Epoch II version of the German four-wheel beer van with raised brake cabin decorated for the 'Crombacher-Has Bräuerei'.

Busch type Samm[4818]



with concrete slab load

PSK type Hbis-t[297]



PSK type Hbikks-tt[303]



O

Lenz

The O gauge range continues to be developed, and its popularity means that demand is generally greater than supply.

The long-awaited BR24 2-6-0 is finally in construction, and a sample was shown. Some adjustments are still required.

Lenz BR24



The much more recently announced BR50 2-10-0 is also making progress, and a virtually complete sample was demonstrated in action on the display layout.

Two new projects have been announced which will take the range in different directions. The Prussian T3, later BR89, 0-6-0T (illustrated at this stage with CAD graphics), fits well with the small loco/branch line theme underlying most of the models to date.

The Deutsche Bundesbahn E41 Bo-Bo diesel is quite a different prospect. The model will have a motor in each bogie, and working pantographs in addition to all the usual technical features of a Lenz digital model. The brochure represents it with line drawings.

Lenz V20



Lenz type Gmmhs56 van



Lenz BR24



Lenz BR50



The DB BR212 B-B diesel will be available in either red or blue & beige with Epoch IV markings. The latest version of the V20 0-4-0 diesel is now ready for delivery, and there will be a new version of the Köf II, in DR Epoch IV form.

New DR and DB start sets with a Köf II and three goods vehicles plus an oval of track will now include the upgraded LH010 handset along with the proven LZV100 central unit.

There will be new running numbers for the four-wheel 'Thunderbox' coaches.

Four new Epoch III advertising placards grace the type G10 four-wheel van – 'Münsterland' (DR), 'Darboven', 'Stricken', and 'Koff' (all DB); the vehicle is also proposed as DB workshop wagon. There will also be DB and DR variants with brake cabin.

We can also expect two new advertising versions of the type Glr22 Dresden long wheelbase four-wheel van, 'Kuba Imperial' and 'Holzindustrie Hunsrück'.

The range of type Gms/Gmmhs four-wheel vans announced last year will be expanded with six more variants: Gms54 with steel roof, with steel roof and brake platform, and with tail light; Gmmhs56 with aluminium roof, with brake platform, and with tail light. Also proposed is the type MCi substitute passenger coach, rebuilt from Gmmhs, in both DR and DB versions.

Brawa

The new model this year is a four-wheel tank wagon with brake platform, introduced 1943 and in use until 1989 with DR. It is initially offered in DB Epoch III 'EVA' grey, 'Valvoline' blue, 'Shell' yellow, and 'Texaco' grey,

MBW gas tank wagon



all due in the third quarter.

There will be further versions of the UIC Standard 1 four-wheel insulated van, SNCF 'STEF' Epochs III and IV, NS Epoch IV 'Interfrigo', DB Epoch IV 'Gosch' fish, and SBB Epoch IV 'Migros' with fruit graphics (all second quarter).

Further versions of 'Oppeln' four-wheel van are listed as DRG Epoch II type Grs, DR Epoch III type Grs 'ALAK' in cream, DB Epoch III type Gms30 'Maggi' in yellow, and SNCF Epoch III grey (all second quarter).

MBW BR80



Brawa tank wagon



Brawa tank wagon



MBW tank wagon




NMJ NSB type G4 insulated van


NMJ NSB type G4 van


NMJ NSB type Gbkls van

MBW

Having made a name with the DB V80 (later BR280) and V200.1 (later BR221) B-B diesels, along with some freight stock, MBW revealed they are working on the BR80 0-6-0T, and an advance sample was shown.

The range will also be augmented with type Bi-33 and Ci-33 standard branch line four-wheel coaches.

Under construction are E30 express coaches (planned for November delivery) and beyond that *Silberlinge* stock and Prussian compartment coaches.

A Krupp eight-wheel (not bogie) tank wagon is complete and awaiting shipment, in various versions: a sample was shown.

At the design stage is a bogie gas tank with and without heatshield in twelve versions across Epochs III and IV.

A type KKt57 high capacity bogie hopper with Epoch III markings is imminent.

The list shows several new versions of the type Glmhs50 long wheelbase four-wheel van.

Schnellenkamp

The new offering from this German O scale specialist will be a type SS15 Köln bogie flat, in various versions. Test samples have been received but some modifications are needed so the delivery is delayed.

The Wismar four-wheel railbus has now been delivered in Saar and Wittlager Kreisbahn versions, with more to come.

Fulgurex

Still awaited is the Nord/SNCF 221 Atlantic, in Nord brown with regular or 37m/c tender, in SNCF green, or as a Paris - Orléans machine in grey.

The Bugatti 'Presidential' bogie railcar is still to come in three versions – État 1933 red & grey, SNCF 1938 red & grey, and SNCF 1949 with 'moustache'.

Still awaited also is BLS Be6/8 (later Ae6/8), both the 1926 Breda and 1941 Séchéron variants. Four versions are listed, with one or two pantographs.

Also still listed is the German BR62 4-6-4T, in four versions – two DB Epoch III, one DR Epoch IV, plus the DR preserved example, 62 015.

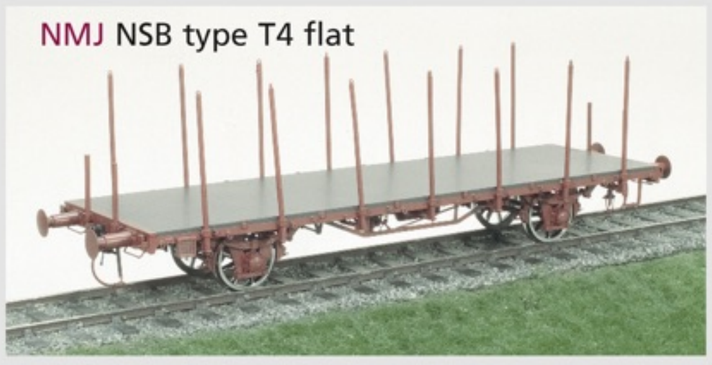
Noted as 'in preparation' previously – the SNCF 232 R and S of 1938 (three-cylinder simple and four-cylinder compound, respectively) plus the subsequent U; the PLM C 'Coupe-Vent' 4-6-0; the Nord/SNCF *Train Automoteur Rapide* (TAR).

REE

This French company is proposing to produce in O the SNCF BB67000/67300 B-B diesel, in eight versions, from Epoch III to V-VI. A 3D-printed body shell was shown.


REE SNCF BB67000


NMJ NSB type T3 flat


NMJ NSB type T4 flat

NMJ

As in HO, there will be new Superline brass models of the type G4/Gbkls four-wheel vans and the insulated variants, as well as the type T3/Tl3 four-wheel flats/lowsides with side stakes, and the longer type T4/Tl4.

MTH

This energetic American company has products in several scales. The European O gauge range is distributed in Germany by Busch.

A BR52 2-10-0 has been announced but was not in evidence.

For the American market, the Union Pacific 'Big Boy' will be re-issued.

ETS

This concern from the Czech Republic produces robust metal-bodied locos and stock with sophisticated electronics for sound and control.

New this year is a Deutsche Bundesbahn Schi-Stra-Bus, a convertible rail/road vehicle, specifically the 1951 Nordwestdeutscher Fahrzeugbau type, two of which were in service from 1953 to 1967.

Also new is the USATC S100 0-6-0T, in SNCF classification 030TU. Versions also include European and American industrial users, War Department, and British Railways black and green.

A new version of the standard four-wheel van commemorates those specially decorated and sent from France to each state in the USA in gratitude for post-war assistance; the models are offered singly or in a set of three.


ETS USATC S100


NMJ NSB type Tl3 lowside


NMJ NSB type Tl4 lowside


NMJ NSB van underside

Merkur

Another Czech manufacturer of tinplate-like O gauge toy trains (two or three rail, with or without sound).

New to the selection this year is the E32 1-C-1 electric in DR and DB versions; the E63 0-6-0 electric shunter in DR and DB versions; a DB E69 four-wheel steeple cab electric; a new version of the SNCF Y51100 four-wheel diesel; a CSD class T499 Bo-Bo diesel; and the LNER/BR J94 0-6-0ST in LNER black and Longmoor blue. Most of the above are illustrated with prototype pictures or scale drawings.

New freight wagons include a DB bogie tank wagon with 'Lukoil' branding, in two Epoch IV versions, and a bogie ballast hopper with DBAG, ÖBB, SBB, SNCF, and CSD markings.



ETS DB Schi-Stra-Bus



ETS 'merci' van

Gauge 1

Märklin

All locos have working directionally-controlled head and tail lights, separately switchable in digital mode. Switchable features on sound-fitted locos depend on the controller used.

Most models are designed to run on a standard minimum radius of 1,020mm.

There is a remarkable amount of new tooling for Gauge 1 this year.

A new model of the Baden VIC 2-6-2T, later BR75[4], is offered in Baden Epoch I, DRG Epoch II, and DB Epoch III versions, with relevant detail differences. As well as a digital decoder and working lights, the model has synchronised sound and synchronised smoke. Unusually it is not noted as a limited edition, and the first examples were delivered within a month of the fair.

There will be a new variant of the BR38[10-40] (former P8) 4-6-0 as a DB machine with tub tender; the tender is new. It is proposed in both Epoch III and IV forms, both illustrated at this stage with CAD graphics.

The next new model will be the BR41 2-8-2 with DB replacement boiler, in Epoch III coal and Epoch IV oil fired variants, with relevant detail differences. As well as a digital decoder, working lights, synchronised sound, and synchronised smoke, they will have moving reversing gear. Again, this is not noted as a limited edition. Although illustrated with prototype pictures and CAD graphics, there was a sample on the stand.

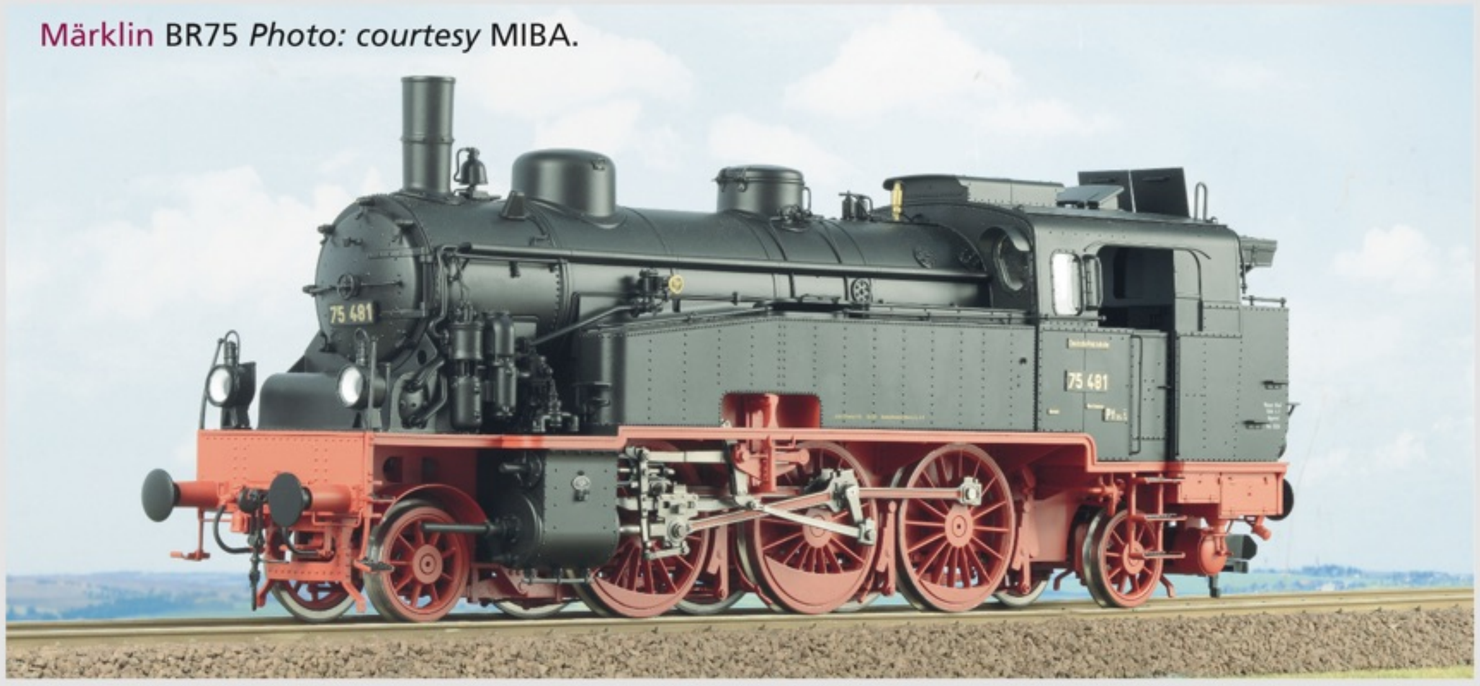
The E60 1-C rod coupled electric shunter is also planned as a metal model with digital decoder lights, sound, working pantograph, and remotely controllable new design Telex couplings. There will be DRG and DB versions, both as limited editions, illustrated with CAD graphics.

There will be a new model of type GI Dresden long wheelbase four-wheel van, with opening doors; scale couplings will be supplied as alternatives. There will be DRG and DB versions, illustrated with prototype pictures and scale drawings.

This vehicle also provides the basis for a DB type GIlh12 Leig-Einheit close-coupled pair, Epoch III with brake cabin and Epoch IV with brake platform.

The second new wagon model will be a type Rmm Ulm four-wheel lowside with side stakes, in DRG and DB versions. The DRG version comes loaded with a Lanz Bulldog rail tractor conversion, the DB Epoch III version optionally with a Lanz farm tractor; the Epoch IV version is without the stakes.

The Märklin Museum limited edition wagon for this year, only available from the Märklin World in Göppingen, is a type Omm55 four-wheel steel open wagon registered with the DB and used by the 'Falk Adler' recycling company of Stuttgart, with a load of scrap.



Märklin BR75 *Photo: courtesy* MIBA.



Märklin BR41 *Photo: courtesy* MIBA.

KM1 Modellbau

This company offers high quality, highly detailed models, fitted as standard with a sound decoder plus a patented synchronised smoke generator, with separate functions to issue 'steam' from the cylinders and now (on the latest products) even the whistle. They have directional headlights, running gear lights, cab lights, and firebox glow (also synchronised). All functions are also manually switchable. Fine scale wheels are an option at extra cost. The axles are sprung, and like the drive carried in roller bearings, driven by a powerful motor. Buffers are sprung, and scale couplings fitted (though these can be changed for claw couplers). The loco and tender are close coupled, but are capable of running on 1,020mm minimum radius.

Perhaps the most impressive of the planned new models is the DB BR10 semi-streamlined Pacific; a sample was shown.

There will be a new model of the BR70 2-4-0T (former Bavarian Pt2/3), in DB Epoch III form; although this has been done previously, this is a new item, not a repeat.



KM1 BR70

A sample was shown of the DR BR01[5] Pacific previously announced; some corrections are still required, for example no chequer plate finish on the front skirt. Also evident was the BR75 2-6-2T announced last year.

Additions to the list include the Württemberg C class Pacific, later BR18.1; E16 (BR116) 1-Do-1 electric; DB V160 (BR216) B-B diesel; and DB VT11.5 (BR602) gas turbine trains. In each case the model is offered in several versions across the periods.

Also on display was a PwPost4ü-28 clerestory roof baggage/post bogie van, with full interior, and examples of the 1943 standard four-wheel tank wagon, with brake cabin or with brake platform, due in various finishes.

For 1e narrow gauge there is to be a model of the Sachsen VIK 0-10-0T in both original round top and later flat top dome variants.

Appropriate Württemberg coaches are also planned.



KM1 DB BR10



KM1 BR75

ESU

Originally known for digital electronics and in particular sound decoders, in the past few years ESU have applied these features to their own range of highly specified models in HO scale. This year under the name of Pullman they are expanding into Gauge 1 and large scale narrow gauge (q.v.),

The subject for the first model in Gauge 1 is the NOHAB diesel, specifically the Danish class MY. As well as the classic DSB wine red and subsequent black & red liveries, with two numbers for each, the model is also offered for various independent operators – Strabag, Altmarkrail, and NEG (two numbers/liveries in each case).

ESU Pullman DSB MY NOHAB



Fulgurex

The current list includes:

– Swiss 'Tigerli' E3/3 0-6-0T in five versions, from SCB Epoch I to as preserved at the Feldschlössen brewery.

– FS class RA / SBB Fb (later Be) 3/5 rod-coupled 1-C-1 three-phase electric as used through the Simplon tunnel, in four versions - Italian, black, c.1907; Italian, brown, c.1907; Swiss, green, c.1907; and Swiss, green, c.1920.

– BLS Ce4/6, later (from 1954) 4/4, 1-B-B-1 rod-coupled bogie electric, seventeen of which were introduced from 1924, in three versions, one with only one pantograph.

– BLS Ae4/4 introduced in 1944 in four number/name/period versions (1965, 1969, 1973, and 1983) PIC, plus the 1959 Ae8/8 double unit (1968).

Fulgurex BLS Ae4/4



B-Models (Euro Tank Car)

This Belgian specialist is working on their first Gauge 1 model in the shape of a modern kinked tank bogie wagon with brake platform, in various finishes – 'GATX' (two styles), 'Wascosa', 'KVG', and 'Millet'. Only 50 of each version will be made. The project is illustrated with CAD graphics and prototype pictures, but a test shot of the tank moulding was shown.



B-Models kinked tank wagon

MO-Miniatur DB Schi-Stra-Bus



KM1 DR BR01^{5}



MO-Miniatur)

A model of the DB Schi-Stra-Bus is proposed, powered, and fitted with a multi-protocol digital decoder. The bus itself is due in summer; the rail adaptor bogies will follow at the end of the year, if there is sufficient demand.

MO-Miniatur DB Schi-Stra-Bus



Narrow gauge

German narrow gauge in HO scale

Bemo

The new model of the Romanian-built L45H Bo-Bo diesel is planned a new finish: Czech JHMD T48 001 in blue livery, illustrated with a prototype picture. Orders are to be received by 1st May.

There will also be another version exclusive to Schmalspurbedarf, as PKP Lxd2 278, using the other body style, in blue & white livery.

Bemo offer L45H-358, as on the Lößnitzgrundbahn, with flat hood doors (prototype picture).

In the Metal Collection, there will be assembled models of the Sachsen IVK Meyer, VIK 0-10-0T, and standard 2-10-2T, each in one Epoch III and one Epoch IV identity.

Technomodell (pmt)

The HOe range gains a new version of the old baggage van as 974-501, which was allocated to Rügen from 1964 and withdrawn in 1978 (second quarter).

There will be another new version of the *reko* second / baggage as used for bicycle transport on the Lößnitzgrundbahn (third quarter).

There is to be a new model of small bogie lowside 97-09-63 built on the underframe of an old coach and used for ash disposal at Oberwiesenthal from the 1940s to 1977 (third quarter).

The compact 107mm long versions of the 15° left and right hand points in both 2.1mm and 2.5mm profile rail, the latter to match Piko A track, are to be revised (first quarter).

Tillig

The narrow gauge range now merits its own leaflet, and is not as previously within the HO brochure.

The previously announced Harz 2-10-2T is making progress, and a 3D-printed body on a chassis was shown. DR and HSB versions are planned for delivery in the fourth quarter.

There will be an Epoch II version of the older type of bogie coach with open end platforms, in green, as a load on two standard gauge four-wheel flat wagons (second quarter).

Also noted are DR Epoch III versions of the older bogie coaches, the second in a twin pack with different truss rod arrangements and the second/baggage singly (all second quarter).

The modernised four-wheel baggage van, in red livery, with either DR Epoch IV or HSB Epoch V markings, has recently been released.

There will be a set of three four-wheel goods vans, an open and two vans; the van is a new model, represented at this stage with graphics (third quarter).

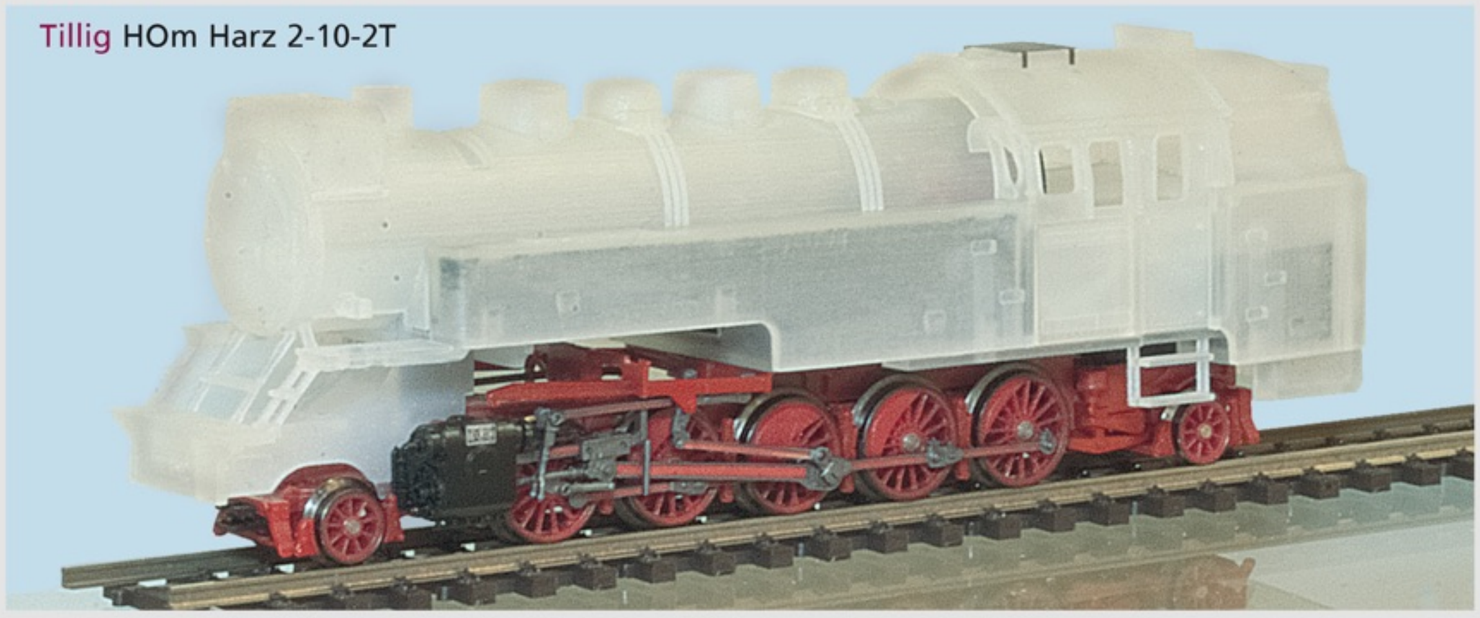
Some but not all stock is also offered in HOe.

Roco

There will be two new versions of the Heeresfeldbahn HF110C 0-6-0T – one in black as a DR 99[46], for Epoch III, number not yet specified, and one with four-wheeled tender in green livery as the preserved *Nicki S.*

The industrial six-wheel diesel is offered in green named *Leo*.

Tillig HOm Harz 2-10-2T



Two Rügen four-wheel opens, with and without brake platform, come in a set with DR Epoch III markings and loaded with ballast.

There will be further packs of two V-skips and mine tubs.

Weinert

There is no new loco kit, but the 0-6-0T *Hoya* is the first in the probable delivery programme for recently announced kits.

As usual, the main structure is whitemetal, with brass detailing parts, and a pre-assembled mechanism. The models are offered with a choice of five-pole Mashima or Faulhaber motors, and in HOe as well as the proper HOm.

Schlosser

This maker produces high quality etched brass models with cast brass details, offered either as kits, with transfers and full instructions, or assembled. The models will accept scale couplings from Veit.

From November 1990, four former standard bogie coaches were rebuilt at Perleberg following the modular system developed there. One (970-448) had eight narrow windows, the other three (386, 444, and 452) had seven wider windows. The works closed in March 1992 and no more coaches were modernised. Models of both body types are offered, in either DR or SDG Weißeritztalbahn markings (prototype pictures).

A sample was shown of Post/baggage van 974-471 from Rügen as modernised in the 1980s, with a wider body and barrel roof, which is still in service, with a choice of DR, RüKB, or RüBB markings.

One new item from last year is still awaited – the two Sachsen standard bogie coaches converted in

Tillig HOm Harz baggage van



1955 to second/baggage and regauged to metre for use on the Spreewald and Harz networks. One was modernised in 1978, the other lasted in original form until 1987. Illustrated with a prototype picture.

Schmalspurbedarf

The exclusive Polish version of the Bemo L45H as a PKP Lxd2 has proved very successful, and the limited edition sold out. A second edition is being prepared, using the new flat door variant, as No.278 in blue & white livery.

Egger-Bahn

The latest Egger re-incarnation is the works tractor, due in the summer.

As with previous models, the body has been recreated in brass, not plastic, and with much finer features - numbers added, not moulded, separate handrails, and other added components. The mechanism has been completely re-engineered, with a Maxon motor driving through precision reduction gearing - the resulting performance is superb, and a far cry from the originals.

Technomodell HOe Oberwiesenthal ash wagon



Technomodell HOe Rügen baggage van



Technomodell HOe SDG bicycle van



Egger-Bahn HOe works tractor



Minitrains HOe Brigadelok and water tender



Minitrains

The German military Brigadelok 0-8-0T, built in quantity by various manufacturers before and during the First World War, is now available in all-black.

A new model of the bogie water tender to run with the Brigadeloks should be released very soon.

An American 0-4-4 Forney, in two livery versions, should be available shortly – samples were shown.

Also on display was advance sample of an American Porter 0-6-0ST.

The American 'Pershing' bogie wagons, including the flat with side stakes, should already be in the shops.

A new version of the Zillertal 'Hobby' driver 0-4-0T in plain black, as running previously at the Böhler works, is already out.

Minitrains HOe Böhler works loco



Minitrains HOn30 Porter 0-6-0ST



Minitrains HOn30 Forney 0-4-4T



Minitrains HOn30 Forney 0-4-4T



Busch

There are a few additions to Feldbahn HOf (6.5mm gauge).

There will be a new model of the Deutz OMZ 122 F rod-coupled four-wheel diesel with cab, in green.

It is also offered in a start set, in red livery, with three V-skips and an oval of track.

A new version of the East German Ns2f 30hp 0-4-0 diesel with jackshaft drive, with cab, comes in blue.

There are to be new versions of the Gmeinder 15/18 four-wheel diesel with cab in green, in rusty condition with two V-skips, and without cab in orange in a start set with two turf bins and an oval of track.

There is a new variant of the V-skip, now with a handbrake platform.

A new pack of two V-skips includes one braked.

Other new versions are a pack of two unbraked rusty V-skips; a pack of two turf bins; a pack of one lowside and one flat wagon, the latter carrying a small wooden crate; and a pack of one lowside and one flat wagon, the latter carrying welding equipment.

A 90° flat crossing will be added to the track range.

Busch HOf Deutz OMZ 122 F



Busch HOf



A kit for a corrugated iron single track loco shed will be offered as an accessory.

Ferivan

The Belgian Vicinal metre gauge specialist has new the SNCV/NMVB type S bogie tram, representing the 210 units modernised between 1953 and 1959 and used all over Belgium; those in the Hainault region were in red & cream. The model is supplied as an easy-to-build kit – the body is one piece and the mechanism is ready-to-run, with all axles powered, twin flywheel fitted motor, cardan shaft drive, and bogies by Halling. The mechanism is also offered separately. A ready painted body is available at extra cost.

Also new is the ART four-wheel diesel tractor from the 297 – 300 series, built at the Andenne workshops in 1947, used in Marloie, Tournai, and Forville on both freight and passenger services. The kit includes body, chassis, motor unit, buffers, magnetic couplers, and transfers.

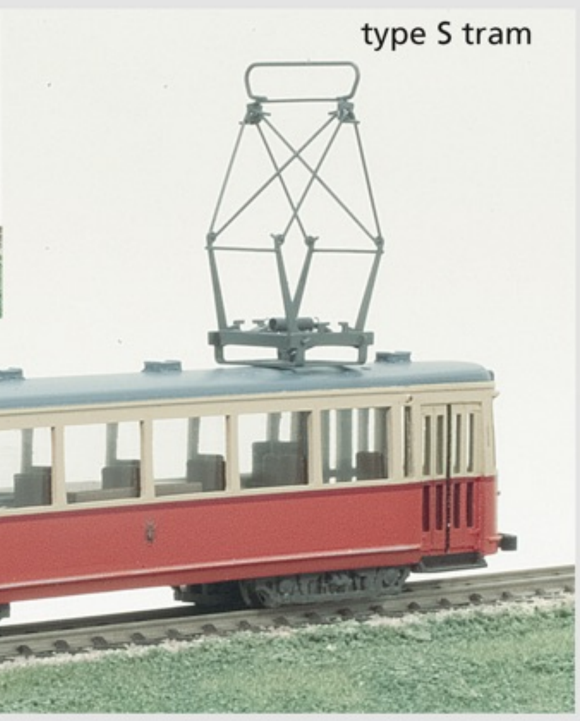
Jiri Indra

New from this Russian specialist is the 750mm gauge TU-3 Bo-Bo diesel, 45 of which were built in Czechoslovakia in 1956/7 for the USSR. The model has a resin body, metal chassis, and drive components by Halling of Vienna. It is a limited edition of 45; next year the Czech Tu47 variant will be offered. *Photo overleaf.*

Ferivan HOm ART tractor



type S tram



Schlosser HOe Rügen Post/baggage van





Liliput HOe ÖBB X616 draisine and trolleys

Austrian narrow gauge in HOe

Roco

There will be another version of the Mariazellerbahn Rh1099 C-C electric, in the traditional red & cream livery with old-style emblems and Epoch IV markings.

Liliput

There will be new versions of the type U 0-6-2T as DRG Epoch II 99 7821 and ÖBB Epoch III 298.52

New versions of the four-wheel outside frame rod-coupled Orenstein & Koppel diesel are as V13 of the Rhein-Sieg Eisenbahn and in blue livery as a freelance industrial machine, with a working warning beacon on the cab roof.

The X616 draisine and accompanying four-wheel flat and lowside trailers/trolleys proposed for HO will also be made in HOe in StLB yellow – an advance sample was shown.

Three of the familiar four-wheel coaches, with both roof styles, now with new finer end platforms and added detail parts, will be produced as former Zillertal or Salzkammergut vehicles B20, B27, and C569 subsequently running on the Welshpool & Llanfair, all illustrated with prototype pictures.

Ferro-Train

Models from this specialist are now marketed direct.

The 2091 1-Bo-1 diesel is re-issued after being unavailable for some time. The model now has new electronics. New finishes include the two units now on the Döllnitzbahn in Germany, numbered 199 030 and 131 in 'DR' red, plus one of the rare ten-window variants as 2091.08 on the Bregenzerwald line in orange livery.

At last available is the original body version of the Mariazellerbahn C-C rod-coupled bogie electric, N.O.L.B E1 - 16, ÖBB Rh1099, powered by a Faulhaber motor, and with many brass detail parts. Pre-ordered models will be supplied first.

The range encompasses not only the historic but also the modern, with a model of the new three-car electric railcars, NÖVOG ET1 - 9, known as the *Himmelstreppe* (stairway to heaven), in gold livery. The model is c.573mm long but will cope with tight curves thanks to close coupling mechanisms.



Ferro Train HOe NÖLB electric (Rh1099)

There will be further versions of the popular Krimml bogie coaches: second baggage BD4266 in 'jaffa' orange & cream livery as converted to a bar car and used on the Pinzgau line numbered 5500, and BD4ip/s 4265 as found on the Ybbstalbahn with full Epoch VI computer number but without the large line lettering. It was deemed impractical to put the full number on small narrow gauge vehicles so this coach was unique.

For the HOn3z rack railway system, there is a model of a four-wheel open observation coach from the Brienz Rothorn Bahn (BRB) with fifteen seats on a 2m wheelbase chassis.

Swiss metre gauge in HOm

Bemo

There is comparatively little new tooling this year, as the concentration will be on catching up with already announced projects.

Most of the proposals are illustrated with prototype pictures.

Rhätische Bahn

The Metal Collection model of the year will be Bernina goods railcar De2/2 151 in both 1980s form and current condition; it must be ordered by 1st May.

There will be a modified model of railcar ABe4/4 36 in 1960s form with one pantograph and one bow collector, in green & cream. A 3D-printed shell was shown.

Modified tooling produces Gem4/4 801 and 802 electro-diesels as modernised in 2002/3, with the long body and rectangular headlights.

The new model of B-B diesel Gmf4/4 242, one of two built by Kaelble-Gmeinder in 1991 initially for use on Vereina Tunnel construction trains, is almost ready for delivery.



Bemo HOm RhB Gmf4/4 242

New versions include former ABe4/4 railcar 49 as Xe4/4 232 02 in service stock orange; Bernina railcar ABe4/4 52 *Brusio* in current red; an ABe8/12 Allegra unit with 'ABB' advertising, as since January 2015 (this is a special which must be ordered by 1st May); Gem2/4 211 shunter in 1966-70s brown livery; Ge4/4^{I} 606 *Kesch* in green; Ge4/4^{II} *Samedan* in red with round headlights (intended for hauling the cattle train, see below); Ge4/4^{II} 624 in the '50,000 fans' livery; Ge4/4^{III} as 643 'EMS Chemie' and 649 '20 Minuten' (the latter to be ordered by 1st May); Ge6/6^{II} 707 *Scuol* in green; Ge6/6^{II} 704 *Davos* in red in current condition with single arm pantographs. Most locos are now offered with the option of digital sound using ESU equipment.

New passenger stock versions: Bernina four-wheel composite and second in green; steel second (ex composite) in green; EWI short Bernina coaches (composite and three seconds) as currently used in regional services, with livery variations.

On the freight side, there will be two packs of four vans (types Gb and Gbk-v) to represent a cattle train of the 1980s/90s; these must be ordered by 1st May.

Other new versions: type Kk-w four-wheel lowside with side stakes loaded with logs; type Gb four-wheel



Bemo HOm RhB Gem2/4 211



Bemo HOm RhB ABe4/4 36



Ferro Train HOe NÖVOG 'Himmelstreppe'



Jiri Indra HOe TU-3 diesel



Bemo HOm RhB type R-w


Bemo HOm RhB Gem4/4 802

van (two numbers); type Gbk-v four-wheel van; type Fad bogie ballast hopper; type Fac bogie hopper in present brown livery; type Kp-w four-wheel flat, the last of its type in traffic, with an open waste container.

There will be a modified model of the type R-w bogie container flat with two old paper containers, while the type R-w bogie flat and type Sbk-v depressed centre bogie flat will be fitted with a new model of a container frame with side stakes loaded with timber.

Furka Oberalp

Planned for next year is a new model of the ABt driving trailer, two numbers, with different livery details, to run with the BDeh2/4 railcars announced in 2012. Orders for this have been less than ideal so production will proceed but the price will have to be raised.

Gm4/4 61 rack-fitted diesel is proposed in original condition (order by 1st May).

There will be a new running number for the second class bogie coach, and a bogie baggage van in original condition.

Matterhorn Gotthard Bahn

There will be a new issue of the Deh4/4 rack-fitted baggage railcar, with a different number (55) and rectangular headlights, in the latest livery.

The new version of the ABt composite driving trailer will be similarly specified.

MOB Golden Pass

On show was a 3D-printed body shell for the angular Ast 116/117 observation driving trailers from the Super Panoramic Express, announced in 2013.


Bemo HOm MOB Ast 116/117

Fulgurex

Still listed are Aigle-Sépey-Diablerets (ASD) sets of railcar ABFe4/4 11 with a type K four-wheel van and a type M four-wheel lowside. The railcar requires a minimum radius of 420mm.

The type K van, type L open, and type M lowside are also available separately.


Schlosser Nm RhB EWII A


Schlosser Nm RhB EWII B

Swiss metre gauge in Nm

Kato

To expand the range of Rhätische Bahn stock in 1:150 scale running on 9mm (N) track, there will be a model of the ABe8/12 Allegra dual voltage three-car sets; parts were shown and release is due in April.

New accessories include a station building and a platform with canopy.

P.I.R.A.T.A.

The Italian specialist is also entering this market with a model of the ABe4/4III 50 series bogie railcars. It will be a metal-bodied model with plastic windows, and tampo printed markings.

AB-Modell

This specialist produces further finishes on the Kato Ge4/4III – this year they offer the yellow 'Lazzarini' livery (second quarter) and the 'Co-op' livery with the tomato (fourth quarter). They can also adapt the loco and stock to 6.5mm gauge.

Their own product line consists of RhB locos and rolling stock to the correct scale on 6.5mm gauge.

New this year is the Ge4/4IIII in 'Lazzarini' yellow.

They also have EWII main network coaches, first, composite, second, each in 1990s red with small silver stripe and current red with broad grey band and grey doors.

The iconic open observation four-wheel coach is also listed.

For the Dampf Furka Bergstrecke there are second and second/baggage four-wheel coaches.

Schlosser

From 1975 the Rhätische Bahn built around 67 EWII bogie coaches (first, composite, and second) in two lengths, short for the Bernina line and long (18.5m) for the main network. They were lighter and with more seats than the EWI predecessors. Schlosser offers all three classes for the main network, in 1980s/90s form, in red livery, as kits or assembled. These are metal models with plastic parts.

Swiss metre gauge in Om

Bemo

The first item of motive power in the new Om range (1:45 scale on 22.2mm gauge track) will be a Rhätische Bahn Tm2/2 diesel tractor, with a choice of two numbers, in either 1980s or current condition, with the option of digital sound. Running samples were on show, and delivery should be soon.

In preparation is the type Uce cement silo four-wheel wagon and the type Kk-w short four-wheel lowside wagon, as modernised with aluminium sides.

New to the list is the type Gbk-v four-wheel van and the type Kk-w wagon in several forms – with low wooden sides, with side stakes for timber, and with sides removed and heavy duty stakes fitted. All are illustrated with prototype pictures

Fulgurex

Still listed are the Aigle-Sépey-Diablerets (ASD) ABFe4/4 railcars Nos.1-3 and trailers B 32-35, with a choice of numbers and liveries. Five versions are listed: one as BCFe4/4 in 1950 grey, and two numbers as ABFe4/4 in 1975 grey/beige plus two in 1982 condition, both trailers in orange and the railcars in either orange (as ABDe4/4) or red-beige.


Bemo Om RhB type Kk-w


Kato N(m) RhB ABe8/12 Allegra parts



AB Modell reliveried Kato N(m) RhB Ge4/4III





AB Modell Nm RhB Ge4/4III


AB Modell Nm RhB EWII AB



AB Modell Nm RhB observation


AB Modell Nm DFB coaches


Bemo Om RhB type Kk-w rebuild

G


LGB 'Franzburg'

LGB
Swiss metre gauge

There will be two new versions of the Rhätische Bahn Ge4/4II Bo-Bo electric, with digital sound, in special liveries – 602 for 100 years of the Bever–Scuol line and 623 for 125 years of the RhB, both as limited editions.

The new version of the Ge4/4III Bo-Bo electric will be as 641 in 'Co-op' tomato livery.

The recent model of the ABe8/12 Allegra railcar is proposed in (fictitious) blue Arosa line livery, as a limited edition.

A new version of Tm2/2 tractor, as 91 in yellow livery, is offered with sound for the first time.

The bogie baggage van and steel second class coach are to issued in 1970s green, and there will be a new version of WR3811 'Gourmino' restaurant in blue livery.

A set of two Pullman cars will come in Alpine Classic Pullman Express blue & cream livery, and there will be a matching four-wheel baggage van.

New versions of the EWIV first and second class coaches carry the current livery.

A set of three bogie coaches, a composite and two seconds, will be produced with graphics marking 100 years of the Bernina line.

New versions of freight stock include a type L3 four-wheel open; a type Gk short four-wheel van; a set of two bogie flat wagons, a type Sp-w with heavy side stakes and a type R-w carrying two open containers (which are new models); a set of two type Lb flat wagons carrying 20' refrigerated containers in different 'Co-op' liveries, potato and carrot. As maintenance stock there will be a four-wheel lowside carrying a small tank, and a van.

Austrian narrow gauge
There will be a limited edition of the well-known 'Stainz' 0-4-0T, the LGB trademark, in LGB house colours in memory of the late Wolfgang Richter.

German narrow gauge
The new model of 'Franzburg', the Lenz type i 0-4-0T announced last year, is also to be offered as Deutsche Reichsbahn 99 5604, with Epoch III markings. The brochure has prototype pictures but an advance sample was seen.

To accompany the loco, there will be a set of two four-wheel coaches and a four-wheel baggage van from the Franzburger Kreisbahn with DR markings.

There will be a very limited edition (only 300) of the Harz 2-6-2T as 99 6001, weathered, in a wooden presentation case, and a new version of the Harz 2-10-2T in current condition.

The Harz six-window modernised bogie coach will be issued in a pack of two, one with a toilet; the models have queenposts and truss rods for the first time.

To mark 25 years of the Märklin Dealer Initiative (MHI), there will be a limited edition of the Spreewald 2-6-0T as a DR Epoch III machine.

The freelance four-wheel diesel with markings as a DR Kö comes in a starter set with a four-wheel open wagon and a four-wheel flat with side stakes, a circle of track, and a simple controller.

The digital start set features an 0-4-0T as a DR 99[5] with two four-wheel flats with side stakes, an oval of track, and an advanced Central Station 2 digital controller.


LGB Harz 2-10-2T. *LGB photos courtesy* MIBA.


LGB Harz coach

New versions of freight vehicles include a four-wheel insulated van with raised brake cabin decorated for the 'Lorenz Pfannenberg' brewery (Epoch I).

A set of five short four-wheel wagons (one flat, two opens, and two tank wagons) come with DR Epoch III markings.

Intended to run with 'Franzburg' as preserved, there will be a set of four four-wheel vehicles – coach, baggage, and pair of timber bolsters.

There will be a modified model of the Harz type Ow four-wheel open wagon without brake platform, supplied in a set of two, one with extended sides, with DR Epoch III markings. The variant with brake platform will be similarly finished.

The Harz four-wheel van is due as an Epoch IV fire-fighting train equipment van, and there will be a pair of four-wheel ballast hoppers for Epoch V.

The Sachsen bogie coach is proposed in red & cream as 970-501 as currently running on the Schönheide museum line, and in a twin pack in current Rügen green & cream,

Museum wagon for the year is a bogie lowside lettered for the DR carrying a large wooden 'Bühler' crate.

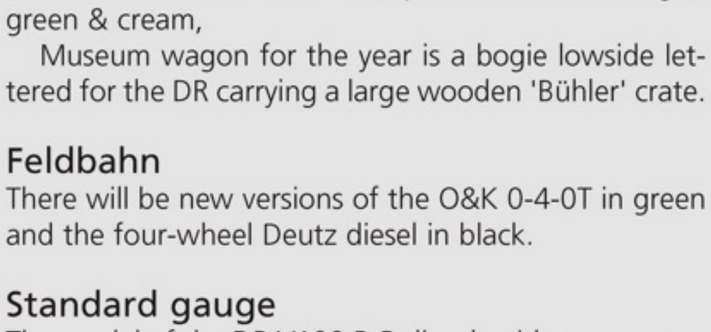
Feldbahn
There will be new versions of the O&K 0-4-0T in green and the four-wheel Deutz diesel in black.

Standard gauge
The model of the DB V100 B-B diesel, with two motors and digital sound, announced last year, is still listed as new.

Similarly specified there will be new versions of two Bo-Bo electrics, E10 in blue (Epoch III) and BR139 in green (Epoch IV).

To match, there will be an Epoch III set of four express coaches – one type A4üm61 first in blue, two type B4üm63 seconds, and a BR4üm61 second/buffet.

New versions of freight stock include a four-wheel insulated van with raised brake cabin used by the 'Weihenstephan' brewery, in Epoch III, as a limited edition, and a type Lgjs four-wheel flat carrying a 20' container with side doors in blue 'TFG' livery.


LGB RhB type R-w


LGB Harz type Ow

America
There is to be a new model of a streetcar in both Pacific Electric and Philadelphia versions.

A new model of the USRA 2-8-2 is being developed, with digital sound and smoke. It will come with lettering for five road names.

A typical caboose will also be offered with five corresponding sets of lettering.

The short caboose is listed lettered for the 'Lake George & Boulder; while the coach, combine, postal, and drovers' caboose will be allocated to the White Pass & Yukon.

On the narrow gauge, there will be a new version of the small Baldwin 0-4-2ST *Olomana*, now preserved.


Piko driving trailer

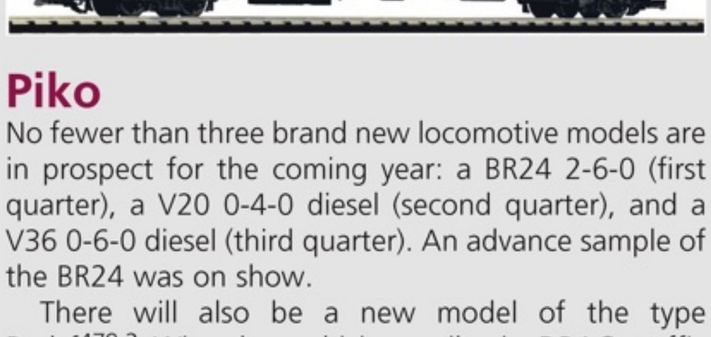
Piko
No fewer than three brand new locomotive models are in prospect for the coming year: a BR24 2-6-0 (first quarter), a V20 0-4-0 diesel (second quarter), and a V36 0-6-0 diesel (third quarter). An advance sample of the BR24 was on show.

There will also be a new model of the type Bndzf[479.2] Wittenberg driving trailer in DBAG traffic red Epoch V, with illuminated destination board. Internal lighting is an option (third quarter).

New versions include a BR64 2-6-2T in DR Epoch IV form (2); DB BR798 railbus and BR998 trailer with Epoch IV markings (1); BR199 Harz C-C diesel with Epoch IV markings (2); and a Taurus Bo-Bo electric in Epoch VI 'TX Logistic' black livery (3).

There is also new tooling for a pair of four-wheel flats with timber bolsters, initially with DR Epoch III markings. Illustrated with a prototype picture, they are due in the fourth quarter.

New tooling is also involved with two four-wheel flat wagons with brake platform, for DB Epoch III with two


LGB streetcar

coke containers (1) and DR Epoch III with two limestone containers (3).

New wagon versions include: four-wheel open with brake cabin DR Epoch III (1); four-wheel livestock wagon DB Epoch III (2); four-wheel tank wagon with brake platform 'Esso' DB Epoch IV (3); type Res-x bogie lowside in yellow DBAG Bahnbau livery, Epoch VI (1); type Res bogie lowside with side stakes in 'Press' blue (3); American reefer as 'Anker-Bräu' beer van, DR Epoch III (2).

America

A D&RGW start set features a 2-6-0, now with smoke and sound, plus a coach and a combine, a circle of track, and an analogue controller (2). The loco will be available separately in D&RGW black (1), Southern green (1), and Southern Pacific black (oil fired)(1); White Pass (3); and D&RGW in 'Grande gold' as a wood burner with a spark arrestor stack (3).

The 0-6-0 will be produced for Canadian National and AT&SF (both 1) and the Camelback 0-6-0 for AT&SF (2) and Pennsylvania (3).

The standard passenger car comes in D&RGW gold (2), Pennsylvania (3), and Santa Fe (3). There will be White Pass versions of the coach and combine (both 2) and a drovers' caboose (3).

New versions of freight cars are a hopper for NYC and UP (both 1); a box car for Western Pacific (2), Great Northern and State of Maine (both 3); a transfer caboose for PRR and ATSF (both 2); a tank car for ATSF (2); covered two-bay hoppers for Reading (2), PRR (2), and UP (3); flat cars carrying a container (new tooling) for Southern Pacific (2) and White Pass (3); and flat cars with side stakes loaded with wood for CN and WP&Y (both 3).

New tooling produces a highsided gondola for D&RGW (3) and ATSF (4), and a work caboose in ATSF (2), PRR (3), and Rio Grande (3) versions.

Pullman (ESU)

This company is new to G scale with a model of the Rhätische Bahn ABe4/4 40 series Bernina line railcar, in four different number and period livery versions from 1965 to the present. The model is weatherproof, of mixed plastic and metal construction, and slightly shortened to allow operation on 600mm radius curves. It has two motors, a digital decoder with sound, 50mm speaker, PowerPack energy store for continuity of supply, remotely controlled pantograph, and working lights.

Pullman (ESU) RhB ABe4/4 40 series



Pullman (ESU) RhB type Fd hopper





Regner RhB G2/3+2/2 No.25

There will also be a new model of the type Fd four-wheel ballast hopper introduced from 1965, for the RhB singly and in a set of three; there will also be a three pack, two Furka Oberalp and one Matterhorn Gotthard Bahn.

Regner

The major new item from this live steam specialist is Rhätische Bahn G2/3+2/2 Mallet tank No.25.

This is a superbly detailed model, incorporating innovative live steam technology (for example, Teflon valves and pistons). It is designed for optional radio control, and supplied as a kit.

Piko BR24



Piko V20



Piko V36



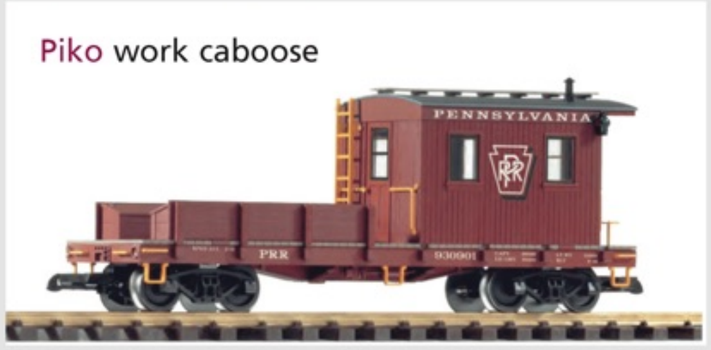
Piko flat wagons with coke and limestone containers



Piko gondola



Piko work caboose



Structures and scenics

Locomotives and rolling stock attract most attention, but there is more to a model railway, and structures, accessories, and scenic items form an important element of the products displayed in Nürnberg. The following survey is necessarily selective, and concentrates on railway-related items.

Faller

In HO, the main railway structure is 'Horrem', a modern DBAG station (due in June). There is also a kit for the platforms and accessories.

As a complete contrast, there is a small wooden halt with fence and ticket collector's hut (May). 'Tschappel' halt is similarly rustic (April).

Swiss fans will welcome kits for the timber-clad 'Litzirüti' station (April), plus suitable platform baseplates (March), and stone-built 'Ardez' station (January).

There will be a kit for a single track level crossing with boom gates (May).

An old steam crane with wooden body may find a place in the goods yard (June), and likely lineside industries are a silo with conveyor belt (September) and a modern high rack warehouse (May).

A track workers' *draisine* is included amongst the range of small accessories, along with telegraph poles, power poles, and workshop machinery (all April).

Standard shipping containers will come in packs of three – 20' 'Maersk', 'Maersk Sealand', 'Evergreen', 'P&O Nedlloyd', 'Hamburg Süd', and 'Hanjin'; 40' 'Maersk', 'Hapag Lloyd', 'P&O', 'Cosco', 'Hanjin', and 'China Shipping'.

New figures, in sets of six, often related to structure kits, include travellers on the platform, factory workers, teacher and pupils, balloonists and spectators, in the monastery garden, and beekeeping.

New structures in N are headed by 'Stugl-Stuls' station with separate toilet block (May). There will also be a kit for a branch line half-timbered loco shed and signal box (June), and 'Oberharmsbach' single track wooden loco shed (July)

The well-known elevated signal box at 'Dahlhausen' joins the range in June; there is also a set of signalmen.

Other figure sets include factory workers, employees, and visitors to an open air museum.

In Z, there will be a kit for 'Osterode-Süd' half-timbered station building (June) and a set of travellers (October).

New scenic products include additions to the selection of Premium trees – field maple, mountain ash, beech, oak, each c.140mm high. There will also be Premium kits for 120mm birch, 140mm oak, and 95mm plane.

In the regular range there is a pack of 30 deciduous trees c.130mm high, and packs offering three 150mm beeches, two 110mm oaks, or three 90mm planes.

New in the range of smaller plants are giant ornamental onions, grape hyacinths, orchid primroses, climbing roses, flowering bushes, and water melons.

There will be new landscape mats for a ploughed field and a field with wild herbs, plus scatter material for farm tracks.

Intended for selection in the shop is a pack of assorted embossed wall materials.





Faller HO Horrem station; *above* platform side



Faller HO Litzirüti station


Faller N Stugl-Stuls station



Faller Z Osterode-Süd station





Below: Pola G Guarda station. *Above*: Auhagen HO coaling stage. *Below*: HO destination indicator. *Above*: HO bridge extension. *Below*: HO tractor.



Pola

The Pola display was part of the Faller stand, as usual; the brand name is applied to G scale products, described in their own flyer. The items are weatherproof for outdoor use, and again all are noted as limited editions this year.

The main railway item is the Swiss metre gauge station 'Guarda' (June), and there will also be an octagonal water tower converted to a dwelling (October).

Accessories include wall and pillar mounted station clocks, a freestanding letterbox, and water hydrants (all April).



Pola G converted water tower



Auhagen

The main railway item in HO is an extension pack for the plate girder bridge (June); the oval stone-built bridge pillars will also be available separately.

For the loco depot there will be a coaling stage with crane (September), while an old destination display will enhance the platform (September).

A fitters' workshop and related accessories expand the modular industrial buildings range (June).

An interesting accessory is a small industrial tractor, which can be built with or without cab, and with pushing pad, fork lift, or snowplough (September).

New items for TT include a factory building (due in September and illustrated with a artist's impression and line drawing only at this stage).

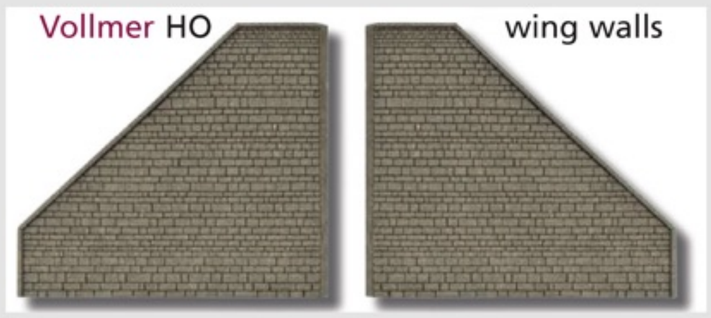
In N, there will be an octagonal water tower (June) and loading conveyors (as already in HO and TT) (June).

Vollmer

This brand is now part of Viessmann, and while there are no new structures there are plans to re-introduce kits with lighting or animated effects.

New are weatherproof 'stone art' tunnel portals, wing walls, and arcade arches in a material which looks like stone, feels like stone, and indeed is as heavy as stone.

There is also a range of textured sheets for various scales, including three styles of stone, two types of brick, slates, and hexagonal tiles.





Below: Auhagen N conveyors.





Auhagen N water tower

A range of sheets with cobblestones laid in fan pattern offers crossroad, corner, and T-junction pieces; plus drain grids and manhole covers as inserts.

Minitrix N Zeche Zollverein coal mine



Minitrix N branch loco depot. *Photo: courtesy* MIBA.



Märklin Z branch loco depot



Minitrix

Laser-cut structure kits in N in keeping with the 'Coal and energy' theme are offered to represent the Zeche Zollverein mine in Essen. This is a large installation, and comes in three parts, all as limited editions.

There will be a handy set for a branch line loco depot – single track shed, water tower, water crane, and coaling stage.

Four existing town house kits will be re-issued, including corner buildings.

Kibri HO Maienfeld station



Kibri HO Litzirüti station



Kibri HO Bw admin building



Märklin 1 signal box



Märklin

Laser-cut structure kits are offered in the smallest and largest scales.

In Z, there will be a branch line loco depot, similar to the Minitrix N offering, but including (static) metal models of the Klv12 *draisine*.

In 1, there will be 'Jägerhaus' signal box.

Kibri

Several familiar kits in HO are now offered with an interior lighting starter kit. These include 'Maienfeld' station, 'Litzirüti' station, and a loco depot administration building.

The Baden-Baden electricity substation is also offered with working lights.

HMB HO lineside hut



HMB HO small goods shed (rendered)





Above: Piko G station/depot

Piko

There are no new structure kits in HO, TT, or N.

In G, some American structures formerly sold as kits will be offered ready assembled – station/depot, church, shop, and two houses.

All Piko large scale structures are weatherproof and equally suitable for garden railways or indoor use. They are easy to assemble, realistically weathered, and mostly have doors that can be opened.

HMB (Huppertz Modell Bau)

These exponents of laser-cut card and other materials were sharing a stand again with Hobby Trade.

Several of the kits in the leaflet are repeated from last year, but there are some additions.

In HO – Warstein signal box; Warstein goods shed; 1930s brick-built signal box; outbuildings for signal box; sloping roof shed in either brick or rendered finish; weighbridge; lineside hut; and small goods shed in either brick or rendered finish.

In O – Warstein goods shed, weighbridge deck and hut.

Joswood

This professional layout builder has developed a considerable range of industrial structures, laser-cut from

HMB HO small goods shed (brick)



NMJ HO underbridge



NMJ HO bridge abutments



multi-coloured architectural card. They are claimed to be simple to assemble thanks to tab and slot design.

New in HO – side section of Leipzig Hbf. overall roof; KDA AL signal box from Bw Düsseldorf-Oberbilk; toilet block from Kräwinkel station; angled front four-storey town house and extensions in various finishes; town houses with balconies; bridge railings, tall brick wall.

For Sweden, there will be Linnefors station building and typical fencing.

N – wooden cooling tower; two and three bar industrial railings, access ladder with protective cage.

O – small station toilet block, tall brick walls, wooden fencing.

NMJ

Under the 'Skyline' name, NMJ offer a range of structures as complete resin models.

Strommen station building is to be produced in three different period versions, 1920-1964, 1964-c.1980, and after 2000.

Also proposed is a small underbridge in light or dark stone colour versions, with optional abutments.

Jeco

This Swedish company also produces complete resin models of local structures. New this year are Målerås station building, a typical small Swedish station building of wooden construction, and a typical rural wooden house.

Trinighellu

Under this name, Stadt im Modell has launched a range of Mediterranean models in HO, with the first releases depicting Corsican structures.

There are laser-cut card kits for the similar station buildings at Ajaccio (across the end of the terminal tracks) and Bastia (parallel to the tracks). These are quite substantial structures.

Also illustrated in the leaflet is the impressive viaduct at Vecchio, with lattice girder spans, tall stone piers, and a stone arch road bridge below.

More modest are kits for two- and three-bedroom wooden holiday homes.

Trinighellu HO Bastia station



Jeco HO typical Swedish rural house





Above: Trinighellu HO Ajaccio station

Jeco HO Målerås station



Jeco HO typical small Swedish station



NMJ HO Strommen station original



NMJ HO Strommen station latest



Joswood HO Linnefors station



Joswood O toilet block



Joswood HO KDA AL signal box



Joswood HO Kräwinkel toilets



Joswood HO Leipzig Hbf. side roof



Artmaster HO Rickmer lifeboat



MasterBox (Asoa) 1 bicycle



MasterBox (Asoa) 1 bicycle



Artmaster HO lorries



Artitec

Kits from this Dutch specialist are mainly resin, and feature complex single pieces, with extra small detail parts and etched accessories. They are superbly detailed, yet should be easy to build – the trick to the finish is in the painting, and thorough tips are supplied. The display models are always inspiring, and many of the items are now also offered ready-made.

Railway-related accessories new this year include three different types of rail-built buffer stop, a water crane, and a rack of fire irons.

The main new structure kits are the café 'De Satte' on a corner site with a back yard, and the 'Drie Konigen' chapel.

And more bicycles – you cannot have enough in a Dutch scene!

The buffer stops and bicycles are also proposed in TT and N, the cycles also in Z! In these three scales they are only supplied assembled.

Below: Artitec HO buffer stops







BuBi Model HO signal box



BuBi Model HO small station



Artmaster HO mobile workshop



Artmaster (Norbert Schuh)

The range is mostly military items, some railway-related, but marine subjects are also significant. Most are cast in resin.

As usual, there are many new items this year, including a modern German Rickmer lifeboat in both full hull and waterline versions.

New lorries include (left to right in photo) an Opel Admiral, a Phänomen II with ambulance body, a Steyr 1500 with metal cab and canvas-covered load area, and a Steyr 1500 with wood cab and ambulance body.

An Opel Maultier half-track is available equipped as a mobile workshop, with appropriate figures.

Other military models include vehicles for a searchlight battery, including the command unit and the compressor; and a mobile anti-aircraft rocket launcher. There is also a railway wagon with an anti-aircraft gun, a mini-submarine on a carrier, and a mini-submarine with torpedoes.

BuBi Model

This Czech concern has an extensive range of structures as laser-cut card kits, most offered in both HO and TT.

New this year are a small signal box and a small branch line station with wooden lean-to goods shed.

Weinert

As well as their well-known locomotive kits and detailing parts, Weinert also produces road and agricultural vehicles, and an increasing selection of small accessories.

New in HO are point lanterns which can be rotated and have working LED illumination.

Also new is a Wait board on a tall mast, with or without the bracket lamp, with or without Sh1 signal lamps, as a kit or assembled, in scales from Z to 1. (Not all options are available in all scales.)



Schreiber Bogen

have a huge range of printed card kits, depicting both historic and contemporary buildings, grand and vernacular, famous and commonplace, in many scales. There are a few items in railway modelling scales this year.

N (1:160) – a small village set, consisting of three different half-timbered houses and a small church.

HO (1:87) – the Mäuseturm at Bingen-am-Rhein.

1:50 (close to O) – American tuna fishing trawler 'Proud Mary'.

Asoa Pro Eins

New to the range of accessories for Gauge 1 (1:32) under the MasterBox label are figures of a man and a woman wheeling a bicycle.

A small gap in the well-known range of scatter and scenic materials is filled with the release of coke for N scale (in 200ml jars).

Also offered is a DVD with a complete set of detailed scale drawings from the archives for Bavarian passenger and goods stock in 1913. For each vehicle there are (usually) three elevations. The diagrams are not all to a consistent scale, but all are full dimensioned.

Viessmann

Among a large selection of electronic equipment and animated accessories are working signals and lights, which combine scale appearance with practical performance. New in HO is a signal bridge for colour light signals, supplied without the separately available signal heads but pre-wired for use with the Viessmann multiplexer control unit.



Above: Viessmann HO signal bridge
Left: Weinert various Wait board
Below: Weinert HO point lantern



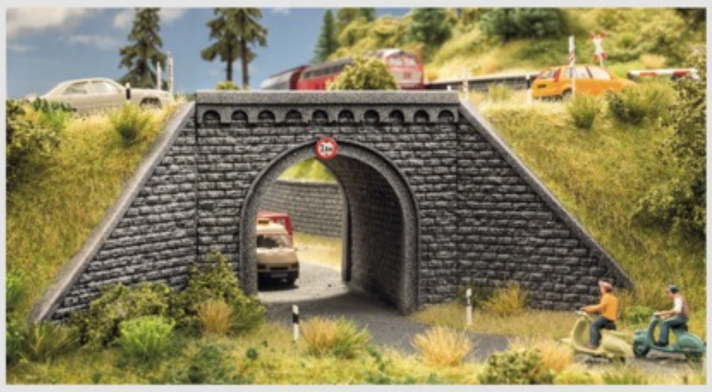




Above: Laimnau station. *Below*: underbridge.

Above: loco shed. *Below*: culvert.

Above: level crossing. *Below*: culvert. (All HO)







NOCH

The main theme for the new releases this year is "right and left along the tracks".

The main railway structure is a laser-cut card kit for 'Laimnau' station building (due in October).

There will also be a single track wooden loco shed with working (motorised) doors, and a level crossing with working boom gates, plus an adjacent crossing keeper's hut (both October).

In the textured hard foam range there will be three new underbridge/culvert kits (April).

Noch are the first major company to use 3D-printing for details and accessories. The initial selection offers a number of directly railway-related items – point and signal counterweight levers (in HO, TT, and N); in HO only – point and signal cable guides, Indusi track magnet, wheel brake blocks, track gauge, pallet truck, fire hydrants, platform barrows (also in TT and N), and grain scales (likewise)(all December).

There will be many new kits in the laser-cut minis series, some offered in multiple scales. The most railway related are a platform underpass cover; bridge railings; and a lineside hut. (September for most HO, February for TT and N.)

The deco scenes series offers a laser-cut small structure plus half-a-dozen figures and accessories. There are eight new themes including on the platform, at the kiosk, and construction site (July).

Already available are new HO figure sets of six, including passengers, sitting people, and pedestrians (two different packs of each, and all also in TT and N), shunters, track workers, railway construction workers, sitting workers, policemen (also in TT), East German policemen (also TT).

The DB personnel and the two sets of policemen in TT and N are also offered with one figure having a working (LED) light of some sort (September).

A mega economy set of 60 figures is due in July in HO, TT, and N.

Passengers, pedestrians, and sitting people are offered in a pack of unpainted sprues of 12 of each type complete with a selection of eight paints and three fine brushes. There will be packs of either 144 or 72 in HO, TT, and N.

Single figures come in a jar of 198 in individual plastic packets for retailers to sell separately (September).

On the scenic side, there will be a 175mm spruce tree with falling (and re-raising!) mechanism, in both HO and TT (June), and a 150mm old deciduous tree with a tree house in (HO, August).

In May there should be some Mediterranean trees in HO – 80mm and 90mm almonds; 115mm pine; and 100mm, 110mm, and 130mm cypresses.

Plantation trees (for orchards) will come in three rows of four in sizes to suit either HO/TT or N/Z (September).

There will be kits with enough plastic armatures and foliage to make 25 trees, either 80-140mm or 40-80mm (both June), plus single armatures for a beech and a lime (May).

Improved foliage mats in olive green, medium green, dark green, and medium brown are planned for April.

There will also be a *Natur+* landscape mat representing a recently ploughed field (April).

New packs of grass tufts will offer 42 pieces, either 6mm or 12mm, in green, field plants, and red and yellow blooms (June).

For those who want to do their own weathering there will be rust paint (April).

Pre-cut cork trackbeds are proposed for HO, TT/HOm, and N, including dedicated items for Märklin K track (May).

In September there will be a new model landscaping guide book (120 pages) to assist with building the 'San Sebastian' HO layout, in both German and English language versions.









Above: point counterweight. *Below*: brake shoes.

Above: signal counterweights. *Below*: track gauge.

Above: cable guides. Below: platform barrow.









Busch HO coal stockpile



Busch HO beans, rhubarb



Busch HO beans, rhubarb

Busch

Most of the new structures are for 'Buschheide' village, and the 'Heididorf' Swiss village theme, and not of direct railway relevance.

There will be a coal stockpile, with a stockade made from old sleepers, two lamps (non-working), and a crane.

Also scheduled is a kit for five 197mm telegraph poles, and a modern AEG street light with double lamps, 82mm tall, working.

For enhancing textured sheets there will be mortar paste.

There will be a new range of loads for common HO wagons: coal for a four-wheel open, and for four-wheel flats or lowsides: four cable drums; rusty steel reinforcing mesh; concrete slabs; large wooden crates (DB and DR versions); and Gmeinder 15/18 Feldbahn diesel (dummy).

The Gmeinder is also used a mini scene in terminally rusty scrap condition with a skip on a length of track.

In TT and N there will be single and double track stone tunnel portals.

In TT there will be straight and curved single track level crossings with boom arms.

New scenic products include A4 size groundcover mats with mixed 1mm fibres in spring green/yellow green, spring green/summer green, and spring green/grey green.

Additions to the range of HO flowers include: 18 lupins, 24 sunflowers, 36 roses, 44 dahlias, 70 tulips, and 70 oxeye daisies. The *Natur pur* range gains packs of 10 rhubarb plants and 18 runner bean plants on three frames.

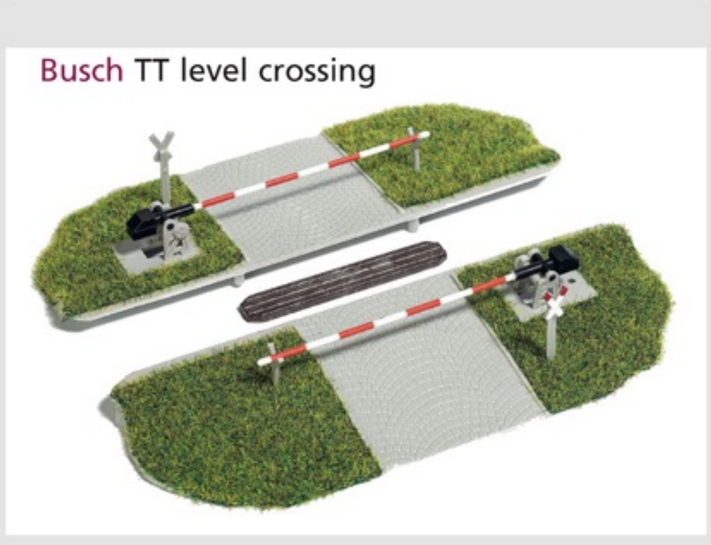
There will be packs of five small bushes in spring or autumn colours.



Busch HOf scrap scene



Busch TT, N tunnel mouth



Busch TT level crossing



Busch HO telegraph poles

Heki

Instead of the traditional display model of a castle as the impressive centrepiece, this year the stand was dominated by a massive towering skyscraper.

New for O scale is natural stone ballast in granite, basalt, and light porphyry.

Loose scree stone suitable for O or HO is offered in granite, basalt, and quartz.

There will be new cobblestone sheets for O scale.

As to greenery, there will be a pack of two 140mm wild pear trees.

Trees are to be offered in presentation packs – a dozen deciduous 110-130mm, two each of six types from the Super Artline range, and forty firs, ten each







Busch HO loads *Above*: coal. *Below*: crates.

Above: cable drums. *Below*: concrete slabs.

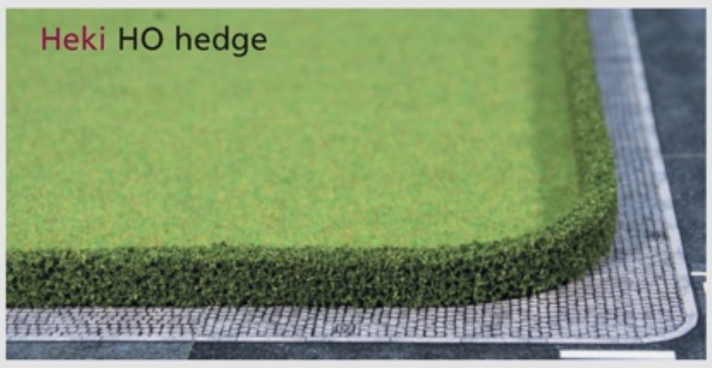
Above: steel mesh. *Below*: Feldbahn loco.



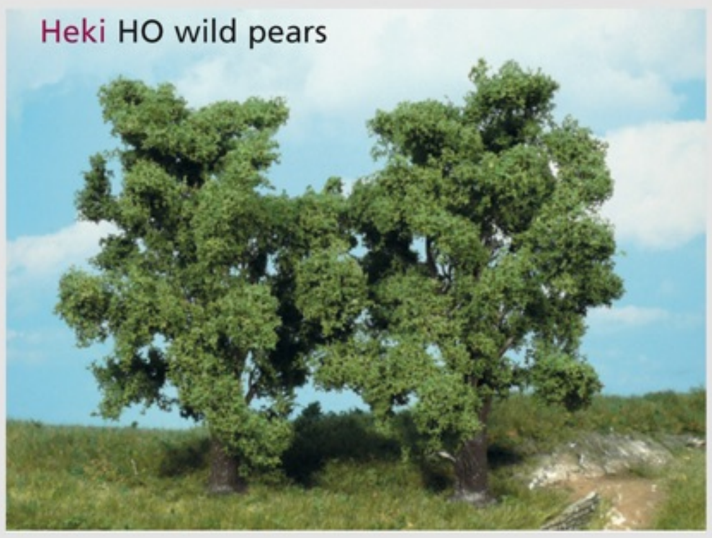




Heki HO hedge



Heki HO wild pears



Heki HO silver firs



50, 70, 90, 120mm).

Silver firs come in sizes for HO and N – packs of ten 90-140mm and twenty 50-90mm.

Shop dispenser packs offer ten of each of three types of 110mm deciduous trees packed individually, or thirty assorted 50-90mm firs in twos and fours.

Fir trees for larger scales (O, 1, G) come in 230mm, 280mm, and 380mm heights.

There are additions to the range of super realistic foliage covered hedges, both 12x7mm and 25x7mm sizes, in packs of two 500mm long strips: berberitz, liguster, and thuja.

There will be a shop dispenser pack of 36 340mm x 240mm grass mats, in three different colours.

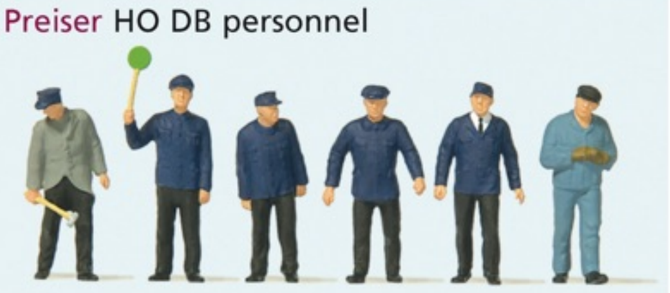
Jordan

Noted for their ready-made trees and other foliage products, new this year are two HO 180mm birches.

Jordan HO birches



Preiser HO DB personnel



Preiser

Although several other companies have added figures to their product ranges, Preiser remain the specialists, and the market leaders. In addition, some accessories and vehicles are produced.

The programme this year seems significantly smaller than usual.

HO sets – steam loco footplate crew, Epoch III; travellers on the platform; quarry workers; passers-by in summer clothes; on the country pavement; street cleaners; furniture removers; family outing. There is also a beer garden theme, with four sets of (mostly) seated figures and one set of standing, plus a couple of single figures.

On a shopping theme there are shoppers, shoppers with trolleys, and in the bookshop. Bookshelves and books are available as accessories.

Individual figures include a couple; a couple posting a letter; a fireman sweeping up; and a policewoman.

In the economy series there are DB railway personnel for Epoch III; travellers (also Epoch III); at the railway station; and passers-by.

In the farming series there will be a Deutz D6206 tractor with front lift forks, a muck spreader, and a muck pile.

No new figures are listed for TT, N, Z, or 1.

In 1:24 there will be individual representations of Angela Merkel, Sigmar Gabriel, and Horst Seehofer.

In G (1:22.5) there will be male and female wind surfers; three women at leisure in the garden; and three women in the office.

Preiser HO DB steam loco crews



Merten figures were shown on the Preiser stand as usual, in a separate display.

The only new item this year is a set of chimney sweeps for HO.

Ladegüter Bauer

All loads are realistically weathered, and the rusty steel effect is a particular trademark. Real wood packing is another frequent feature.

Most of the new items for N are for putting on bogie flats: a modern loco body under a tarpaulin; assorted scrap; scrap lattice posts; rectangular pipes; bent steel plates; a large flanged pipe.

In HO, the emphasis is on various steel products such as pipes, girders, slabs, and mesh, while things like planks and sacks are ideal for flat wagons with stakes.

The introductions include for bogie flats – old jeeps and artillery under tarpaulins; concrete components; steel girders; and fabricated steel components

For heavy duty bogie flats – mixed box sections.

For long wheelbase four-wheel lowsides – steel supports; excavator buckets; and a ship's diesel.

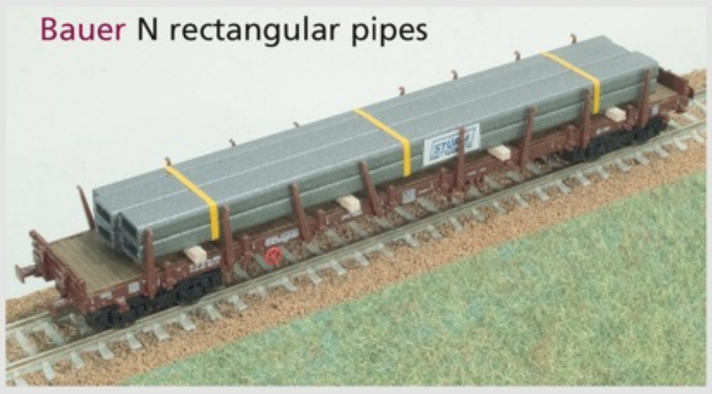
In O, for four-wheel open wagons there is scrap metal and old metal drums, while a special weathered old pipe is intended for a long wheelbase four-wheel lowside.

For heavy-duty bogie flats – pairs of sandstone and marble blocks, stacks of timber and planks, an old ship's diesel, old scrap pipes, girders, steel coils, oversize steel plates, and two sets of steel construction components.

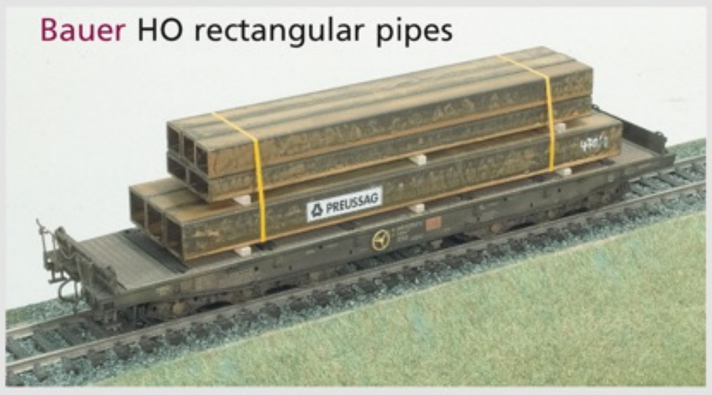
Bauer N bent steel plates



Bauer N rectangular pipes



Bauer HO rectangular pipes



Bauer HO steel fabrications



Bauer HO excavator buckets



Bauer O scrap



Bauer O old pipe



Eisenbahn Kurier – Special 116
NE-Bahnen 2015

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Lörracher Straße 16, D-79115 Freiburg, Germany
www.eisenbahn-kurier.de
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German text ref.7009
ISBN 978-3-8446-7009-7

Many locomotives previously owned and operated by the state-owned Deutsche Bahn AG (DBAG) have, following withdrawal, found a new lease of life with private operators (non-state-owned, or NE-Bahnen). This publication offers an up-to-date account of all the former state-owned motive power now in use with these operators in Germany. It is worth noting that a number of these private companies have restored their new acquisitions in the colours of their former state-owned operators, such as Deutsche Bundesbahn (DB) classic crimson red or ocean blue & beige or Deutsche Reichsbahn (DR) Bordeaux red and ivory.

The work is arranged in chapters according to locomotive type, after the first section gives the background to these former state-owned machines and how their sale was made possible: until the ban was lifted in 2011, ex-DBAG motive power could not be sold to private operators. There is a full list of the private operators with abbreviations used.

The second chapter covers electrics. There are brief technical details of the locomotives together with a list showing their current number, their original DB or DR number, and their owner. Classes now with private operators are 103, 109, 110, 139/140, 142, 143, 151, 155, 156, and 194.

The third chapter deals with diesels and this is by far the largest section of this publication. In the same format there are classes V100 (from both DB and DR), 214 (rebuilt ex-DB 212s), 215/225, 216, 217, 218, 220, 221, 228, 229, V300 family (DR), V320 001 (DB), 236, V75 (DR), 280, V90 family (DB), Kleinloks of groups I, II and III, and V60s (again from both DB and DR).

Perhaps surprisingly, the next chapter covers steam locomotives and features examples of classes 01^5, 03, 50^{35}, 52^{80}, and 99 (narrow gauge).

The next section features units and railcars, and features classes 601, 628/928, 670, 771/772, 795, 796, and 798, as well as narrow gauge 187, all of which are diesel powered, plus the class 403/404 'Donald Duck' electric train being refurbished for National Express Rail.

The final chapter focuses on diesel and electric motive power from countries outside Germany now in service with private operators there, for example Danish class MY NOHAB diesel-electrics, ex-ÖBB class 2143 diesel-hydraulics, and the narrow gauge 199 018 of the Sächsische-Oberlausitzer Eisenbahngesellschaft (SOEG), formerly 87-0029 of the CFR in Romania.

This is highly recommended as the perfect complement to the EK special on DBAG stock for those who want the full picture of current motive power in Germany. Whilst a good knowledge of the language



will be required to get the most from this publication, the pictures alone (over 130 in all, all well reproduced) more than adequately show the varied and changing scene. It should appeal to all those with an interest in present-day German railways.

Colonel Péchot: Tracks to the Trenches

by Sarah Wright

Birse Press, Burnside, Aboyne,
Aberdeenshire, AB34 5ES.
295mm x 215mm 264pp
Hardback £36.75
ISBN 978-1-901023-01-5

This thorough account of the life and work of Colonel Prosper Péchot is timely given the interest in the First World War generated by the hundredth anniversary (the book was published in 2014), though much of the subject matter actually pre-dates that conflict.

In the wake of the Franco-Prussian War of 1870-1, Péchot (a junior artillery officer) was keen to ensure that France would not be similarly defeated again. His idea was to use recently developed agricultural light railways to supply troops in the field, with equipment specially designed to carry the heavy loads and volume of supplies that would be necessary. Although his system was in part diverted by the military hierarchy to supply the network of permanent forts which were the approved means of national defence, it later came into its own when the conflict became embroiled in trench warfare. The light railways could be placed, repaired, replaced, and advanced as necessary – and withdrawn with equal facility when the need arose.

Longstanding readers may remember a series of articles by Mrs Wright in CM (July, September, and December 1994 and May and July 1995) which might be seen as a partial forerunner to this fuller work, although they are not mentioned in the otherwise expansive acknowledgments.

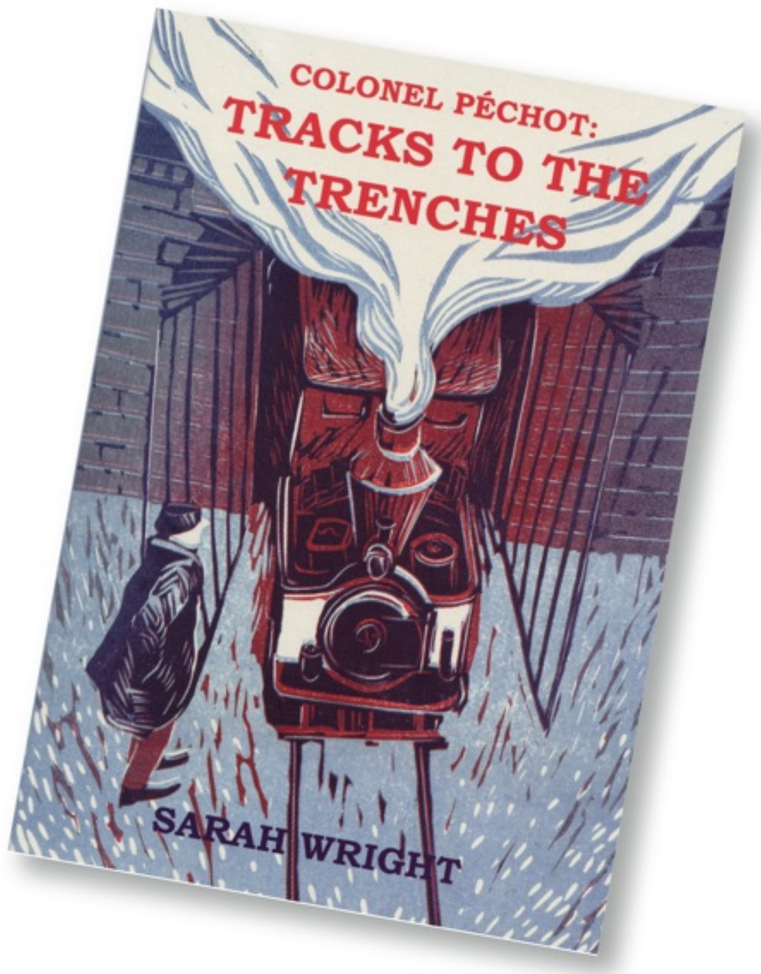
Specific sources are listed at the start of each section, rather than in footnotes or appendices as might be found in similarly academic studies, but as this is hardly a work to be read as a continuous narrative this is no great distraction.

Although devoted principally to Péchot and the French equipment, to set this in context the work concludes with some consideration of the narrow gauge railway equipment used by the other Allies, and the German military – who had not been slow to see the value of Péchot's proposals and developed their own version.

The work is illustrated with a large number of period engravings, diagrams, maps, scale drawings, and photographs (naturally all black & white bar two tinted images on the back cover), all reproduced as well as the originals will allow, and generally quite large. Many of the illustrations are from the collection of Péchot's grandson. Happily these do not seem to duplicate those in the excellent paper of February 2011 by Véronique Goloubinoff of ECPAD (the French defence ministry's photo collection, historic and contemporary).

The presentation is straightforward, with a relatively large type size and leading which not only makes it easy to read but also gives an attractive, open look.

Although British, American, and German equipment was quite widely dispersed after the First World War



and so became quite well known and documented, even in France Péchot and his contribution were largely forgotten: this book does much to redress that omission.

Anatomy of a Narrow Gauge Baldwin

by Peter Manning

Published by the author,
Coromandel Valley, South Australia 5051,
and Camden Miniature Steam Services,
Barrow Farm, Rode,
near Frome, Somerset, BA11 6PS.
www.camdenmin.co.uk
210mm x 273mm 92pp
Spiral bound £21.95
ISBN 978-1-909358-11-9

Having dealt in detail with the two K class Garratts for Tasmania and the unique D class Garratt of the Darjeeling Himalayan Railway, skilled draftsman Peter Manning has turned his attention to a rather less complex and more typical narrow gauge locomotive: Baldwin works number 37399 of 1911, a neat little 2' gauge outside frame 2-4-0 built for the Tramway Cantareira near Sao Paulo, Brazil, as their No.2. In 1958 it was sold to a sugar mill, the Usina Monte Alegre, becoming No.4, and in 1961 it moved on again, to the E.F. Perus – Pirapora, operated by a cement company, as No.17; it was in service until 1983, remarkably. It has now been preserved.

The publication examines the design and construction of the locomotive through a series of intricately detailed CAD drawings, developed from the builders' originals and other information, which present the machines as a 'solid model', with some use of colour for clarity. There are not just conventional elevations but also isometric projections and cutaways which show just how the various components are assembled. They show the locomotive broken down into various sections: the basic frames, the cylinders, the wheels, rods, and motion, the brake rigging, the boiler, and the cab. There are also line drawings of individual parts, with imperial dimensions. Variations

Locomotives International Annual No.1

Edited by Iain McCall

Mainline & Maritime, 3, Broadleaze, Upper Seagry, near Chippenham, Wiltshire, SN15 5EY.
www.mainlineandmaritime.co.uk
290mm x 215mm 84pp
Softback £9.95
ISBN 978-1-900340-31-1

This is the first annual from the long-established *Locomotives International* magazine and takes the reader on a tour of railways around the world. It features fascinating and diverse subjects both historical and current, from the Baltic to Bolivia, from Cuba to China.

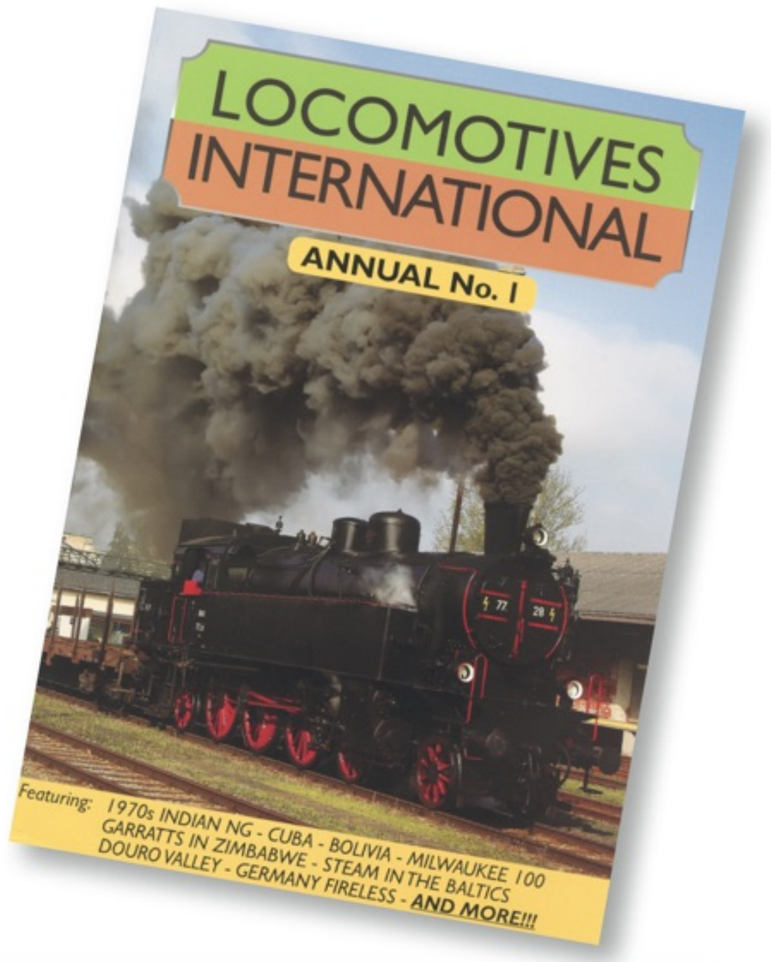
Specifically, the chapters are: Indian narrow gauge in the 1970s; Milwaukee electrics 100; active fireless steam locos in Germany (in 2013/4); cruising the Douro (in 2013); the Indian summer of steam on the Antofagasta (Chile) and Bolivia Railway; Trans Siberian 2014; Cuban steam in the 1980s; Baiyin – home of the last steam passenger service? (in China, in September 2011) (omitted from the Contents list); Garratts in Zimbabwe (in 1978); steam and heritage railways of the Baltic states; Ad's ventures (assorted photos by Ad van Sten); a German *Fakultativwagen* in the Soviet forests (with scale drawings); to Switzerland by rail (in 2014); the Harz and its Nordhausen neighbour (1998).

Contributors include noted enthusiasts such as Allan C.Baker, Phil Barnes, Roger Darsley, Tony Olsson, David Scotney, Ian Thomson-Newman, and Nick Tindall.

The Annual has been produced in response to requests from readers of *LI* for 'more of the same' which was not practical within the constraints of the regular magazine. On that basis, it does not disappoint. It is primarily a vehicle for a good collection of varied and interesting photos with long, informative captions rather than an opportunity to publish articles which might have been too large for the magazine.

The presentation is straightforward, with the photos as large as possible. The majority are in colour, and the standard of reproduction is very good.

If you already know *LI*, then you are certain to like this Annual; if you are not familiar with the magazine, the Annual makes a good introduction. With its worldwide scope, it is virtually the prototype equivalent to CM.



Narrow Gauge common carrier railways of the former Soviet Union

by Paul Engelbert

Frank Stenvalls Förlag,
Box 17111, SE-20010, Malmö, Sweden.
www.stenvalls.com
295mm x 215mm 224pp
Hardback £32.65
ISBN 978-91-7266-188-2

This book sets out to provide an introduction to the narrow gauge scene in the former Soviet Union, which remains something of a mystery, with very little published in any language, for obvious reasons. Narrow gauge railways, of various gauges, were widely used. The earliest examples, in the Tsarist era, were mostly built as tentative extensions of broad gauge routes and eventually widened as traffic developed. Some were built as narrow gauge due to the demands of the terrain, others because traffic expectations were moderate in rural areas. Some served agriculture, forestry, and industry, where light construction and economy of operation were major advantages.

Following a change in the law in the late 19th century, feeders to the main network were built, especially in the Baltic states and the Ukraine; a few remain in use even today. German military field railways, from two world wars, were in some instances taken over and used as common carriers. On the island of Sakhalin, in the far east, the railways had been built to 3'6" gauge by the Japanese and had much more the appearance of a main line. Perhaps we should not be surprised that in such a large territory there should be so much variety.

This book concentrates on the common carriers, documenting around fifty lines in terms of historical background and operation, as far as possible. Border changes over time make the history of some lines complex, and the Soviet policy of secrecy regarding all railways has not made information easy to find.

Chapters cover the railways of the NKPS (after 1946, MPS, the ministry of railways); main lines and branches; the First Russian Company of Feeder Railways; the Moscow Company of Feeder Railways; local feeder railway companies; former German field railways; new railways in the Baltic after the First World War; West Ukrainian lines absorbed after 1944; the virgin lands development railways of the mid-1950s; the Zabaikal railway; and South Sakhalin.

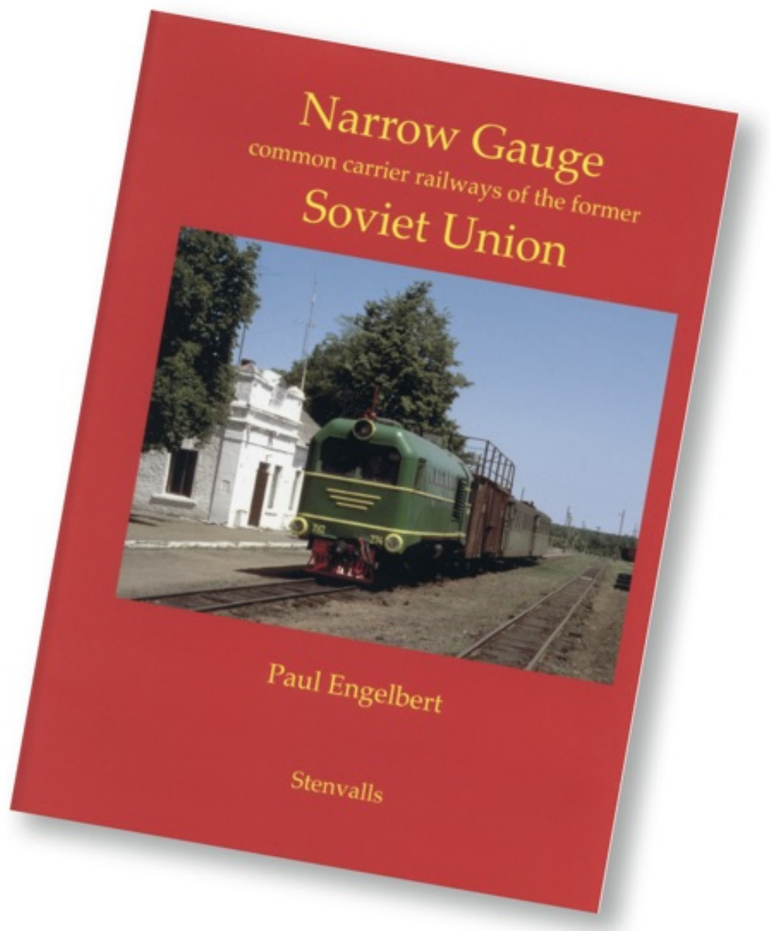
The text is supported by a fine collection of photos, the earlier images naturally in black & white, but with a fair amount of colour; all images are well reproduced, many to a large size. A high proportion of the recent shots are by the author, who has clearly travelled widely in pursuit of his interest.

A series of specially produced maps (always a Stenvalls speciality) sets the routes and locations in context. Old maps, timetables, and tickets are also reproduced.

There are no scale drawings of locos and stock, and no technical details, as the author asserts this information is now readily available elsewhere. Quite a variety of steam locos is depicted, until the type 157 (or Sh) and Gr 0-8-0 classes become standard. In the diesel era, TU2 and then TU7A types dominate.

The work is rounded off with a list of abbreviations, an explanation of the transliteration of Cyrillic characters, sources and references, and an index.

The book can be obtained in the UK from specialist booksellers such as Camden Miniature Steam Services, or can be ordered direct from the publisher at the above address: major credit cards and sterling cheques are accepted. Postage and packing is extra.



over time (chimney, cab, tender, etc.) are fully documented. Several scales are used, to suit the level of detail required and the size of the page. In all there are over 150 CAD drawings.

The maps of the Monte Alegre and Perus – Pirapora networks have been over-enlarged so that the lines are not sharp, but the sense is clear enough and anyway they are peripheral to the depiction of the locomotive.

Where this book differs from the author's previous offerings is that there is a lot more about the history of the specific locomotive (provided by Nicholas Burman), necessary and welcome because it is not as well known as the earlier subjects, though as a typical Baldwin product of the period it may have a wider appeal.

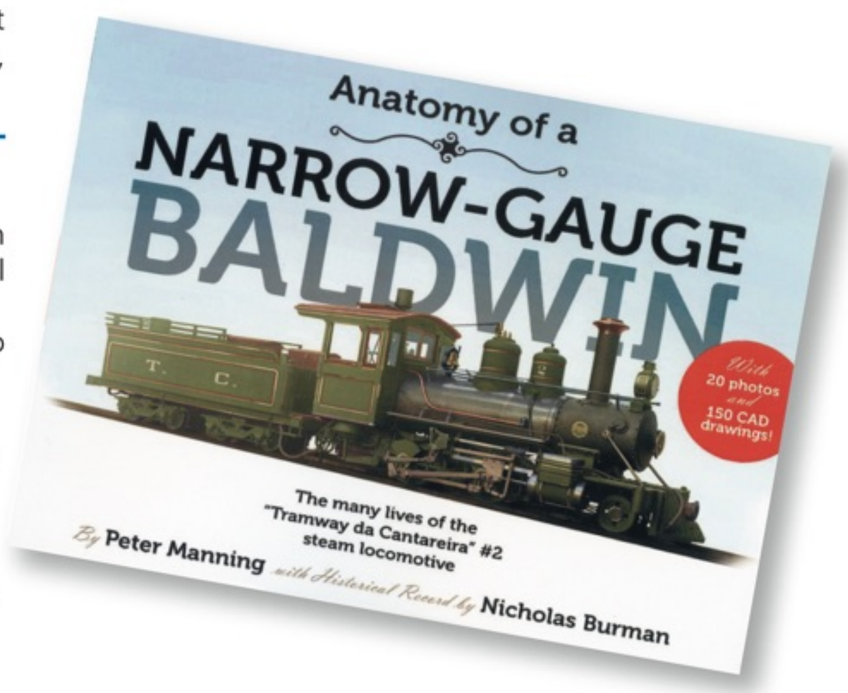
There are also rather more photos (around 20) than in the earlier works. The ingenious and tasteful colouring of the works photo is noteworthy.

The original specification document is also reproduced.

The pages are spiral bound, within plastic covers.

For anyone wanting to model this loco, in any scale, this publication should be of invaluable assistance.

The book is available from Camden Miniature Steam Services, Barrow Farm, Rode, near Frome, Somerset, BA11 6PS. Note that the price quoted above does not include postage & packing.





Video-Kurier 117

Eisenbahn Kurier *DVD c.120mins ref.8517*

The main topic of this programme is this programme is "Das Mädchen für alles in Ost und West" (the maid of all work in East and West), the Class V100 diesel-hydraulic locomotives of the Deutsche Bundesbahn (DB) and the Deutsche Reichsbahn (DR). Coverage begins with ocean blue & beige liveried DB 212 138 hauling the *Gläserne Zug* (glass train) and then we move to the Bayerische Eisenbahn Museum (BEM) in Nördlingen where we see 212 284-4. This is followed by archive film of the DB prototype V100 001 being turned on a depot turntable with further scenes of the locomotive at the head of both passenger and freight services.

Preserved V100 1365 is now based at the BEM and is shown in action out on the main line with a rake of four-wheeled *Donnerbüchse* (Thunderbox) coaches. There are scenes of the train from inside the driver's cab and from the lineside. Next we see DB 212 202-7 in ocean blue & beige livery moving on and off the turntable at Bw Bebra. Orient red livery is featured next as we see 212 079 departing on a train formed of Silverfish coaches at Gottenheim. Another orient red liveried example is shown on a freight service before 213 334 is seen at work with a passenger train on the Rennsteigbahn. There are scenes filmed from the driver's cab and from the lineside.

The Eisenbahn Gesellschaft Potsdam is a private company with former DB V100s and two examples are shown double-headed on a heavy freight. The leading locomotive carries EGP livery whilst the other is still in DB ocean blue & beige.

This is followed by archive film of DR V100s, showing the locomotives under construction at Hennigsdorf and more recently on local passenger and freight services on the lines of the former German Democratic Republic. There are scenes filmed from the lineside and from within the driver's cab and 204 822 is seen on a heavy freight. Also shown is the farewell run of the class 204 locomotives in May 2009.

Next we see the Löbauer Eisenbahnfreunde's preserved ex DR 112 231 in original Bordeaux red livery. Here again there are scenes filmed of the train from the lineside and from within the driver's cab.

At RAW Stendal we see a number of ex DB and DR V100s being renovated/rebuilt for further use with private operators, including ex DB 212 370. A completely new sub-class of V100 has since emerged in the shape of the BR203 for shunting duties and an example is shown in the latest Deutsche Bahn AG traffic red (*Verkehrsrot*) colour scheme.

In use with DB Netz Notfalldienst are fifteen ex DB V100.2 (after 1968 BR212) locomotives for hauling the tunnel rescue trains on the *Neubaustrecken* (new build lines). An example is shown on one of these trains in the red livery.

Our next topic is the BR01 event at Neuenmarkt-Wirsberg where we see a number of double-headed specials over the Schiefe Ebene hauled by both ex DB and ex DR BR01 Pacifics, including 01 1533, 01 1075, and 01 202. Also seen are a BR64 2-6-2T and a Prussian P8 4-6-0, both of which are used for banking. There are many scenes of the trains filmed from the lineside and the sound effects as they tackle the gradient of the Schiefe Ebene towards Marktschorgast are excellent. The highlight of this event is a triple-headed working with three 01s!

The next sequence covers the BR420 S-Bahn units with the first run in preservation of 420 001 in original DB pebble grey & orange livery in München. There are scenes of the units in normal day-to-day S-Bahn service, including scenes filmed at Frankfurt-am-Main and inside a maintenance depot where wheelsets are seen being examined. Another unit is seen passing through a carriage washing plant.

We then move to Bw Weimar, now a railway museum. Here we see DBAG electric 180 008 on the depot's turntable and this is followed by film of the 180s at work, double-headed on heavy freight services along the Elbe valley line from Dresden to the Czech Republic. Examples of the Czech Railways (CD) classes 371 and 372 are also shown in action, filmed from the lineside on heavy container trains. A BR180 is also seen on the *Berlin-Warschau-Express* service.

We next see *Plandampf* action with a Frankfurt-am-Main to Berlin D-train hauled by two ex DR 01 Pacifics, both fitted with the large Wagner smoke deflectors. There are scenes filmed on the leading locomotive's footplate and on departure from Gotha. Stock is green & cream liveried DR Halberstadt coaches. Further scenes show the train at speed filmed from the lineside, and arriving in Berlin.

In the *Bahn News* section we take a look at the InnoTrans exhibition in Berlin in September 2014 where a number of new rail vehicles are seen, including the latest Siemens Vectron electric locomotives and 631 001, the first of a new type of diesel railcar for DB Regio. On the *Neubaustrecke* Halle – Erfurt we see an ICE test train, and preserved Pacific 001 180-9 is shown being prepared at BEM Nördlingen prior to its first outing on the main line after fourteen years of restoration.

In the *Rückblick* section we see archive black & white film of railways along the banks of the Bodensee with S3/6-hauled passenger trains and ferries plying the lake.

The Bonus section offers Video-Kurier 45 from 1999 and this features: Spring in the Werratal; The Class 605 ICE-T diesel units; new Regionalbahn multiple units; Steam in the Czech Republic; and Farewell to 91 134. Running time is 60 minutes.

There is a little background music but it is not at all intrusive.

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



Schwer – und Sondertransporte

Eisenbahn Kurier – Bahngeschichte *DVD c.58mins ref.8299*

Everything which is larger, heavier, or more dangerous than normal is classified as Schwer– oder Sondertransport (heavy or special transport). Wagons carrying liquid molten steel and heavy transformers are well-known. Less well-known is the transport of trams and other rail vehicles.

The programme begins with green-liveried preserved ex-Deutsche Bundesbahn electric E40 128 hauling a train consisting of two fireless steam locos, and then we see DBAG 140 423-5 in ocean blue & beige pulling away with a train formed of one goods van, a support coach, and a heavy transporter wagon. This is followed by film of a transformer being prepared for transport by rail; a traffic red DB Schenker BR232 diesel-electric hauls the train at walking pace out of the factory complex en route to Bremen.

In the Erzgebirge in former East Germany we see two ex-Deutsche Reichsbahn diesel-hydraulics in multiple, a V100 and a 228 (leading), both in original DR Bordeaux red livery, working a couple of support coaches and a transformer-carrying wagon. There are many scenes of this train from the lineside. The train is heavy and the sound of the two locos working hard is impressive. Later the train is seen near Aue with the V100 leading.

Next film from 2012 shows orange-liveried DR 0-8-0 diesel-hydraulic shunter 106 992-1 with another transformer, bound for Thalheim. We see the train being assembled and a DR 2-10-0 50 3616-5 as the leading loco, with the 106 tucked in behind. Further scenes show the train en route, with the BR50 working tender first.

Coverage of even heavier loads includes archive black & white film of heavy bridge sections being moved in the steam era and Krupp-built steam locomotives being moved out of the factory and being loaded onto ships for export to Indonesia. This is followed by archive colour film showing the transport of liquid molten steel in so-called 'torpedo' wagons behind both steam and diesel traction. There are also scenes of these wagons being unloaded at the steel works.

A train load of timber and metal girders is then seen behind a pair of BR232 diesels, with 232 263-4 leading, followed by scenes of DR steam locomotives on heavy tipper and bogie hopper wagons, filmed from the lineside and on the footplate. Archive DB colour film shows double-headed BR44 three-cylinder 2-10-0s on heavy ore trains along the Rheine-Emden main line.

Bundeswehr (German Army) military vehicles in the shape of Leopard II tanks are then observed being loaded at Nabburg, on the line from Regensburg Marktredwitz, for movement to Hannover. The train is later seen departing hauled by two traffic red BR232 diesels, the leading one being 232 330-1.

Heavy bogie ore wagons on the move are shown again in archive DB colour film of double-headed ocean blue & beige BR151 electrics with automatic couplings working to and from the Saarland. More recent footage shows the class in use with DB Schenker in traffic red working along the Mosel Valley line and their replacement, the BR189s, are seen working these trains along the Rhine Valley and at Köln.

At a nuclear power station we see a generator being moved out of the complex behind DB diesel-hydraulic 212 094-7 in traffic red livery. There are scenes filmed from the lineside and from the cab. The train is made up of a support coach and one generator carrying wagon. We see the generator being moved on a low loader by road to its final destination, the Siemens factory in Nürnberg.

The programme closes with a look at two fireless locos being transported from Germany to Schaffhausen in Switzerland. We see the careful loading of one of them by way of ramps onto a low-floor wagon.

A certain amount of background music is used on this programme but this not too intrusive.

The DVD is rounded off with approximately 40 minutes worth 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



Autotransport Gestern und Heute

Eisenbahn Kurier *DVD c.58mins ref.8341*

For almost as long as there have been motor cars, they have been transported by rail. At first only on converted flat wagons, later by specialised vehicles on passenger services and when new in vans. This programme shows the history of this form of rail traffic in Germany and into its neighbouring countries. Fascinating scenes of *Autoreisezug* (motorail) services are shown, including archive colour and black & white Deutsche Bundesbahn (DB) film from the 1950s, 1960s, and 1970s.

The programme begins with scenes of five separate double-deck car carrying trains, hauled by both privately-operated and DB Schenker electrics. We also see diesel traction on these trains with an ex DR 'Ludmilla'-hauled service en route to Cuxhaven in northern Germany and white 223 158 belonging to the PCT company is shown at the head of loaded car carrying wagons between Bremen and Bremerhaven.

At the Volkswagen factory in Wolfsburg we see 'Up' cars being prepared for transport by rail, and then we see a Werk Stendal refurbished ex DR V100 diesel-hydraulic hauling a train load of new cars in VW's yard.

This is followed by a short archive black & white film from DB showing the *Autoreisezug* services. We then return to the present day to see a Deutsche Bahn BR120 electric hauling a passenger service with double-deck car transporters attached.

At Hamburg-Altona station we see cars being loaded onto an *AutoZug* train hauled by black liveried MRCE electric ES 64 U2-030. The train consists of coaches, sleeping cars, and double-deck car transporters and further scenes of this train are shown from the lineside en route to Austria. Inside the train we see the sleeping accommodation and a family is served breakfast.

This is followed by another black & white archive film, this time showing cars being loaded and unloaded into converted bogie vans.

At Berlin-Wannsee the DB *AutoZug* station is shown with motorists arriving in their cars. We see them driving their vehicles onto double-deck car transporter wagons. Passengers are interviewed, giving the reasons why they preferred to take the train rather than drive. We see the service depart at night and DBAG electric 101 002 is seen later at the head of the train the next day filmed from the lineside. Sadly, *AutoZug* services from Berlin-Wannsee have now ceased.

Back at Hamburg-Altona station another *AutoZug* service is seen being loaded with motorcyclists and then more archive film is shown, partly in colour, partly in black & white, showing car carrying services on the former Deutsche Bundesbahn. The black & white film sequence is from the 1950s and shows 41 207 arriving at Hamburg-Altona. Cars are seen being unloaded, including motorists from Norway, Denmark, and Switzerland, whilst the colour film shows cars being loaded in the 1970s. We also see a BR110 electric at the head of an *Autoreisezug* service and the train is seen arriving later at Frejus St.Raphael in France behind an SNCF electric. Passengers are seen disembarking and then the cars are seen being unloaded. Further black & white film is also shown of another *Autoreisezug* train.

Moving back to the present day, a DB Schenker BR140 electric is seen leaving Mannheim freight yard with a train of loaded double-deck car carrying wagons and earlier scenes show other 140s in both the ocean blue & beige and orient red colour schemes on car trains. This is followed by DB Schenker 145 020-4 at Rotenburg (Wümme) on a mixed train of vans, tanks, and car carrying wagons and a BR241 diesel-electric is seen on the route between Belgium and Germany with a train load of double-deck car carrying wagons. Further BR232 diesel-hauled car trains are then shown heading to Cuxhaven and in the Pegnitz Valley, near Nürnberg.

We next move to the Elbe Valley line between Dresden and the Czech Republic where DB Schenker BR180 electrics are seen on a number of car trains, along with their Czech Railways (CD) equivalents.

This is followed by scenes filmed in Austria where we see ÖBB electric 1042 003-1 arriving with an *Autoreisezug* at Mallnitz-Obervellach on the route through the Tauern Tunnel. We see cars being unloaded from the train followed by scenes of another service leaving for Böckstein and entering the tunnel.

Colour archive film is then shown of the Gotthard route in Switzerland where we see an Re6/6 electric locomotive hauling a car train. Further scenes of single-deck car carrying trains are shown filmed from the lineside, and at Kandersteg SBB Cargo Dispolok ES 64 F4-094 is seen undergoing tests on empty car carrying wagons.

Returning to Germany we see diesel-hauled *AutoZug* services between Niebüll and Westerland over the Hindenburgdamm. A number of these trains are shown in the hands of BR215 and BR218 diesel-hydraulics. 1950s black & white archive film is shown of car carrying trains being loaded on this route and being hauled by DB 01 Pacifics. Returning to the present day, at Niebüll we see two 218s hauling an *AutoZug* heading for Westerland. Further archive black & white film follows this with scenes of cars being loaded onto converted type Off open wagons at the Opel car plant.

At Wolfsburg's Volkswagen car plant we again see another Werk Stendal-modernised ex DR V100 diesel-hydraulic at the head of a trainload of new VW cars. This is followed by scenes filmed on the company's assembly line with vehicles undergoing their final checks prior to transport by rail. We then see Railion-liveried 152 079-0 at Bebra with a trainload of new VW Golf cars bound for Würzburg. There are scenes filmed from the lineside, from within the driver's cab, and on arrival at Nauheim. Another class 152 is shown on a train of Mercedes cars and 185 639-2 of the RurtalBahn is shown on a train of vandalism-proof covered car carrying wagons, now the preferred choice for the transportation of road vehicles by rail. In Köln a DB Schenker BR151 is seen crossing the Rhine with a train load of cars and on the other side of the river another car carrying service is shown filmed from the lineside. Hauling this train is a BR145 and there are also scenes filmed from inside the driver's cab.

A certain amount of background music is used on this programme but it is not too intrusive.

The DVD is rounded off with approximately 50 minutes of trailers for other programmes from Eisenbahn Kurier.

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



Brennerbahn

TG-Trains *c.54mins DVD €25.00*

This programme in the railways of the world series from TG-Trains looks at the busy Brenner Pass line, between Italy and Austria, specifically the section from Unterberg-Stefansbrücke to the new deviation at Fleres.

The route links Verona and Innsbruck, and carries significant traffic: after the Gotthard, it is the busiest north-south crossing of the Alps, used by the major railway operators in Europe, state and private.

Since 2009, with the liberalisation of rail transport, the Brenner has seen the first EuroCity trains operated by the DB-ÖBB-LeNord joint venture, between Munich and Bologna and Milan.

Characteristic of the line are the RoLa rolling road trains, carrying heavy lorries, which run day and night between Brenner and Wörgl, Trento and Wörgl, and Trento and Regensburg, usually now with Rh1216 Taurus electrics at the head of the train.

The programme concentrates on the Austrian side, at the most scenic locations along the route. We see the transit of many trains from Unterberg-Stefansbrücke, on the edge of Innsbruck, to the new deviation at Fleres, some 10km into Italy. The focal point is the 180º curve at St.Jodok with its spectacular gradient.

The material was filmed in July 2011 in generally fine weather and is presented in six chapters, which are directly accessible from an initial screen: St.Jodok (12"); Karl von Etzel, the engineer responsible for the route, with a look at historic stock in stills (8"); Unterberg-Stefansbrücke, where the station is no longer used for passenger trains (16"); Matrei, where passing loops allow passenger trains to overtake freight (3"); Steinach in Tirol (4"), and Brenner/Brennero (10"). (All timings approximate.) At Brenner it is intriguing to watch a Rail Traction Company (RTC) EU43 electric coast into the station at the head of a freight with the pantographs down as it crosses between electrical systems. This class was built to an Italian design (FS E.412) for export to Poland but never delivered, and subsequently acquired by this private operator.

Traffic is constant, with only the occasional pause due to the requirements of the block signalling. As well as the RoLa services, with their attendant coach for the lorry drivers, there are intermodal and container trains, block trains of vans, and mixed consists, as well as loco-hauled long distance and regional passenger services, the latter mostly Rh4024 electric units.

Many of the long freights observed are double-headed and/or have bankers at the rear. The Austrian Taurus series and older 1044s are prominent, while the TRAXX family is also evident.

There are some close lineside locations, but the majority of the material offers a wider view of trains in the magnificent landscape. The choice of locations (and maybe the use of more than one camera at times) often allows multiple views of the same train. Picture quality (in 16:9 format) is excellent, with generally smooth and moderate use of the zoom and restrained panning. Sound was recorded on location; long shots where the train is not audible are used for the commentary, and later some backing music is employed to cover these sections.

Some competence in Italian will be needed to follow the commentary, which is naturally fast, although it becomes sparser as the programme progresses. Unusually for this producer, the trains and locomotives are not identified by captions on screen.

The inside of the sleeve carries an extract from a map to show the route.

This programme was produced by and is available from

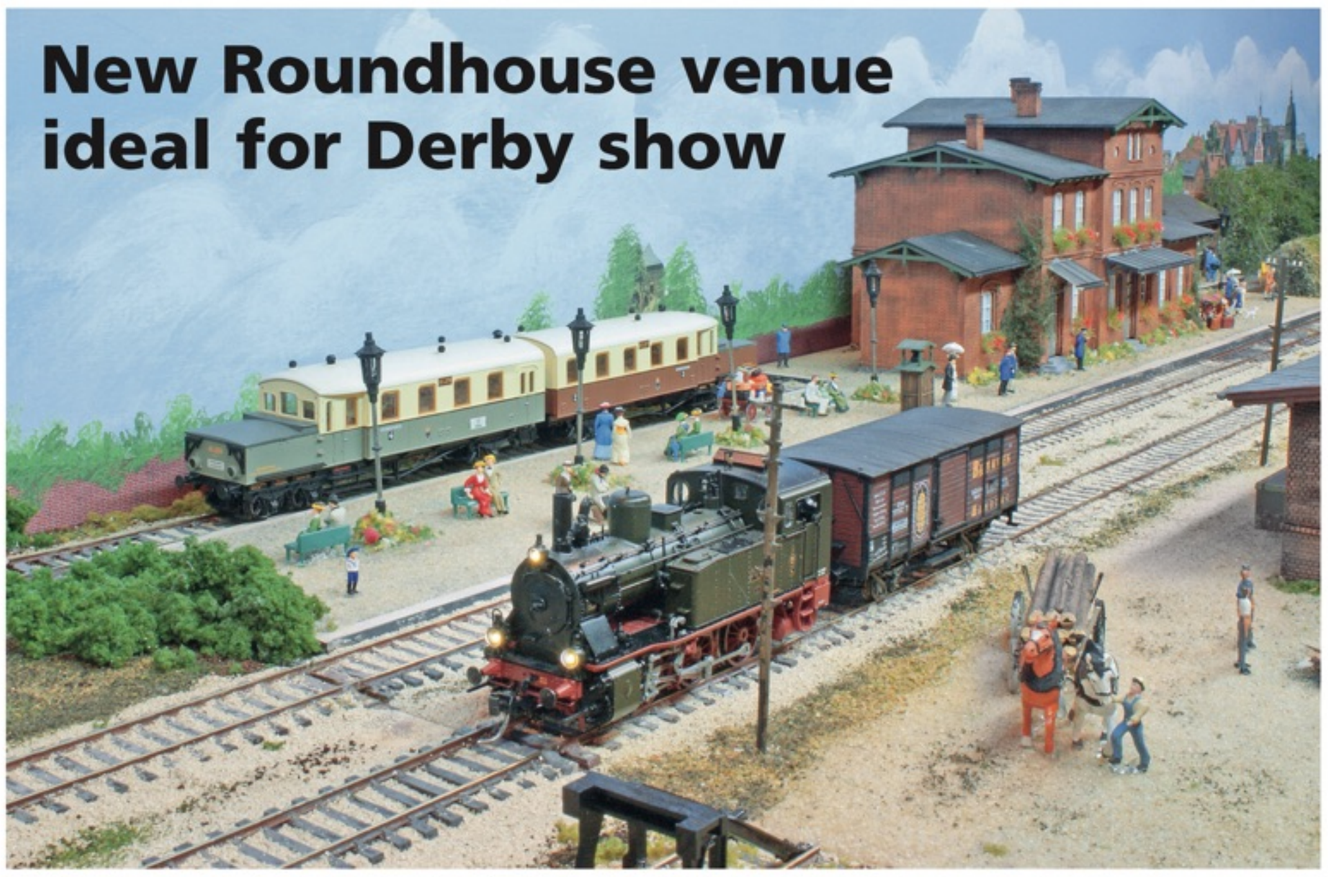
TG-Trains, Casella Postale 15, I-21040 Castronno (VA), Italy. www.tg-trains.com

News

Information from CONTINENTAL MODELLER



New Roundhouse venue ideal for Derby show



Above: *Eisengebrau*, a period Prussian scene by Norman, Simon, and Meg Raven. Photo: Steve Flint.

Mickleover Model Railway Group will be holding its 35th annual model railway exhibition on Saturday 9th and Sunday 10th May 2015 at a new venue – The Roundhouse, Roundhouse Road, Pride Park, Derby, DE24 8JE.

The show – which is being supported by CM – promises to bring together a wide selection of high quality layouts and exhibits from across the country, covering British, European, and American prototypes in a variety of scales.

Several layouts which have been featured in the magazine are due to appear, including *Eisengebrau* (Prussian HO, September 2014), *Erdinger* (East German HO, September 2014) *Ahrtalzweibruck* (German O, September 2012), and *Dawes Creek* (Australian N, April 2014).

The Roundhouse should provide a spectacular – and thoroughly appropriate – setting for the exhibition. Built in 1839 as the locomotive works for the Midland Railway, the Grade II listed structure has been fully restored and transformed into a modern events venue.

Opening times are Saturday 1000 – 1730 and Sunday 1000 – 1630. Admission is £7.00 for adults, children aged under 14 are admitted FREE with an accompanying paying adult. For more details see *Exhibition Diary* or:
www.mmrg.org.uk



Above: the magnificently restored interior.

Below: Roger Nicholls' HO layout, *Erdinger*, which depicts a Deutsche Reichsbahn scene in the last days of East Germany. Photo: Derek Shore.



Embankment vegetation kit and rust paint new from NOCH

NOCH has expanded its extensive range of scenic detailing accessories with the release of a number of new items, including the Embankment Vegetation Kit (ref.23102) illustrated here. The kit consists of sea foam and two packs of foliage, together with a DVD demonstrating how these materials can be used to create lineside bushes, shrubs, and scrub.

Other new additions (as announced at Nürnberg) include kits for culverts and an underpass (HO), together with Mediterranean trees (in HO, TT, and N) and large tree armatures without foliage (also in HO, TT, and N).

Also illustrated is the new Rust Paint (ref.61162). This effect is achieved by first spraying the model with Noch Fix and Spray adhesive (ref.61152), coating the required areas with the extra fine Iron Base, and then applying a quantity of the Oxidation Medium. After one or two hours, the Iron Base takes on a suitably rusty appearance, which can then be sealed with a further coat of the Fix and Spray adhesive.
www.noch.de
www.gaugemaster.com



Above: applying foliage to sea foam.



Above: Embankment Vegetation kit.



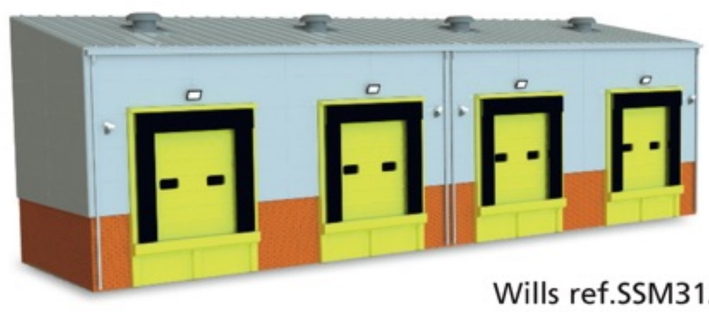
Above: Rust Paint kit, and examples of its use.

Modular industrial units coming in the Wills range



Wills ref.SSM300; stand-alone and as a low-relief structure

Peco recently announced that a modular plastic kit system for modern industrial or retail units is being developed under the Wills label. Although intended for the British OO market, these kits could be suitable for those modelling contemporary continental scenes in HO.



Wills ref.SSM312

Offering tremendous flexibility and scope for personalisation, the Industrial/Retail Unit base kit (ref.SSM300) has been designed for assembly as either a stand-alone or low-relief structure, onto which the HGV Loading Bays kit (ref.SSM312) can be added.

A Retail Unit Frontage kit (ref.SSM311) and a Supermarket Frontage kit (ref.SSM310) will be produced as additions to the basic structure.

Further customisation will be possible with the Unit Extension kit (ref.SSM315) and kits for extra Roller Shutter Doors (ref.SSM313) and extra Windows and Doors (ref.SSM314).

All items are illustrated here with CAD renderings.

Prices and release dates are yet to be confirmed.

www.peco-uk.com



Wills ref.SSM311



Wills ref.SSM310

Annual Maldegem steam festival

This year's steam festival at Maldegem in Belgium will be a three day event, held on Friday 1st, Saturday 2nd, and Sunday 3rd May.

The theme of the festival commemorates the 60th anniversary of the liberation of Belgium at the end of the Second World War.

There will be a visiting standard gauge locomotive in the shape of a USATC S100 0-6-0T from the Goes – Borsele line in Holland. Also planned, but still to be confirmed, is a visit by a Second World War vintage German V36 0-6-0 diesel.

It is hoped also that the restoration of Maldegem-based Hunslet Austerity 0-6-0ST, WD 196 *Errol Lonsdale* (formerly resident on the South Devon Railway) will be finished in time for the loco to participate at the festival.

Maldegem's four other serviceable loco's, ex-Tunstead Quarries Avonside 0-4-0ST *Fred*, La Meuse 0-6-0T *Bebert*, St.Leonard 0-4-0T *Yvonne*, and Polish 'Ferrum' 0-6-0T *General Maczek* will also be in operation.

An interesting programme has been devised with a wartime flavour; An intensive service will run to Eeklo main line station on the standard gauge, supplemented four times daily by a photographic military train pulled by various locos.

On the narrow gauge line, trains will be operated by the familiar Kerr,Stuart 0-4-0ST *Peter Pan* together with another loco from the UK yet to be confirmed. On this line, there will also be an intensive service.

In Maldegem, a display of military vehicles is planned, and there will be trade stands with books and videos, etc.

At Balgerhoeke, the halfway station, a military re-enactment is planned, and a preserved bus will shuttle visitors to the excellent nearby Canada-Poland War Museum, where the story of the local area during the hostilities and subsequent liberation is told.

For groups from the UK travelling via P&O Ferries from Hull to Zeebrugge, Stoomcentrum can arrange pick-up at the Ferry terminal and transfer to and from Maldegem by preserved bus, or from Aalter or Brugge main line stations for groups arriving by train.

For further details:

www.stoomcentrum.be

During the 2013 festival, Polish 0-6-0 Tkh 5387 *General Maczek* arrives at Maldegem station on the standard gauge running line, with narrow gauge Kerr,Stuart 0-4-0ST *Peter Pan* on the left.
Photo: Julian Rainbow.



Latest Rhätische Bahn releases in Nm from AB Modell



RhB type M1 lowside



RhB type Gbk-v van

AB-Modell, specialists in Nm (1:160 scale running on 6.5mm track to represent metre gauge), are offering two new models representing Rhätische Bahn goods vehicles.

Three versions of the type M1 low sided open wagon (first announced in 2014) are to be produced: in original grey (with a choice of three numbers – 7370, 7373, and 7379) together with later versions classified type Kk in brown and type Kk-w rebuilt with aluminium sides. Price €129.00 each.

Examples of the type Gbk-v van (originally built by De Dietrich in 1913) are also available to order, finished in red-brown livery with silver doors and ventilation hatches, with a choice of three numbers (5538, 5540, and 5545). Price €149.00 each.

The models are made principally from photo-etched brass and come equipped with Micro-Trains® knuckle couplers and metal wheelsets.

AB-Modell (Anja Bange Modellbau),
Im Stuckenhahn 6, D-58769 Nachrodt, Germany. www.n-schmalspur.de

Milwaukee E9s and Canadian caboose from AZL

Illustrated here are recent releases from American Z Line, in the shape of a new finish for the General Motors Electro-Motive Division E9 A and B units, in a Milwaukee Road colour scheme.

Powered A+B sets are available with two choices of road numbers (30A/B or 32A/B, MSRP US$297.00). Additional A units are available, also with a choice of two road numbers (30C and 32C, MSRP U$176.00 each): while they are ideal for use in conjunction with the sets to create matching A+B+A consists, they can also run as independent locomotives.

Also available is a Canadian National wide vision caboose, offered with a choice of three road numbers (MSRP US $61.00).

For more details:

www.americanzline.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

Saturday 25 & Sunday 26 April
LIVERPOOL
Organiser: Liverpool MRS.
Venue: Old Christ Church, Waterloo Road, Waterloo, Liverpool, L22 1RF.
Open: 1000 - 1700 Saturday
1000 - 1630 Sunday
Admission: adults £4.00, seniors £3.50, children £2.00 (under 5s free).
Amenities: on street parking; wheelchair access; refreshments, real ale bar.
Features: 17 layouts including: *Pempoul* (Réseau Breton 1:50, CM April 2008) *Ahrtalzweibrück* (German O, CM September 2012), *Canaan Valley* (US On30), and *Place de la Victoire* (French 1:35, CM March 2014). Trade.
Contact: 0151 526 1574
www.lmrs.org.uk

Friday 1 - Sunday 3 May
BRISTOL
Organiser: Association of Model Railway Clubs, Wales & West of England Ltd.
Venue: Thornbury Leisure Centre, Alveston Hill, Thornbury, Bristol, BS35 3JB.
Open: 1300 - 1900 Friday
1000 - 1830 Saturday
1000 - 1700 Sunday
Admission: adults £6.50 (£5.25 in advance), concessions £5.50 (£4.25), children £4.00 (£3.00), family (2+2) £13.00 (£10.50). Parkway show bus tickets £3.00 each.
Amenities: free parking; disabled access; refreshments.
Features: layouts (list not published by press date), demonstrations, societies, trade.
Contact: www.bristolmodrailex.co.uk

Saturday 2 May
RICKINGHALL, near DISS, Norfolk
Organiser: Diss & District MRS & Rickinghall Village Hall.
Venue: Village Hall, Hinderclay Road, Rickinghall, Diss, IP22 1HD. 400 yards from A143 between Bury St.Edmunds and Diss.
Open: 1000 - 1600
Admission: adults £4.00, accompanied children £1.00.
Amenities: ample free parking; disabled facilities; refreshments; play area.
Features: 17 layouts including *Hindenbach* (N), *Scheibourg SNCF* (N), *Coronado Shortline* (US O), *Les Trains de Grandpère* (coarse O). Societies, demonstrations, trade.
Contact: David Hall 01379 643045 or Bob Clark 07930 188472
www.rickinghallvh.onesuffolk.net/events

Saturday 2 May
STAMFORD, Lincolnshire
Organiser: Market Deeping MRC.
Venue: Stamford Welland Academy (formerly Queen Eleanor School), Green Lane, Stamford, Lincolnshire, PE9 1HE.



Open: 1000 - 1700
Admission: adults £4.00, seniors (60+) £3.00, children £2.00, family (2+2) £10.00.
Amenities: free parking; wheelchair access to all areas; light refreshments.
Features: 10+ layouts including *Furillo 1957* (US HO/HOn3). Demonstrations, society stands, trade.
Contact: Peter Wilde 01778 344991
peterwilde38@tiscali.co.uk
www.mdmrc.org

Saturday 2 & Sunday 3 May
CLECKHEATON, West Yorkshire
Organiser: Bradford MRC.
Venue: Whitcliffe Mount Sports Centre, Turnsteads Avenue, Cleckheaton, BD19 3AQ. Near M62, J26 – head towards Dewsbury A638.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £5.50, under 16s £1.00, family (2+2/3) £12.00.
Amenities: free parking; disabled access; refreshments.
Features: 19 layouts in gauges N to O including *Whispering Hollow* (US HO snow scene). Demonstrations, trade.
Contact:
Adam Towers 01274 698861
show.bradfordmrc@gmail.com
sec.bradfordmrc@gmail.com
www.bradfordmrc.org.uk

Saturday 9 & Sunday 10 May
BARROW UPON SOAR, Leicestershire
Organiser: Leicester MRG.
Venue: Humphrey Perkins High School, Cotes Road, Barrow upon Soar, near Loughborough, Leicestershire, LE12 8JU.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children £2.00 family (2+2) £10.00.
Amenities: free parking; disabled access; refreshments.
Features: 10 layouts including *Tamaro* (Swiss N) and a Lionel American display. Demonstrations, trade.
Contact: Peter 0116 2538211
peternicholson3@gmail.com

Saturday 9 & Sunday 10 May
DERBY
Organiser: Mickleover MRG.
Venue: The Roundhouse, Roundhouse Road, Pride Park, Derby, DE24 8JE.
Open: 1030 - 1730 Saturday
1000 - 1630 Sunday
Admission: adults £7.00, under 14s free when accompanied by a paying adult.
Features: layouts include *Avonlea, Alberta* (Canadian N), *Florida Springs Engine Terminal* (US HO), *Hampshire Hills* (US HO), *Helm* (US HO), *Eisengebrau* (Prussian HO, CM September 2014), *Erdinger* (German HO, CM September 2014), *Ludwigs Werk* (German HO), *Ahrtalzweibrück* (German O, CM September 2012, *above*) *Dawes Creek* (Australian N, CM April 2014). Societies, trade. Peco Publications represented.
Contact: Alex Hall 07973 640746
derbyexhibition@mmrg.org.uk
www.mmrg.org.uk

Saturday 9 & Sunday 10 May
SALISBURY
Organiser: Salisbury & South Wiltshire Railway Society.
Venue: Michael Herbert Hall, South Street, Wilton, Salisbury, SP2 0JS.
Open: 1030 - 1630 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children £2.50.
Amenities: free parking; short flight of stairs to stage area; light refreshments.
Features: 15+ layouts including *Svanda* (Norwegian HO). Demonstrations, trade.
Contact: 07768 448369
exhibition@SSWRS.org.uk
www.sswrs.org.uk

Saturday 16 May
ANGMERING, West Sussex
Organiser: West Sussex Area Group of the N Gauge Society.
Venue: St.Margaret's Church, Arundel Road, Angmering, BN16 4JS.
Open: 1000 - 1700
Admission: adults £4.00, seniors £3.00, children £2.00, family (2+2) £10.00. In aid of Jamie's Wish Trust.
Amenities: free car parking; disabled access; refreshments.
Features: 10+ layouts including *Zuppertal* (German Z) and *Bahnhof Hofen* (German HO, CM May 2014). Trade.
Contact:
Nigel Appleton 01403 734190
n.appleton888@btinternet.com
www.wsng.co.uk

Saturday 16 May
BURGESS HILL, West Sussex
Organiser: The Burgess Hill MRC.
Venue: Burgess Hill School for Girls, Keymer Road, Burgess Hill, RH15 0EG.
Open: 1000 - 1700
Admission: adults £5.00, children £3.00, family £13.00 (2+2).
Amenities: parking; disabled access; refreshments.
Features: 12+ layouts including *Lianbruck* (Austrian HOe), *Zevendaal* (Dutch HO, CM February 2006), and *Santa Barbara* (US N, CM October 2011). Demonstrations, societies, trade.
Contact: 01444 455215
www.burgesshillmrc.org.uk

Saturday 16 May
ELY, Cambridgeshire
Organiser: Ely and District MRC.
Venue: City of Ely Community College, Downham Road, Ely, CB6 2SH. Follow yellow signs to the College, just off Ely bypass (A10).
Open: 1030 - 1630
Admission: adults £5.00, concessions £4.00, children (5-18) £3.00, under 5s free.
Amenities: ample free parking; disabled access except the stage; refreshments.
Features: layouts include *Obervaz* (Swiss HOm). Societies, trade.
Contact: Derek Buck 01480 454857
crofters@ntlworld.com
www.elymrc.org.uk

Saturday 16 May
MIRFIELD, West Yorkshire
Organiser: Mirfield Team Parish Music Guild.
Venue: Mirfield St.Mary's Parish Community Centre, Church Lane, Mirfield, West Yorkshire, WF14 9HU.
Open: 1000 - 1600
Admission: adults £3.50, children £2.00.
Amenities: free parking; wheelchair access; refreshments.
Features: 20 layouts including *Zweitesfeld* (Swiss N, CM March and May 2014), *Waudedorf* (Bavarian N), *Kembach* (German HOe), *Ludwigs Werk* (German HO), *Bastogne Rue de Clervaux* (Belgian HO, in this issue), *Menabrea* (Italian HO), *Green River Canyon* (US N), and *Greenbow, Alabama* (US HO). Society stands, trade.
Contact: 01924 495929
Mr.Dransfield@btinternet.com

Saturday 16 & Sunday 17 May
ALTON, Hampshire
Organiser: Four Marks Exhibition.
Venue: Four Marks Village Hall, Lymington Bottom, Four Marks, Alton, Hampshire, GU34 5AA. Free vintage bus service between Medstead & Four Marks railway station and village hall.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children £2.00, seniors £3.50, family (2+2) £10.00.
Amenities: refreshments.
Features: layouts from T to G including *Pine Bluffs Freight Yard* (US HO, CM February 2015). Trade and secondhand sales.
Contact: 01420 563853

Sunday 17 May
BARTON LE CLAY, Bedfordshire
Organiser: Beds & Bucks Narrow Gauge Modellers Group and The OO9 Society.
Venue: Barton le Clay Village Hall, Hexton Road, Barton Le Clay, Bedfordshire, MK45 4JY. Off old A6 on B655.
Open: 1030 - 1630
Admission: OO9 Society Members £4.00, non-members £4.50.
Amenities: adequate car parking; disabled access; refreshments.
Features: a host of OO9 and other narrow gauge layouts including *Soggy Bottom Railroad* (On30). Trade, OO9 Society sales.
Contact: Mark Howe 01582 882295 markshowe@virginmedia.com

Saturday 23 May
BRIDLINGTON, East Yorkshire
Organiser: Bridlington (Area) Railway Modellers and Train Enthusiasts Society (BARMATES).
Venue: Christ Church Hall, Quay Road, Bridlington, YO15 2AP.
Open: 1000 - 1600
Admission: adults £3.00, concessions £2.50, children £2.00.
Amenities: car park and refreshments nearby.
Features: 12 layouts including *Edison Court* (US N) and *Duncan's Mine* (US HO, CM January 2009). Trade.
Contact: David Harrison 01262 603309

Saturday 23 May
GRAVESEND
Organiser: Mid-Kent MRG.
Venue: Riverview Junior School, Cimba Wood, Gravesend, Kent, DA12 4SD.
Open: 1000 - 1630
Admission: adults £3.50, 5-16s £1.50, family (2+2) £9.00.
Amenities: parking; refreshments.
Features: 15 layouts including *Soggy Bottom Mining Co.* (HO). Trade.
Contact:
Dakota Dibben 07595 255150
info@dakotadibben.co.uk

Saturday 23 May
MITCHAM, London
Organiser: Wimbledon MRC.
Venue: Clubrooms, St.Mark's Family Centre, St.Mark's Road, Mitcham, CR4 2LF.
TfL buses 118, 127, 200, 201, 219, 270, 280, 355 serve Mitcham.
Open: 1000 - 1700
Admission: free.
Amenities: refreshments.
Features: open day. Member's layouts, sections of Club layouts including *Givry-Vignoux* (French N). Test tracks in all popular gauges for visitors to run their own stock. Second-hand sales.
Contact: www.wimbledonmrc.org

Saturday 30 May
ILKLEY, Yorkshire
Organiser: Lionel Collectors Club UK.
Venue: Winter Gardens, Ilkley, Yorkshire.
Open: 1030 - 1630
Admission: adults £4.00, children £2.00, family £10.00.
Amenities: street parking only; entrance is up stairs from street; light refreshments.
Features: American classic toy train show. 8+ layouts of American 3-rail standard gauge, O gauge, and a 2-rail S gauge. Second-hand stall. Trade.
Contact: Chris Pratt 01403 269439

Saturday 30 May
NORTHOLT, Middlesex
Organiser: Northolt MRC.
Venue: Northolt Village Community Centre, Ealing Road, Northolt, Middlesex, UB5 6AD. Off the A40 at A312, towards Harrow, then right at Northolt Clock. Central Line, buses 90, 120, 140, and 282.
Open: 1030 - 1700
Admission: adults £3.00, children/seniors £2.00, family (2+2) £7.00.
Amenities: refreshments.
Features: 8+ layouts, including *Havengade* (Danish HO, CM September 2007). Trade.
Contact: www.northolt-mrc.org.uk

Saturday 30 & Sunday 31 May
BLACKBURN
Organiser: East Lancashire Model Railway Organisation (ELMRO).
Venue: Mill Hill Community Centre, New Chapel Street, Mill Hill, Blackburn, BB2 4DT.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £4.00, children / concessions £2.00, family £10.00. Proceeds to charity.
Features: layouts include *Hasselhof(f)* (German HO trams, CM November 2009). Trade.
Contact: www.elmro.org
elmro1@virginmedia.com
07585 762627 or 07914 713038

Saturday 30 & Sunday 31 May
EXETER
Organiser: Exe MRS.
Venue: The Matford Centre, Matford Road, Marsh Barton, Exeter, EX2 8FD. Adjacent to Matford Park & Ride.
Open: 1000 - 1700 Saturday
1000 - 1600 Sunday
Admission: adults £6.50, concessions £5.50, accompanied children free.
Amenities: free parking (limited on Sunday morning); disabled friendly; restaurant.
Features: 35+ layouts, including *Broadford* (Australian HO, CM January and March 2010 and January 2013). Demonstrations, trade.
Contact: 01392 421906
www.exemrs.co.uk

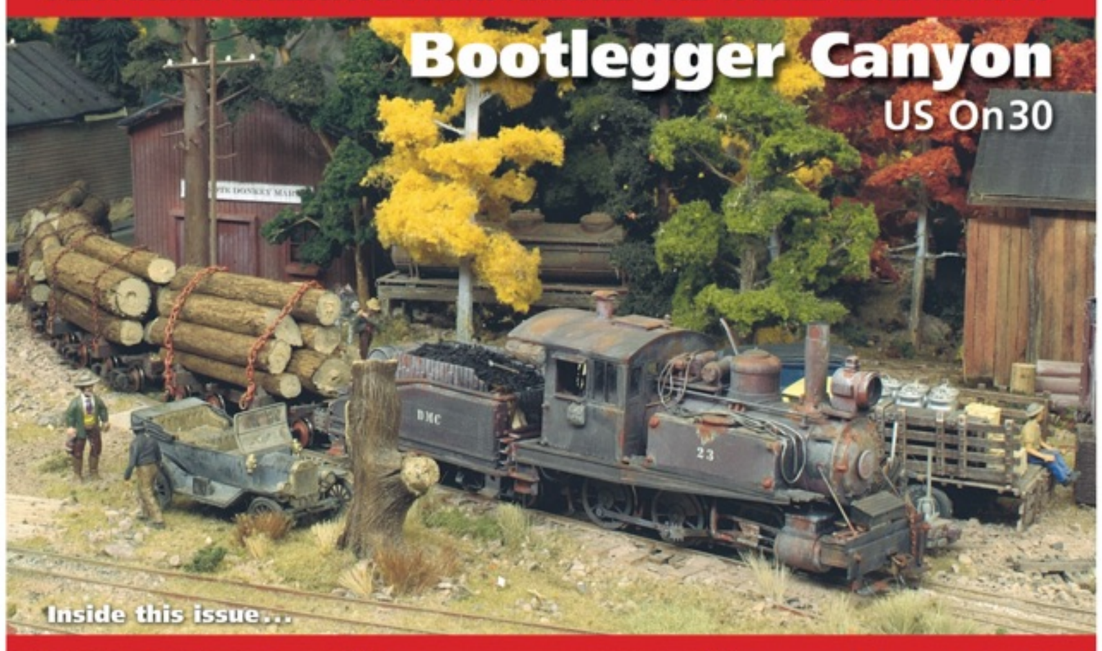
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CONTINENTAL MODELLER

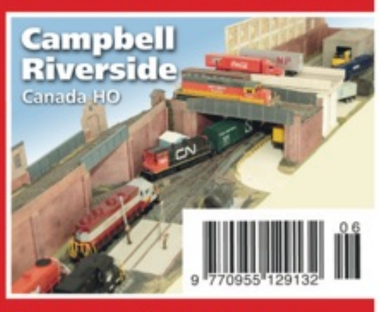
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FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH









Latest Reviews ... and much more

- **Bootlegger Canyon**
Steve Adcock has set his American On30 layout deep in the resource-rich frontier lands of Colorado. The year is 1925, and the town of Bootlegger is rough!

- ***Servus!* extended**
When Bruce Block decided his large Austrian HO layout was not large enough, it was just a simple matter of knocking out the back wall and building an extension ...

- **Campbell Riverside**
John Izzard describes his first foray into American HO, a modest diesel locomotive servicing facility.
(*Held over from this issue due the Nürnberg report.*)

- **Aller Retour**
Thomas Schmid has created a French industrial diorama in Oe with a wealth of closely observed detail.

- **Turnhout NEEB**
Jean Devel recalls some childhood memories with a prize-winning micro-layout in N which recreates some historic railway structures in Belgium.

and much more!

Useful addresses

The following list gives the addresses of firms mentioned in our Nürnberg report whose products may not be widely known or readily available in the UK. Brands which should be familiar from regular advertisements and reviews in the magazine have been omitted. Websites are included if known, or an e-mail address if available.
If contacting companies in Europe, it should not be assumed that English is understood.

AB-Modell Anja Bange Modellbau
Im Stuckenhahn 6, D-58769 Nachrodt, Germany
www.n-schmalspur.de

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

Artitec Models
Papaverweg 29b,
NL-1032 KE, Amsterdam, The Netherlands
www.artitec.nl

Artmaster – Norbert Schuh
Neckartalstraße 129, D-70376 Stuttgart, Germany
www.das-kantoor.de

Asoa Pro Eins (Klaus Holl)
Postfach 44 01 40, D-80750 München, Germany
www.asoa.de

Auhagen
OT Hüttengrund 25, D-09496 Marienberg, Germany
www.auhagen.de

B-Models (Van Biervliet)
Bruggestraat 66, B-8770 Ingelmunster, Belgium
www.vanbiervliet.com
www.b-models.be

Bauer Ladegüter
Kirchenstraße 6, D-93142 Maxhütte-Haidhof, Germany
www.ladegueter-bauer.de

BuBi Modell
Jakub Scupak, Kristanovice 71
CZ-793 68 Dvorce u Bruntalu, Czech Republic
www.bubimodel.cz

Egger-Bahn
Postfach 22, CH-7212 Seewis, Switzerland
www.egger-bahn.ch

ESU (electronic solutions ulm)
Edisonallee 29, D-89231 Neu-Ulm, Germany
www.esu.eu

ETS Praha spol.s.r.o.
Ke Spofe 1629/7, CZ-14300 Praha 4, Czech Republic
www.ets.cz

Euro Passion Models – via LS Models
3, Rue Pierre Gilles de Gennes,
F-22000 Saint Brieuc, France
www.epm-productions.com

Exact-train
Ijsvogellaan 15,
NL-4143 AT Leerdam, The Netherlands
www.exacttrain.eu

Ferivan
Fernand Vanhoey,
Postbus 55, B-2170 Merksem, Belgium
www.ferivan.be

Ferro-Train
Maygasse 27, A-1130 Vienna, Austria
www.ferro-train.com

Fulgurex
Ch. du Reposoir 16, CH-1007 Lausanne, Switzerland
www.fulgurex.ch

HAG Modellbahnen GmbH
Ausserfeld 6, CH-6362 Stansstad, Switzerland
www.hag.ch

Heris Modelleisenbahn
Kaesbachstraße 17,
D-41063 Mönchengladbach, Germany
www.heris-modelleisenbahn.de

Andreas Heyden Modellbau- und Kreativwerkstatt
Schnaittacherstraße 24,
D-90542 Eckental-Eschenau, Germany
www.modellbau-heyden.de

Hobby Trade (F 2010 ApS) & **Huppertz Model Bau**
Teknikervej 24, DK-7000 Fredericia, Denmark
www.f2010.dk

Jägerndorfer Spielwaren GmbH
Bundesstrasse 20, A-2563 Pottenstein, Austria
www.jaegerndorfer.at

Jeco
Box 70, SE-14222 Skogas, Sweden
www.jeco.se

Jiri Indra
jindra.750@tiscali.cz www.750mm.ru

Jordan
Am Berg 12, D-93455 Traitsching/Siedling, Germany
www.jordan-modellbau.de

Joswood – Jörg Schmidt
Schorlemerstraße 6, D-40545 Düsseldorf, Germany
www.joswood.de

Kato/Hobbytrain – Lemke
Schallbrüch 34a, D-42781 Haan, Germany
www.lemkecollection.de

KleiNSpoor
Hendrik de Keijserstraat 3,
NL-5041 JA Tilburg, The Netherlands
www.kleinspoor.nl

KM1 Modellbau
Ludwigstraße 14, D-89415 Lauingen, Germany
www.km-1.de

Kühn
Maarweg 48b, D-53619 Rheinbreitbach, Germany
www.kuehn-modell.de

Lemke (Kato/Hobbytrain/Mehano)
Schallbruch 34a, D-42781 Haan, Germany
www.lemkecollection.de

Lokomotiv-Manufaktur München
Rappoltsteinerstraße 13, D-80939 München, Germany
www.microfeinmechanik.de

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

Mabar
Rambla Volart 44, E-08041 Barcelona, Spain
www.mabar.es

MBW Spur 0 GmbH
Wolfsbank 6, D-45472 Mülheim / Ruhr, Germany
ww.mbw-shopsystem.de

Merkur
Husova 363, CZ-54954 Police nad Metuji,
Czech Republic
www.merkurtoys.cz

Micro Metakit
Schirmgasse 265, D-84028 Landshut, Germany
www.micro-metakit.com

Mikado Train – via REE Modéles
www.mikadotrain.fr

Minitrains (Standard Light GmbH),
Werftstraße 12, D-76189 Karlsruhe, Germany
www.minitrains.eu

MO-Miniatur Modellbau
Dipl.-Ing. (FH) Christian Brunner
Gustl-Waldau-Straße 42, D-84030 Ergolding, Germany
www.mo-miniatur.com

MTH Electric Trains
7020 Columbia Gateway Drive,
Columbia, Maryland 21046, USA
www.mthtrains.com

Naumann Modelleisenbahnen
Chemnitzer Straße 108, D-51067 Köln, Germany
www.naumann-online.de

NME (Nürnberger ModellEisenbahnen GmbH)
Röthensteig 5, D-90408 Nürnberg, Germany
www.nme-online.de

NMJ (Norsk Modell Jernbane)
Postboks 6651, Etterstad, N-0609 Oslo, Norway
www.nmj.no

Norbrass
Avaliare engenharia, Lda.,
Centro Comercial da Estação,
Praça Camilo Castelo Branco, 31
2º andar - Sala 48, 4700-209 Braga, Portugal
www.norbrass.com

P.I.R.A.T.A.
21.10 Srl – Via Montonale Basso, 5/G,
I-25015 Desenzano del Garda (BS), Italy
www.piratamodels.it

Profi Model Thyrow (pmt)
Thyrower Bahnhofstraße 6,
D-14959 Trebbin OT Thyrow, Germany
www.pmt-modelle.de

PSK Modelbouw
Zijlweg 277, NL-2015 CM Haarlem, The Netherlands
www.psk-tt.com

REE Modéles
16, Rue des Frères Lumière, F-77370 Nangis, France
www.ree-modeles.com

Regner
Erlenweg 3, D-91589 Aurach, Germany
www.regner-dampftechnik.de

Rocky-Rail
Gasthuisbosdreef 33, B-3700 Tongeren, Belgium
www.rocky-rail.com

Schlesienmodelle
Philipp-Scheidemann-Straße 7,
D-40595 Düsseldorf, Germany
www.schlesienmodelle.de

Schlosser
Lengsfelder Straße 1b, D-36460 Dietlas, Germany
www.lok-schlosserei.de

Schmalspurbedarf (Frank Tümmeler)
Höninger Weg 36,
D-50354 Hürth (OT Efferen), Germany
www.schmalspurbedarf.de

SudExpress – see **Norbrass**
www.sudexpressmodels.com

Swedtram
Drakenbergsgatan 34, SE-412 69 Göteborg, Sweden
www.swedtram.se

Technomodell – now part of **pmt**
www.technomodell.de

Trinighellu (Stadt im Modell)
Christian Jabs, Ochsenwerder Elbdeich 327,
D-21037 Hamburg, Germany
www.trinighellu.fr

Weinert
Mittlewendung 7, D-28833 Weyhe/Dreye, Germany
www.weinert-modellbau.de

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To buy, sell or exchange through the columns of Great Britain's best selling magazine for enthusiasts modelling overseas railways

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If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

Replies to box numbers should be sent to:
Peco Publications & Publicity Ltd, Beer, Devon, EX12 3NA, England.

Retailers Announcements

LOWESTOFT, *Parrs, 252 London Road South* for Mintrix, PECO, Ratio, Kestrel and many other lines. *Tel: 01502 565695.*

HULL – EAST YORKSHIRE'S ONLY SPECIALIST model railway shop. Model railways bought, sold and exchanged. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

PLUS DAUGHTERS OF BASILDON ESSEX. N gauge specialist for the UK, Continental and American Modeller. New and second hand, bought, sold or exchanged. *Plus Daughters, 8 Britannia Court, Burnt Mills Industrial Estate, Basildon Essex SS13 1EU. Tel: 01268 726 211 www.plusdaughters.co.uk*

WHEELS OF STEEL – CENTRAL LONDON, SHELVES OF PREOWNED MODEL TRAINS. Tuesday, Wednesday, Thursday, Friday 11.30-17.45. *Gray's Antique Market, Unit G12, 1-7 Davies Mews, London W1.* I BUY ALL MODEL TRAINS. *Telephone JEFF: 07583 175 774* or *01304 449 517.*

Trade Sales Books

CONTINENTAL MODELLER – BACK ISSUES – for more information on which issues are available, please contact: *Technical Advice Bureau, PECO, Underleys, Beer, Seaton, Devon, EX12 3NA, England, telephone: 01297 20580*. Price for UK Residents £3 per issue, Europe £7, per issue and rest of the World £11 per issue, prices include postage.

GOOD SELECTION OF PRE-OWNED NORTH AMERICAN RAILWAY BOOKS – NOW IN STOCK. *Free UK postage, phone for complimentary catalogue www.lindatinkerrailwaybooks.co.uk Tel: 01335 330 965.*

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This section is reserved for the use of traders only.

MODEL RAILWAYS WANTED – cash waiting for British and American N and OO/HO scales plus Continental HO model railway equipment. British and American O-scale also considered along with interesting items of railwayana. *53A MODELS, 430 Hessle Road, Hull. 01482-227777* (closed Mondays). *www.53amodels.co.uk*

THINKING OF SELLING YOUR MODEL RAILWAY COLLECTION? If so contact me for an immediate evaluation, distance no object. Collections large or small. *PAUL CULL, telephone: 01302 481 274* or *mobile: 07767 356 890* or send your list to: *The Bungalow, Denton Green Lane, Kirk Sandal, Doncaster DN3 1JP email: simonecull06@tiscali.co.uk*

MODEL RAILWAY COLLECTIONS URGENTLY REQUIRED. Small and large – any scale and any condition. British, European and American collections all required. Nationwide collection, distance no object. Contact us today for a quick and friendly service. *Telephone: 01302 371 623, mobile: 07526 768 178, email: anoraksanonymous@googlemail.com*

Fairs, Sales and Swapmeets

May 2015

9 May (Sun) 10am-3pm
GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass, A184). Admission £3, Concessions £2. Future date: To be arranged.
Tel: 0750 403 5955, email: jim_corr73@hotmail.co.uk

10 May (Sat) 10.30am-3pm
KEMPTON PARK TOY & TRAIN COLLECTORS FAIR, Kempton Park Racecourse, Sunbury on Thames, Middlesex, (M3 junction 1 onto A308). Over 200 stalls of model railways, toys, scale models and collectables. Adults £4, Concession £3.50, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors Fair. *RM TOYS LTD. Telephone: 023 923 815 29* or *07957 823 507.*

26 May (Tues) 6.30pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

June 2015

21 June (Sun) 10.30am-3.30pm
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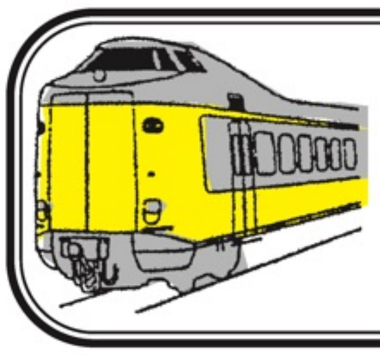
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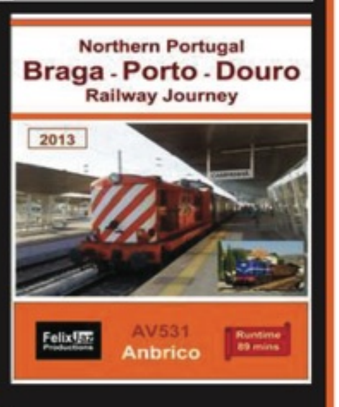
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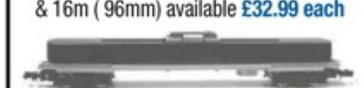

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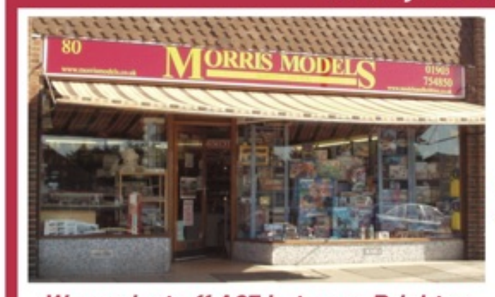
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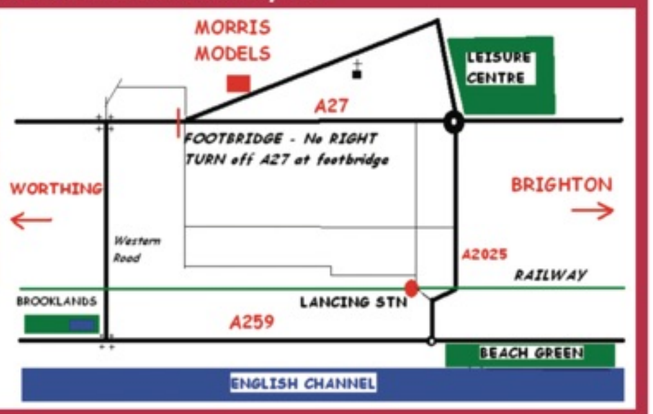
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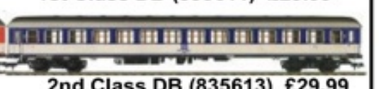

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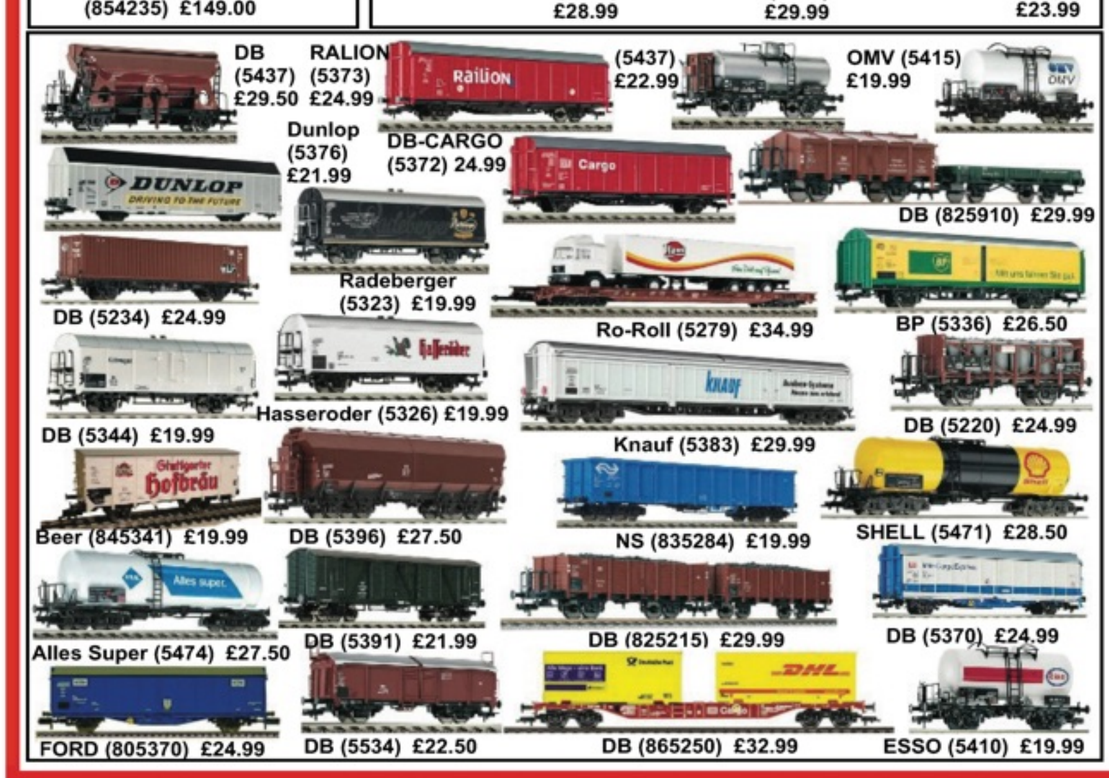

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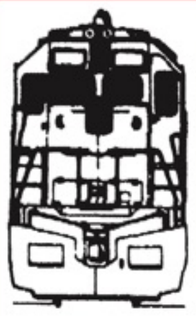
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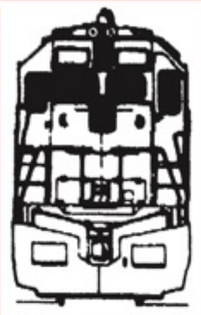
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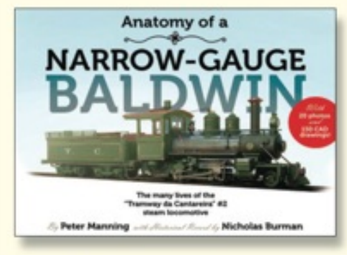
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Fifty-one articles of varying length from *Trains* magazines of the last 75 years, the earliest from the November 1941 issue, the latest from the December 2009 issue. *Trains* has always prided itself on the quality of the writing found in its pages and amongst many others, here are articles by Lucius Beebe, Al Kalmbach, David P. Morgan, Jim Boyd, John H. White Jr., George H. Drury and many others. Subjects range for the Death Valley Scotty Special, hiring a special on the 2' gauge Bridgton & Harrison RR, to Christmas working on the BNSF, with a slight bias towards the steam era. The writing is the thing, but there are around 90 photographs, largely B&W, appropriate to each article. 256 pages of sheer delight!

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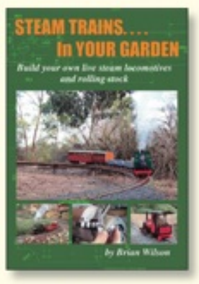
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Not seen as we go to Press - due late April. This volume covers the locomotives, rolling stock and buildings of the Glyn Valley Tramway, has 396 pages, 47 detail drawings, 553 photographs and 5 maps. Hardbound, and each of the 800 copies will be hand numbered. Full details, including on the website as soon as they are known. Should be good; watch that space!

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Vol. 2 covers trips on the lines from Paris St. Lazare to Le Havre in 1947 in which a Dean Goods is seen, and slightly later, a journey from Paris Montparnasse to Le Mans, where the 2-D-2 hands over to a 141P. It then moves to Verdun on the Est Region in 1966, before finishing with the very last SNCF steam run in 1973 with a 141R from Sarreguemines.
Vol. 3 makes a partly electric journey in 1947, anti-clockwise round France from Paris Austerlitz, to the Gares d'Est and to Lyon, via Modane & Culoz, finishing with lots of of steam, including a 240P at the Gare de Lyon.
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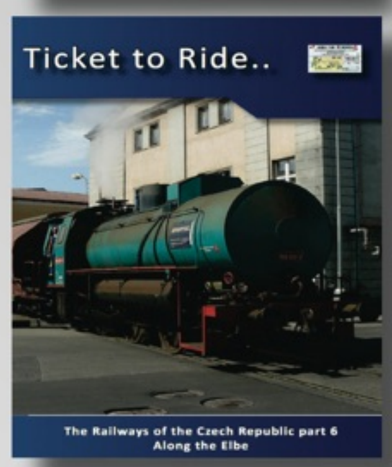
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New Czech Railways part 6 Along the Elbe & Between the Lines Spring 2015.

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In this issue of Between the Lines we:
1) Spend an evening train watching at the town of Silla 10km south of Spain's third largest city Valencia. We see TALGOs and AVEs, loco hauled trains passsenger and freight and EMUs on their way to Valencia. 20 mins.
2) Travel across the Mediteranean to Nice to view the new tramway that manages the city centre section without a pantograph. 20 mins
3) Train watch at Aachen. This is the stomping ground of the Blue livered SNCB TRAXX MS machines that ply the Montzen Line from Cologne to the ports at Zeebrugge and Antwerp and the steel mills at Liège. 40 mins.
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Děčín is an industrial town of 50,000 with stations on both banks of the river. The left bank sees EuroCity trains between Dresden and Prague while the east bank carries the majority of freight trains. The two lines continue south to the largest city in the north of the Czech Republic. Ústí nad Labem has a population of 100,000, a riverside port, large chemical and food processing industries, and a major centre for the activities of CD Cargo at a yard west of the city. It is also an important junction as the line west to Karlovy Vary and onward to Cheb diverges. The complex of lines crosses the river on a long low bridge that can be observed from the cable car station. South of the city the Elbe runs in a gorge with a railway on both banks. From Střekov Castle you can follow the trains south or north towards the city. The traffic is very diverse- a mix of both diesel and electric traction. We continue south to the pretty little town of Litomerice and the highly industrial town of Lovosice. Roudnice nad Labem is an historic town on the left bank, while Mělník on the other bank is dominated by grain silos. Všetaty is a tiny town but a gateway for the rural lines to the east. The film concludes on the outskirts of Prague- capital and largest city in the Republic. Narrated filmed in HD.



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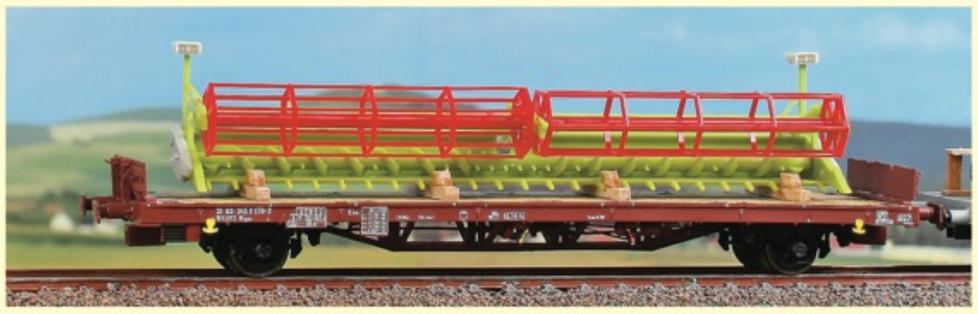
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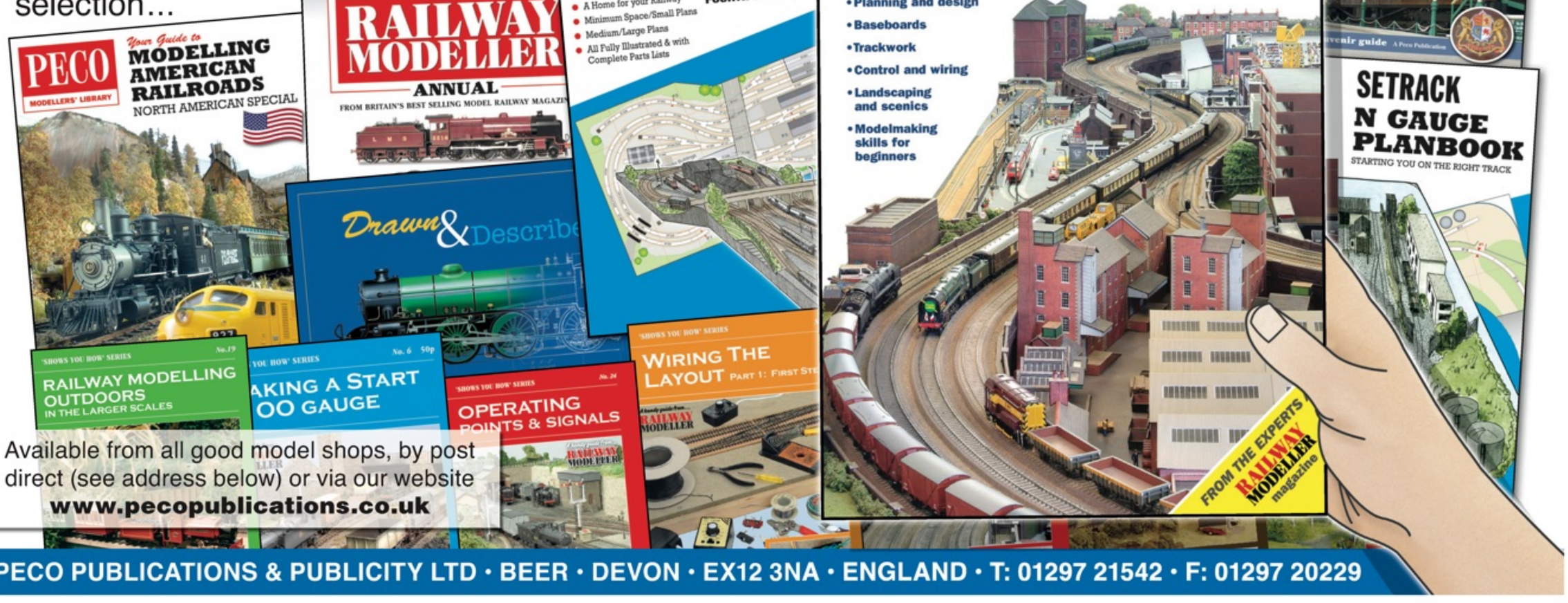
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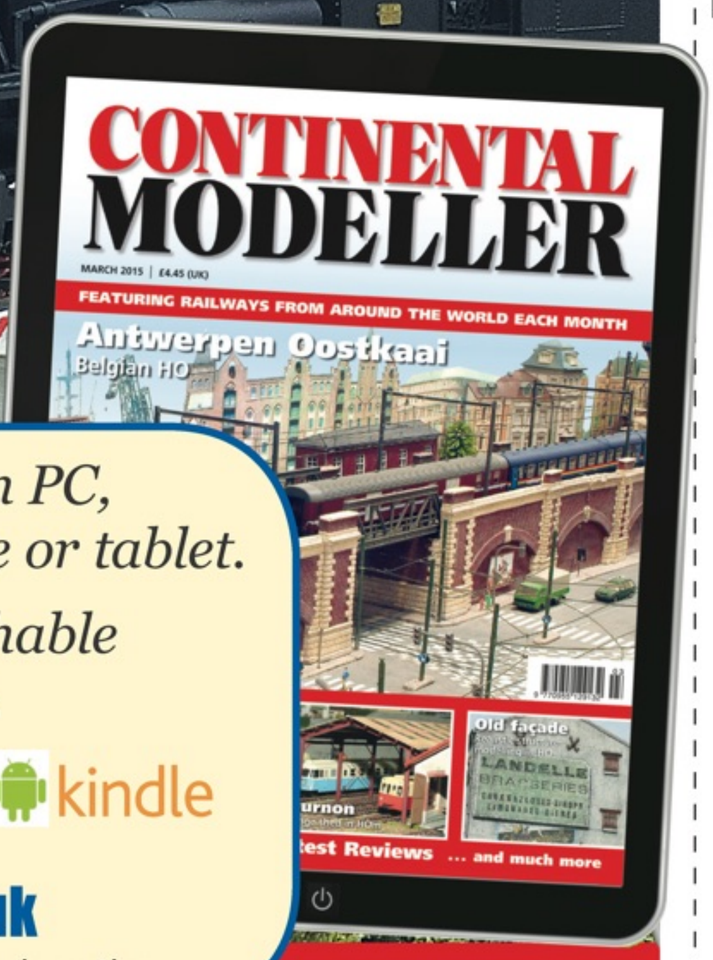
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Branch Sort Code

Instruction to your Bank or Building Society

DIRECT Debit

Please pay Howe & Davis Ltd Direct Debits from the account detailed in this instruction subject to the safeguards assured by the Direct Debit Guarantee. I understand that this instruction may remain with Howe & Davis Ltd, and, if so, details will be passed electronically to my Bank/Building Society.

CONTINIKITS

PO Box 279, RYTON, NE40 9AF e-mail on: geoff@contikits.demon.co.uk

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A SELECTION OF NEW AND SECONDHAND STOCK. ALL EXCELLENT CONDITION. BRACKETED NUMBERS INDICATE CURRENT STOCK LEVEL.
NOTE: ub — unboxed, or in the case of locos in an incorrect box.
t/b — turquoise/beige.
Catalogue Numbers quoted are those which appear on the Model's box where applicable.

HO SCALE EUROPEAN

ADE

3155-1 DB Restaurant, TEE, red/cream WRumh132 6180 88-80107-0 (# change) £45.00
3101 DB 2nd/corridor, t/b Bum 5180 22 70554-6 £45.00
3002 DB 2nd/corridor, t/b Bum 5180 22 42935-4 £45.00
3004 DB 2nd Silverfish, blue skirt £40.00
3330 DB 1st/Corridor TEE red/cream £35.00
Apfel coach, yellow/orange £35.00
DB 1st/2nd/Corridor, green, ep/V, faded window frames £25.00
DB Set of 3 TEE red/cream, 2 x 1st/corridor + 1st/open £125.00
DB Set of 3 Silverfish, 2nd + 1st/2nd + 2nd/drivers, blue/skirt £135.00
DB set of 3 t/b, 2 x 2nd/corridor + 2nd/baggage £125.00
DB TEE 1st/open, red/cream #003-6 *ub* £35.00 (2)
41308 SBB CH-Hupac, grey £30.00 (7)

FLEISCHMANN

4802k 30Yr Intercity Br103 red/cream + 3 x coach, digital £160.00
74106k DB 003 111-2 4-6-2 Digital Sound £235.00
4103k DB 03 094, 4-6-2 £138.00
4824k DB 03 140, 4-6-2 £145.00
4131k DB 041 334-4, 2-8-2 £135.00
4175k DB 050 167-6, 2-10-0 with kab tender £145.00
74174 DB 050 47-8-7, 2-10-0 Digital sound £275.00
4096k DB 094 567-5, 0-10-0T £115.00
4378 DB 103 101-2 Lufthansa Airport Express, yellow/grey £125.00
74376 DB 103 109-5, red/cream, Digital Sound *New* £225.00
74326 DB 141 294-9, electric, green, digital sound £195.00 (2)
4380 DB 151 030-4, green, blackened wheels £80.00
4136k DB 39 161 2-8-2 £128.00
4130k DB 41 270 2-8-2 £138.00 (3)
64130k DB 41 352, 2-8-2, twin digital £165.00
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
974155k DB 55 2893, 0-8-0 £118.00
4155 DB 55 4455 0-8-0, blackened wheels £88.00
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 £110.00 (2)
994355k DBAG 101 029-7 Polizei, red/graphics (DCC chip fitted) £115.00
664355k DBAG 101 067-7 2006 World Cup, green/graphics, DCC £115.00
4378 DBAG 103 101-2 Lufthansa, yellow/grey (Analogue/DCC) £95.00
4325(NEM) DBAG 141 284-0, red £70.00 (3)
481205k DBAG 145 023-6, Fleischmann graphics, special 125 yrs £125.00
4324k DBAG 146 017-9, red (digital) £115.00
4382 DBAG 151 021-3 red, blackened wheels £80.00
4239 DBAG 218 137-8, S-Bahn, orange/orange £65.00
4237 DBAG 218 362-2, red £65.00
4418k DBAG Pendolino, red/grey, 2 unit £145.00
604156k DR (class 56) 2-8-0, grey £165.00
4154 DR 51 84, 0-8-0 £95.00
4062 DR 64 455 2-6-2T £95.00
4071k DR 70 066, 2-4-0T £95.00
4076 DR 78 198, 4-6-4T £85.00
4077 DR 78 510, 4-6-4T £118.00
4031k DR 91 1627 2-6-0T £115.00
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
485101k GBAG Coal wagon set 0-10-0T + 5 x 3 tub wagons *New* £225.00
814320k HGK145 Ci o11, red, £75.00
403401K Horst 2-6-0T, lined green £125.00 (2)
4821 KPEV (BR65) 0-8-0, green £125.00 (2)
4825k KPEV T9 #7338, 2-6-0T, green £115.00
4470 NS Sprinter 2 unit EMU, yellow/blue £135.00 (2)
403208k OBB 691.1207, 2-6-0T £115.00
854320k Railion 145 063-4, red £110.00
4323k SBB 481 005-7 CARGO, blue/red £95.00
4323k SBB Cargo 481 005-7, blue/red, digital *New* £175.00
4343 SBB Re4/4" green #11374, blackened wheels £65.00
864322k TCS 145 001, black/red *New* £125.00 (2)
824321k TXLOGISTIK 145 cl031, silver £115.00 (2)
4892 Wurt 150 Yr set, 0-6-0T + 2xcoach+3xwagon *Set* £150.00
401002k Zollern 0-6-0T, green £135.00
5124k DB City Bahn 1st/2nd, orange/grey £18.00 (2)
5630k DB Bogie Bagggae, recess door, green, epIII £28.00
5631k DB 1st, recess door, green, epIII £28.00
5632k DB 2nd, recess door, green, epIII £28.00 (2)
5635k DB 1st/2nd, recess door, green, epIII £28.00
5638k DB 2nd, tail lights, recess door, green, epIII £35.00
5684k DB Bogie Baggage, green, epIII £18.00
5689k DB 1st/2nd Bogie Clerestory with brake hut, green £26.00
5690k DB 2nd Bogie Clersetory with brake hut, green £26.00
5792k DB 6wh 2nd, Clerestory, green £15.00
5860k DB 2nd/baggage, bogie convert, epIII, green £16.00 (2)
855090k DB 4wh works + 6wh baggage, green £48.00
5843k Deutsche Bundesbahn bogie baggage, blue £25.00
5688k Deutsche Bundespost Bogie clerestory with brake hut, green £26.00
5685k DR 1st bogie Clerestory with brake hut, green £26.00
5687k DR 2nd Bogie Clerestory, green £26.00
5760k DR Baggage, green £18.00
5763k DR 3rd 6axle, green £18.00
5777k DR 3rd 4wh gondola end, green £18.00
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)
509002k DRG 4wh baggage, green £16.00
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 (2)
580902k DSG Diner, wooden, 6 axle, brown £30.00
5841k DSG Diner, recess door, red, epIII £28.00 (2)
5894k KPEV Halle 6wh baggage, brown £22.00 (2)
865833k KPEV 4th with brake hut, 6 wheel, grey £24.00
520951k DB Lowside, brown £15.00
5287k DB Long modern stake £22.00 (2)
5320k DB Sinalco Van, yellow £12.00
5347k DB Spatenbrau beer van, white £15.00
5474k DB Aral Bogie tanker, white/blue £18.00 (3)
5479k DB AGIP Bogie tanker, yellow £18.00
57878701k DB Bogie Lowside stake with 2 x Tracor load £35.00
855341k DB Stuttgarter beer van, white £15.00
995410k DB 2 x 4wh tank wagon set "Rochling + Scraube" epIII £38.00
995410k DB 2 x 4wh tanker, Rochling, blue/Schraube, silver £32.00
5274 DBAG Hupac Rolling Road with Victor INOX Artic £32.00
528901k DBAG Bogie lowside stake wagon £28.00
5348k DR Seefische van with brake hut, white £15.00
5700k DR Guards van, green £15.00
5729k DR G1 van, brown £15.00
520903K DRG Stake wagon, brown £10.00 (2)
5308k DRG G1 van, brown £16.00
5366k DRG Hannover van with brake hut, brown £15.00
855826k DRG TT wagonm black £10.00
5205IK FS Steel open, brown £15.00
526502k GBAG 3 x coal tub wagon (4wh) £18.00
526602k GBAG 4 x coal tub wagon , bogie £22.00
536802k GBAG works 4wj baggage, green £20.00
5853k KPEV HALLE 4wh LWB van with brake hut, brown £16.00
855825k KPEV Magdeburg van, brown £14.00
528307k OBB Bogie Eaos open, brown £18.00
5522k PKP Cargo Bogie hopper, brown (6 variants) £22.00 (6)
527301 SBB Hupac Rolling Road with Willi Betz artic £40.00
527303 SBB Hupac Rolling Road with Wormser artic £40.00
527305 SBB Hupac Rolling Road with Murpf AG artic £40.00 (2)
527306 SBB Hupac Rolling Road with Planzer Artic £35.00
527307 SBB Hupac Rolling Road withVDS artic £40.00
527308 SBB Hupac Rolling Road with Scancargo artic £40.00
524107k SBB Cargo Bogie flat with Bertschi Cont £38.00
528305k SBB Bogie Eaos open, grey/heavy weather £18.00 (2)

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

JOUEF

HJ2200 CFL Autorail CFL 2200, 3 piece electric, red/silver (DCC) £185.00
8481 SNCF 2DZ 5516, green £40.00
HJ2191 SNCF Autorail X7 3809, region Poitou-Charntes, graphics £135.00
837000 SNCF BB26023 two tone grey/orange £70.00
8348 SNCF BB27 electric, green £60.00
HJ2005 SNCF BB36242, grey/green £110.00
HJ2005 SNCF BB36242, grey/silver/green (Lenz DCC fitted) £115.00
HJ2030 SNCF BB66066, green/yellow stripes £80.00
854300 SNCF BB66403 diesel, blue £60.00
854400 SNCF BB66445 diesel, blue £60.00
HJ2025 SNCF cc6549 Maurienne, green/white £115.00
HJ2025 SNCF cc6549 Maurienne, green/white, DCC fitted £125.00
843400 SNCF cc6553 electric, red/grey/orange £75.00 (2)
857300 SNCF cc72091, two tone blue/white £75.00
HJ2157 SNCF Infra BB69292, blue *New* £125.00
HJ2044 SNCF X73717 Railkcar Aquitaine, silver £125.00
862200 SNCF Z2 two unit DMU, blue/grey/red £75.00 (2)
5305 Mitropa Sleeper, maroon £18.00 (2)
93-01 SBB Sleeperette, purple/blue Moon+Stars (LS Models) £24.00
574900 SBB DMs Bogie Baggage, green £20.00
525000 SNCF 2nd B10 DEV INOX, silver £22.00 (2)
525100 SNCF 2nd B9 DEV INOX, silver £22.00 (2)
HJ4051 SNCF 2nd DEV, epIII, green £24.00
534200 SNCF Grand Comfort 1st/baggage, red/silver £15.00
525600 SNCF TEN sleeper, blue £22.00
5295 SNCF UIC Bogie Baggage, Dd45, gree (close coupling) £10.00 (2)
5081/2/3/4 SNCF Z2 N Double deck stock, concrete/orange £55.00 (2)
5083 SNCF Z2N 1st/2nd D Deck (close coupling) £12.00
5084 SNCF Z2N 2nd /DriversD Deck (close coupling) £16.00
5082 SNCF Z2N 2nd D Deck (close coupling) £12.00 (2)
670100 DB Bogie Cargo Waggon, silver/blue £18.00
673400 DB Cargo waggon, silver £18.00 (3)
645755 FS Monfer bogie hopper, grey £20.00
663 SNCF 85T Cockerill Crane set £50.00
P6571 SNCF Artic Transporter with 10 x car load £18.00
657600 SNCF Bogie car transporter, green £15.00 (2)
657655 SNCF Bogie car transporter, green £15.00
HJ6019 SNCF Bogie flat with 40' cont TASTET £26.00
6513 SNCF Bogie Tanker Ugine-Kuhlmann, white/orange stripe £7.00
676000 SNCF Bogie van Marcel Millet, white £10.00
6643 SNCF CET Bogie hopper, brown £7.00
657955 SNCF Contrex long bogie canvas cover wagon, £12.00 (3)
657600 SNCF D Deck Car Carrier, green £12.00
HJ6046 SNCF Ermena Transcereales bogie hopper, grey £20.00 (2)
649600 SNCF Ermewa Bogie tanker, grey £16.00
HJ6014 SNCF Franciade Bogie Cereal hopper, green/grey £20.00 (3)
672900 SNCF FRET long bogie canvas cover wagon, green/grey £12.00 (2)
668400 SNCF Granit Bogie hopper,blue £15.00 (2)
663400 SNCF Guyomarch Bogie Hopper (Animal Nutrition), grey £15.00
664 SNCF Kangourou Box set: 2 x wagon with Caberson Trailer + tractor + ramp + track piece, Superb condition £70.00
HJ6044 SNCF Monfer Bogie cereal hopper, light grey £24.00 (5)
P660 SNCF Operating Hopper set including 5 x Hopper £25.00
651600 SNCF Simotra bogie tanker, silver.weathered £10.00
651855 SNCF Simotra bogie tanker, silver.weathered £12.00
HJ6089 SNCF Soufflet bogie cereal hopper, grey £25.00 (2)
SNCF STEF/Findus long bogie van, white £15.00
657300 SNCF STVA Artic car transporter, grey £20.00 (2)
657355 SNCF STVA Artic Car transporter, grey (close coupling) £12.00 (2)
6573(00) SNCF STVA Artic car transporter, grey £12.00 (2)
654755 SNCF Transcereales bogie hopper, grey £12.00 (10)
672855 SNCF UNIMETAL long bogie canvas cover wagon, cream £12.00
657800 SNCF Vittel long bogie canvas covered wagon, £12.00 (5)
657855 SNCF Vittel long bogie canvas covered wagon, £12.00 (2)

LILIPUT

L103000 0-6-0T Fireless, green/red £55.00
L133980 Cantus Flirt 428 553, blue/silver/yellow £188.00
L104021 DB 18 316, 4-6-2, F'mann digital decoder fitted £85.00
L133543 DB ET1101 Munchner Kindl, maroon, epIII £75.00
L132003 DB railion Logistics 225 032-0, red epV *New* £115.00
L111123 DR 01 1078, 4-6-2 streamline, epII, dark grey £135.00
L105232 DR 52 8020 with tub tender, epIII £120.00
L131006 DR 751022, 2-6-2T, epIII £80.00
L131372 DRG Br92 202, 0-8-0T, epII, digital (Lok Pilot) *New* £95.00 (2)
L102901 Henschel 0-4-0T, Fireless, green *New* £62.00
L112700 KPEV Akku-Triebwagen System Wittfeld, brown/grey-cream £78.00
L112700 KPEV Akku-Triebwagen System Wittfeld, brown/grey-cream *New* £80.00
L112418 NS Cargo Mak diesel,Cargo, red £55.00 (2)
L104408 NS Werkslok #46, yellow £48.00
L132471 OBB 2060 090-4 diesel, orange £45.00
L136500 Panzer Armoured Train, epII, green, motorised *New* £55.00
L136512 Panzer Armoured Train, epII, green, motorised digital (Lok Pilot) *New* £65.00 (2)
L136501+ L136500 Panzer Zug x 4 set, powered, epII £95.00
L133992 SBB RABe Flirt white/black/red doors (DCC Fitted) £165.00
L114424 SOB NPZ set, green/cream (DCC digital) £75.00 (2)
L102901 ZuckerFabrik 0-4-0T Fireless, green *New* £60.00
L388594 BLS 1st EWIIIa Nina, silver/blue/green £18.00
L388596 BLS 1st EWIIIa Nina, silver/blue/green £22.00
L388996 BLS 1st EWIIIa Nina, silver/blue/green £22.00
L388996 BLS 1st/baggage NINA, silver/blue/green £28.00
27951 Bodensee Toggenburg 4wh gondola end coach, red £12.00
27952 Bodensee Toggenburg 4wh gondola end coach, yellow £12.00
27953 Bodensee Toggenburg 4wh gondola end coach, blue £12.00
27951 BT 4wh Gondola ends, blue £12.00
L384601 DB 1st Recess door, epIIIb, green £15.00
L328701 DB 1st/2nd EILZUG, green, epIV £16.00
L384801 DB 1st/2nd Recess door, epIIIb, green £15.00
L328601 DB 2nd EILZUG, green epIV £16.00
L328501 DB 2nd EILZUG, recess door, green epIV £16.00 (2)
L384701 DB 2nd Recess door, epIIIb, green £15.00 (3)
L334030 DB 2nd, B-21 21005 MZ long 4wh green £18.00
L334039 DB 3rd Cd-21 44537MZ long 4wh, green, rear light £24.00
L334033 DB 3rd, C-21 43314MZ Long 4wh, green £18.00 (2)
L351011 DB 4 x Langenschwalbacher Coach set, epIII, green *New* £55.00 (4)
L334403 DB 4wh PW3 baggage, green, epIII £15.00
L385301 DB Autotransport Coach, green, epIII *New* £18.00 (4)
L328901 DB Baggage EILZUG, recess door, green, epIV £16.00
L384901 DB Baggage Recess door, epIIIb, green £15.00
L383911 DB Baggage, streamline, blue, epIIIa £16.00
L382701 DB Diner, maroon, epIII £15.00 (2)
L350061 DB fast train coach set x 3 recess door, green, epIII *New* £50.00
L350071 DB fast train coach set x 3 recess door, green, epIII *New* £50.00
L351011 DB Langebschwalbacher x 4 coach set, green, epIII £50.00
L334403 DB Pw3 6wh baggage, green £20.00
L385111 DB Salonwagen of the Bundeskanzlers, epIV, green £16.00
L383611 DBAG Works Bogie coach, red, skirts *New* £15.00 (4)
L381502 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-402 *New* £15.00 (4)
L381702 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-403 *New* £15.00 (3)
L381602 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-406 *New* £15.00 (3)
L381802 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-407 *New* £15.00 (4)
L334041 DR 2nd Bp540-364 4wh LWB, green £15.00
L334042 DR 2nd Btr 540-325 4wh LWB, green £15.00
L381502 DR 2nd Langen schwalbacher, green, epIII £15.00
L381602 DR 2nd Langen schwalbacher, green, epIII £15.00
L381702 DR 2nd Langen schwalbacher, green, epIII £15.00
L381802 DR 2nd Langen schwalbacher, green, epIII £15.00
L350022 DR Coach set x 3 recess door, green, epIV *New* £50.00 (2)
L350032 DR Eilzugwagen, 3 x coach set, green, epIV £40.00
L383302 DR Sleeper, maroon, epIII *New* £18.00 (2)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII *New* £18.00 (4)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII £16.00 (2)
L384803 DRB 1st/2nd, Express Badische Bauart, green, epII *New* £18.00 (4)
L384803 DRB 1st/2nd/3rd Badischer Bauart, epII, green £16.00
L384713 DRB 3rd Badische Express, green, epII £16.00 (2)
L384703 DRB 3rd Express Badische Bauart, green, epII *New* £18.00 (5)
L384703 DRB 3rd Express Badische Bauart, green, epII £16.00 (2)
L384713 DRB 3rd Express Badische Bauart, green, epII *New* £18.00 (9)
L381903 DRB 3rd Langen schwalbacker, green, epIII £15.00 (2)
L384903 DRB Baggage Badische Express, green, epII £16.00
L384603 DRG 1st/2nd Baden, green, epII *New* £20.00 (3)
L384803 DRG 1st/2nd/3rd Baden, green, epII *New* £20.00 (4)
L334505 DRG 2nd/3rd Dresden, green £18.00
L334501 DRG 3rd C4i 73525 Dresden, green £18.00
L334506 DRG 3rd Dresden, green £18.00
L384303 DRG 3rd Gr28 express coach, green, epII £15.00
L334501 DRG 3rd Waltbg M. Traglastabt, green £22.00 (2)
L334507 DRG 3rd, Dresden, green £18.00
L334401 DRG 4wh PW3 bagggage, green, epII £15.00
L385203 DRG Maschinen Baggage, Reichs, green/white roof £18.00 (3)
L382303 DRG Rheingold Salonwagen 10504, purple/cream £38.00
L382503 DRG Rheingold Salonwagen 10716, purple/cream £38.00
L382803 Mitropa 2 x sleeping car, maroon £38.00
L382802 Mitropa Sleeper, maroon, epIII *New* £20.00 (2)
L383105 OBB 1st, skirts, orange/cream, ep/V £12.00 (3)
L387814 SBB 1st Lightsteel, green, epV *New* £18.00 (2)
L387814 SBB 1st Lightweight Museum epV, green £18.00
L388986 SBB 1st/Baggage Swiss Express, orange/grey, epV *New* £18.00
L387624 SBB 2nd Lightweight, centre entrance, green epV *New* £20.00
L388886 SBB 2nd/Drivers Swiss Express, orange/grey, epV *New* £35.00 (5)
L387514 SBB Diner Lightsteel, maroon, epV *New* £20.00 (7)
9030(Aku) SBB Jurail Express, green/lilac £28.00
L387814 SBB Lightweight 1st, epV, green, Museum £18.00 (2)
L387514 SBB Lightweight Speisewagen, epV, maroon £18.00 (4)
L388614 SBB Mitropa Diner EW III, purple/white, epV *New* £24.00 (4)
08988104 SBB Rail-In-Club Speisewagen 'Grotto Ticinese', red/black £35.00
L388004 SBB RIC Diner, orange, epIV/V *New* £22.00 (6)
L388004 SBB Speisewagen WRM, orange £20.00 (2)
L388614 SBB Speisewagen, EW III, Mitropa, epV, purple/grey/white £16.00 (6)
L388884 SBB Swiss Express Driving Trailer, orange/grey £38.00
L388014 SBB TEE diner WRm RIC, red/cream £18.00 (2)
L224803 Baden Ganter beer van, white £10.00
L240074 BLS Car Transporter end wagon £31.50
L225821 DB Bogie tanker Fire Service, yellow £12.00
L225811 DB BP Bogie tanker, green £12.00
L225831 DB DEA Bogie tanker, grey, epV *New* £12.00
L235060 DB Fd-z-72 open wagon, centre tipper, brown £10.00
L1231011 DB Ferry van, epIII, brown £12.00
L224308 DB Hoogovens Bogie Hopper,silver £15.00
L220015 DB Low Level bogie transport wagon, brown £10.00 (2)
L220011 DB Low level transport wagon x 2 £14.00 (2)
L221511 DB Lowside with 3 x loco wheel set load £12.00 (3)
L235065 DB middle tipping open wagon, epIV, brown *New* £10.00
L235075 DB middle tipping open with brake platform, brown, epIV *New* £11.00
L220001 DB Rolling Road, brown £10.00
L220011 DB Rolling Road with DB Artic lorry £12.00 (4)
L240021 DB Saltz 4 x Bogie tank, grey, epIV (old logo) £45.00
L220999 DB Siemens, heavy load carrier with transformer £35.00
L230991 DB Tank wagon (Tub Tender) twin set *New* £22.00 (5)
L225801 DB Texaco bogie tanker, green £12.00
L240091 DB works set, bogie baggage, blue, open + flat with cont £32.00
L220601 DB Zwischenwagen, brown £12.00 (3)
L225061 DBAG 4wh tanker, fire control, red/white stripe £9.00
L240066 DR U-Boat transport set, Seehund, epII £45.00
L235750 DRG bogie stake wagon with LKW (lorry) load £22.00
L235493 DRG Monopolin 3 axle tanker, silver £15.00
L221713 DRG Ommru wood open, brown £7.00 (2)
L225109 DSB 4wh tanker, white/orange stripe £9.00
L235772 E+H Long bogie canvas cov wagon, yellow £18.00 (3)
L224400 FS Eaos open, brown £9.00 (4)
L240140 SBB 2 x 4wh tanker, Soda Fabrik Zurich + Riottan Gerf £22.00 (2)
L240161 SBB 2 x BTA/Shell bogie tankers, grey £30.00
L240039 SBB 2 x container wagon set #5 £45.00
L240040 SBB 2 x container wagon set #6 £45.00
L240042 SBB 2 x container wagon set #7 £45.00
L240084 SBB 2 x Gravel carrier set, GUP £28.00
L240084 SBB 2 x Gup goldau Bogie gravel carrier *New* £30.00
L240154 SBB 6 x Old Time beer van set £55.00
L225004 SBB 4wh tanker Wascosa, silver, epV £8.00 (3)
L224304 SBB Alusuisse bogie wagon, silver £15.00 (2)
L225901 SBB AVIA bogie tanker, grey £15.00
L225804 SBB AVIA Osterwalder tanker, grey £12.00 (2)
L224624 SBB Bogie gravel hopper 'Ciments', yellow £10.00
L224674 SBB Bogie gravel hopper "Holderbank', grey £10.00
L224664 SBB Bogie gravel hopper Huntwagen(New design) brown £10.00
L224634 SBB Bogie gravel hopper "Kies Ag Wil', green £10.00 (5)
L224654 SBB Bogie gravel hopper "Kies AG', yellow £10.00
L224684 SBB Bogie gravel hopper "Vigiers', grey £10.00
L224604 SBB Bogie gravel hopper "Weiacher Kies', brown £10.00 (7)
L222509 SBB BP Bogie tanker, silver/red/black £12.00
L222509 SBB BP Bogie tanker,light grey £12.00 (5)
L240160 SBB BTA and Petrola 2 x bogie tanker set, grey £30.00
L224763 SBB Chocolate van with brake hut, cream £10.00
L225897 SBB Danzas/Sevino bogie tanker, silver £15.00 (2)
L222524 SBB ESSO bogie tanker, silver £12.00
L222514 SBB ETRA bogie tanker, grey £12.00 (5)
L221750 SBB L7 steel open, grey, epIII £8.00 (2)
L225814 SBB Schenk bogie tanker, white/red £10.00 (2)
L222584 SBB Shell bogie tanker, silver £12.00 (6)
L224684 SBB Vigier bogie hopper, weathered £10.00
L224684 SBB Vigies bogie gravel hopper, grey £10.00
L225004 SBB Wascosa 4wh tanker, silver, epIV £8.00 (3)
L225864 SBB Wascosa bogie tanker, grey £12.00
L225844 SBB Wascosa Bogie tanker, multicolour graphics £22.00 (2)
L222507 SNCB VTG Bogie tanker, grey £10.00

ROCO LOCOS (NEW AND SH)

43644.1 (SWISS) Vanoli ex V100 diesel, yellow Airolo £60.00
72299 ALEX 183 004, blue/grey, sound £175.00
63991 ALEX ER20-002, silver/yelow £75.00
62833 ARRIVA 223 065 Hercules, blue/grey/yellow £95.00
63562 BASF 145 CL001, green, electric £85.00
63809 BLS 185 525-3, Cargo, silver/blue, (DCC Lenz silver) £125.00
62504 BLS 185 577-4 Cargo, silver/green (DCC Fitted) £125.00
63510 BLS 465 001-6 Connecting Europe, blue/white £110.00
62399 BLS 465 018-0, blue £95.00
63594 BLS 485 001-2, silver/green £115.00
43710 BLS Ae6/8 #208, brown £145.00
63887 BLS Ae6/8 #271, brown £245.00
63880 BLS Ae6/8 #274, brown £225.00
63880 BLS Ae6/8 #274, brown (DCC Fitted) £235.00
63594.4 BLS Cargo (485) 185 535-2, blue/silver/green £128.00
63809 BLS Cargo 185 525-3, blue/silver £125.00
63677 Box Express ES64 U2.903, yellow/silver/blue, digital £115.00
62836 BRKS ER20 014, silver/yellow £80.00
63821 Cargo Serv ES64U2, yellow/grey/blue (DCC sound) £195.00
62926 CD 753 193-2, red/yellow (DCC fitted) £115.00
63597 CFL 185 520-4, blue/silver £110.00
63012 CFL VT628/928 two tone blue/grey £145.00
43795 COMSA 56-Lok 2524 diesel, orange £65.00
63595 CONNEX 185 515-4, blue £85.00 (3)
63595 Connex 185 515-4, blue, digital £95.00
62388 Crossrail 185 595-6, red (DCC Fitted) £145.00
Xenia CSD 536 0 500, 2-10-0 *New* £125.00
43836 D319.247.3, AVE, grey/white £85.00
72742 D-AMR MY1149 red/maroon £135.00
63343 DB 001 181-7, 4-6-2 £135.00
43359 DB 01 008, 4-6-2, £98.00
62317 DB 041 246-0, 2-8-2 £135.00
62315 DB 042 202-2 2-8-2 £135.00
63226 DB 099, 2-6-2 £135.00
63803 DB 101 095-8 'Mini Cooper', Lenz chip fitted £125.00
63720 DB 101 130-3 Metropolitan, silver (Mashimamotor fitted) £85.00
63739 DB 103 101-2, Lufthansa, yellow/grey (DCC fitted) £125.00
43442 DB 103 120.2, TEE, red/cream £95.00
43619 DB 103 231-7, red £95.00
62343 DB 110 177-3, blue £78.00
63718 DB 111 054-3, t/b £65.00 (2)
43412 DB 111 068-3, red £60.00
W0030 DB 111 087-3, t/b Lowen Takt £75.00
63625 DB 117 012-6, green £85.00
63618 DB 118 016-5, blue £80.00
43388 DB 140 167-8, green £65.00
43387 DB 140 542-2, t/b £70.00
63815 DB 141 115-6, green £70.00
63430 DB 142 001-7 diesel, maroon £78.00
62526 DB 151 138-5, t/b £68.00
43690 DB 181 209-81, blue £70.00
43692 DB 181 211-4, Lorraine, t/b £75.00
43693 DB 181 213-0, SAAR, t/b £75.00
43695 DB 181 221-3, red £70.00
43483 DB 194 194-7, green, electric £95.00
43648 DB 211 070-8, t/b £65.00
63933 DB 220 001-2, maroon, Sound £175.00
63402 DB 220 011-1, maroon, factory weathering £70.00
43524 DB 220 012-9, diesel, t/b £70.00
43524 DB 220 027-7, maroon £70.00
62841 DB 221 130-8, maroon, Digital sound £185.00
63225 DB 23 054, 2-6-2 £125.00
43248 DB 23 105 2-6-2 + book set £150.00 (2)
43704 DB 232 100-8, maroon/white stripe £65.00 (2)
63381 DB 260 007-6, maroon £68.00
63941 DB 265 014-1, maroon £80.00
63382 DB 280 007-6, maroon, Sound £165.00 (2)
63954 DB 290 367-2, t/b, digital uncoupler £65.00
43809 DB 291 004-0, red £60.00
63231 DB 35 1081-5, 2-6-2 £145.00
43621 DB 360 922-9, t/b £70.00
62970 DB 365 180-9, t/b £75.00
43244 DB 41 018, 2-8-2, oil £95.00
62247 DB 50 1356, 2-10-0 (Digital sound) £195.00
63746 DB 750 001-0 (103) electric, red/cream (DCC fitted) £110.00
43359 DB Br01 008, 4-6-2 £110.00
43386 DB Cargo 139 262-0, red (DCC fitted) £75.00
63708 DB Cargo 140 810-3, red (DCC LENZ) (As New) £95.00
63560 DB Cargo 145 006-3, red £80.00
63710 DB Cargo 150 111-3, red £70.00
63423 DB Cargo 290 029-8, red £60.00
From set DB Cargo 290 125-4, red/end stripes, flashing roof light £75.00
43717 DB E17 07, green £75.00
63870 DB E6005, green £115.00
63773 DB E94 032 electric, green (DCC fitted) £125.00
63788 DB ET 91 01, Glasstrain with passengers, blue/cream £95.00
63006 DB ET420 3 unit EMU, blue/19:55uhr graphics £135.00
43525 DB ET491 Glasstrain with passengers, light blue £95.00
43840 DB V160 003, maroon/grey, wooden box Museum Edition £115.00
43620 DB V60 423, maroon £60.00
43666 DB V90 066, maroon £54.00
63028 DB VT/VS98 twin unit Railbus, maroon, epIII, sound £165.00
43086 DB VT601 DMU, 4 unit, TEE, digital sound £195.00
63026 DB VT98 9505 twin railbus, maroon, digital sound £145.00
48012 DB Werkslok 3 (SNCF Y8000), oraange/blue £60.00
63568 DBAG 010 102-2, blue/graphics/Roco £115.00
63721 DBAG 101 001-6, 2006 World Cup, yellow/graphics £120.00 (2)
43741 DBAG 101 004-0, red £80.00
63729 DBAG 101 014-9, blue/graphics £95.00
63729 DBAG 101 014-9, Hilfswerk, blue/graphics (DCC chipped) £98.00
63724 DBAG 101 061-0, Makrolon, blue, digital £88.00
63804 DBAG 101 082-6 Bkk, yellow/black £110.00
43741 DBAG 101 083-6, red £85.00
63722 DBAG 101 094-1 Aspirin, green/graphics £115.00
63803 DBAG 101 095, Mini Cooper £110.00 (2)
63723 DBAG 101 096-2 BAYER, green/graphics, digital £88.00
63799 DBAG 101 101-4, Europa, blue/graphics £110.00 (2)
63568 DBAG 101 102-2 Wirmenschen/Roco, blue/graphics (digital) £125.00
63720 DBAG 101 130-3, Metropolitan, silver (DCC Lenz) £120.00
63801 DBAG 101 141-0 ELB 2000, black/yellow graphics £95.00
43619 DBAG 103 231-7, red £85.00
63700 DBAG 110 320-9, red (DCC-Lenz) £85.00
43389 DBAG 110 340-7, t/b £65.00
43413 DBAG 111 045-1, t/b £65.00
62404 DBAG 111 062-6, red £70.00
43484.1 DBAG 112 119.3, red/pro renumber £70.00
43684.1 DBAG 112 147.4, maroon, pro renumber £75.00
63708 DBAG 140 810-3, CARGO, red, £65.00
63558.1 DBAG 143 237.6, S-Bahn, orange/grey,, pro renumber £80.00
43680 DBAG 143 348-1, maroon/white stripe £80.00
43683.2 DBAG 143 619.5, S-Bahn, orange/grey,, pro renumber £80.00
43683.1 DBAG 143 635.1 S-Bahn, orange/grey, pro renumber £80.00
63561 DBAG 145 018-8, red £80.00
72546 DBAG 146 240-7, red (DCC fitted) £115.00
63713 DBAG 150 099-0, red £75.00
43385 DBAG 151 163-3, t/b £70.00
62624 DBAG 155 070-6, maroon (Lenz chip fitted) £118.00
43692 DBAG 181 221 3, red £75.00
63685 DBAG 182 001-8, red (ESU sound) £145.00
63825 DBAG 182 009-1 DHL, yellow/red £115.00
63819 DBAG 182 022-4 Railion, red (DCC chipped) £95.00
63590 DBAG 185 003-1, red £80.00
62432 DBAG 189 027-6, Railion, red £95.00 (2)
62432 DBAG 189 027-6, Railion, red (DCC fitted) £115.00
62812 DBAG 204 671-5, red £68.00 (2)
63416 DBAG 211 061-7, red £65.00
62867 DBAG 234 545-2, red £80.00
63953 DBAG 290 193-2, maroon *New* £55.00
63411 DBAG 332 097-5, t/b £55.00
62974 DBAG 364 920-9, red £75.00
43527 DBAG 491001-4 Glass train, blue/white, with passengers £85.00
63015 DBAG 628/928-350, two tone green/grey £85.00
63747 DBAG E03 001, red/cream + track piece, DCC £118.00
63741 DBAG E103 233-3, red £105.00
63007 DBAG ET420 3 car set, red/grey £128.00
41081 DBAG Kof 333 136-0, red/grey + 2 x wagon + 6wh coach £100.00
43437 DBAG Kof 335 090-7, red/white stripe £55.00
62455 DBAG Porsche 182 004-2, silver £95.00
63636 DBAG Railion 151 142-7, red £80.00
43022 DBAG VT628.2/928.2 DMU, two tone green/grey £95.00
63404 DBP Post 0-6-0 Jackshaft disel, t/b £75.00
43320 DD 93 682, 2-8-2T £70.00
63426 Deutsche post #5 V60 diesel, red (DCC Chip) £80.00
63268 DR 01 512, 4-6-2, Box Pok wheels £145.00
43681 DR 112 010-4, red £75.00
62786 D

CONTI KITS

STRICTLY MAIL ORDER

Continued from the previous page

44611 SNCF 1st, green/silver, DEV..... £20.00 (3)
44613 SNCF 2nd Wasteels, DEV, blue/grey..... £20.00
44614 SNCF 1st/Baggage, DEV, green/grey..... £20.00
44622 SNCF FTS Train Special DEV, orange/silver..... £20.00 (4)
44654 SNCF 1st/Eurofima, Corail..... £25.00
44667 SNCF 1st/Eurofima, Corail..... £25.00 (2)
45100 SNCF Bogie Baggage, green/silver..... £25.00 (2)
45110 SNCF 1st/Eurofima, Corail..... £25.00
45111 SNCF 2nd, Eurofima, Corail..... £25.00
45206 SNCF UIC Diner, Corail..... £25.00
4222C SNCF 2nd Bruhat centre entrance, blue/green..... £18.00 (8)
44250C SNCF 2nd/Couchette, DEV, green/silbver..... £20.00 (2)
64081 S-SSRT A7 1st + B9 2nd, two tone grey/red doors..... £80.00
64354 S-SSRT B9 2nd, two tone grey/red doors..... £40.00
47163 CFL LWB 4wh stake wagon..... £12.00
47180 DB 4wh stake wagon with Army Unimog with Plough load..... £20.00 (4)
46630 DB Artic Car Carrier with 5 x cars, brown..... £32.50
46460 DB Bogie car transporter, blue..... £22.00 (2)
46797 DB bogie tanker with COWL, white/orange stripe..... £22.00
47839 DB Bogie tanker, Rochling, blue, epIII..... £17.00
W0014 DB Cont wagon Eurocopter, white..... £10.00
W0012 DB Cont wagon MAN, yellow..... £10.00
W0013 DB Cont wagon Rosenbauer, red..... £10.00
W0008 DB Hupac with 2 x Circus Krone Swap body..... £25.00
44311F DB Hupac with Kombirail Artic lorry trailer, yellow..... £26.00
44311B DB Hupac with Malenstein Lorry Trailer..... £25.00
47001 DB Kombiwaggon with 2 x Schenker cont..... £25.00
47252 DB 'Leibniz' cont wagon..... ***New*** £8.00 (6)
47130 DB Long Bogie Cargowagon, silver/blue..... £24.00
66370 DB Long Closed Bogie Hopper, brown..... £25.00 (3)
47824 DB open with Tractor load..... ***New*** £9.00 (2)
47321 DB Persil 3 x tank load..... £18.00
47700 DB Slide Roof wagon..... ***New*** £14.00 (2)
47186 DB stake wagon with 2 x VW van..... £11.50
66352 DB stake wagon with Deutsche Bundesbahn lorry load..... £18.00
47100 DB Twin Kombiwaggon with 4 x Hornbach swapbody..... £35.00
47130 DB/Danzas Cargo wagon long bogie, silver/blue..... £22.00 (2)
66960 DBAG Bogie COWL wagon, brown..... £15.00
47006 DBAG Cargo Hupac, Willie Betz Artic Trailer load, yellow..... £27.00
66370 DBAG long bogie closed hopper, brown..... £28.00
66371 DBAG long Bogie Hopper, red..... £25.00 (3)
47843 DBAG LWB stake wagon with UniMog Snow plough load..... £18.00
66916 DBAG Slideroof van, brown..... £15.00
67823 DBAG SSgns Bogie flat with 3 x APL cont..... £35.00
67825 DBAG SSgns Bogie flat with 3 x Shunping cont..... £35.00 (2)
66376 DBAG Tadgs long bogie closed hopper, brown..... £25.00 (3)
66828 DR 01 4wh wood load, brown..... £8.00
46540 DSB LWB 4wh stake wagon, brown..... £12.00
46544 DSB LWB 4wh stake wagon, brown..... £12.00
47434 FS Bogie Cowl wagon, grey/brown..... £18.00
46509 FS High Capacity van, silver/green..... £18.00
66579 FS High Capacity van, silver/green..... £18.00 (3)
66580 FS High Capacity van, silver/green..... £18.00 (2)
47627 FS LWB 4wh stake + concrete load pipe..... £15.00
66176A/B/C I-Trans Trasfeimer bogie tanker with cowl, white/orange..... £22.00 (3)
46281 NS LWB Post van, red/silver doors..... £10.00 (2)
46273 NS Post van, red/silver doors..... £10.00
46275 NS Post van, red/silver doors..... £10.00
46338 NS PTT Post van, brown..... £12.00
46224 NS Regam, GAS, bogie wagon, white..... £15.00

See us at the following events;
25th April Leigh Gauge O Show,
9th & 10th May Derby MRS,
30th May Cleckheaton O Gauge Show.
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.

47602 OBB Delacher long bogie canvas wagon, blue..... £22.00
67519 OBB Hupac with Gebruder Weiss Trailer..... £34.00
46359 OBB Hupac with LKW Walter trailer..... £25.00
46361A OBB Hupac with Muller trailer (Special)..... £28.00
46237 ÖBB Tds van, white..... £9.00 (2)
47933 RENFE HBIS 25 YR Rocco/Soldat..... £10.00
66263 SBB 3 x Cont wagon, 4wh..... £16.00
46859 SBB 4wh grain hopper, Sauvin, blue..... £15.00
46678 SBB 4wh gravel hopper, grey..... £15.00 (4)
44314A SBB 4wh hopper, brown/weathered..... £10.00
66779 SBB 4wh stake wagon..... £14.00
66999 SBB Bogie Eaos open, green..... £15.00 (2)
67867 SBB Carbagas bogie tanker,white/orange stripe..... £22.00
66795 SBB ETRA twin sphere wagon, grey..... £15.00
47145 SBB Habbins Long High Capacity Bogie van, silver..... £20.00
67796 SBB Hbbiins High Capacity van, green..... £18.00 (2)
46933 SBB Hbbiins High Capacity van, Datwyler, white..... £16.00 (6)
46503 SBB Hbils van, Neumann, white..... £10.00
46942 SBB High Capacity van , Cargo Domicile, silver..... £18.00
46933 SBB High Capacity van , silver..... £18.00
47447 SBB High Capacity van, silver..... £18.00
47016 SBB Hupac with 2 x Danzas swap body..... £28.00
46355 SBB Hupac with 2 x Fory swap body..... £28.00 (2)
66714 SBB Hupac with 2 x Giezendanner swap body, white..... £30.00 (3)
46355 SBB Hupac with Danzas Artic trailer, blue/yellow..... £28.00
46347 SBB Hupac with Danzas lorry trailer..... £28.00
66710 SBB Hupac with Laghi Artic trailer..... £27.00
46561 SBB Hupac with Rouch Artic trailer, weathered..... £25.00
66490 SBB Llong 4wh stake, grey..... £16.00
67024B SBB long bogie stake, brown..... £24.00
67024A SBB long bogie stake, grey..... £24.00
66340 SBB Slidewall van, silver/brown..... £15.00 (2)
66683 SBB Stake wagon with PTT Bus (old style)..... £24.00
46089 SNCB Armita Bogie tanker, grey..... £16.00 (2)
67226 SNCB VTG Bogie tanker, light grey..... £20.00
67227 SNCB VTG Bogie tanker, light grey..... £20.00
46327 SNCB VTG/Esso bogie tanker, grey..... £15.00
47372 SNCF Bogie tanker Coop spaghetti, grey/graphics..... £19.00 (2)
4365B SNCF Bogie tanker L'Air Liquide, blue/white/weathered..... £15.00
47953 SNCF Hupac with 2 x Bahntrans Swap body..... £25.00
47952 SNCF Hupac with Evergreen 40' cont..... £24.00
44311C SNCF Hupac with Malenstein Lorry Trailer..... £25.00
47118 SNCF Hupac with Mesguen Refrig cont..... £27.00
4365B SNCF L'Air Liquide Bogie Tanker, blue/white..... £18.00 (4)
47097 SNCF Stake wagon with 2 x Intercontainer, white..... £12.00
877 Unimog + stake with Red Cross container..... ***New*** £32.00

SACHSENMODELLE

BLS Skyline Express 3 coach set, green/graphics..... £50.00
14345 CFR 2nd/Couchette, type Y, blue/white stripe..... £35.00
74566 CONNEX RZ Beomz, Halberst, grey/yellow epV..... £38.00
74567 CONNEX RZ Eomdz, Halberst, grey/yellow epV..... £38.00
74568 CONNEX RZ TOmz, Halberst, grey/yellow epV..... £38.00 (2)
74499 CSD 1st RZ, green/yellow, epIV..... £26.00
74500 CSD 2nd RZ IC, green/yellow stripe epIV..... £26.00
74499 CSD RZ 1st, green/yellow..... £35.00
14221 DB 4wh Baggage (ex Pw Post i34), green, epIII..... £14.00
14263 DB Deutsche Weinstrasse, recess door, blue/cream..... £16.00 (2)
14433 DB Pw4u-pr16 bogie baggage, green, epIII..... £15.00 (2)
14604 DB EBA177 Railcar centre 4wh coach, maroon, epIII..... £12.00
14633 DB Post mrz, green epIV..... £28.00
74489 DB AutoZug 2nd, red/grey..... £25.00
14340 DBAG 1st/2nd Type Y, green/cream..... £20.00 (3)
14374 DBAG D Deck 'ends' set PMP, graphics/green..... £36.00
14407 DBAG 1st Halberstadt/Corridor, green/cream..... £25.00 (2)
14410 DBAG 1st/2nd Halberstadt, green/cream..... £22.00
14415 DBAG 2nd Halberstadt/Corridor, green/cream..... £25.00 (5)
14417 DBAG 2nd, Bomz, two tone pink/grey, epV..... £25.00
14418 DBAG 2nd, green/cream..... £22.00 (2)
14421 DBAG 2nd/baggage Halberstadt, green/cream..... £25.00 (6)
14422 DBAG 1st/2nd/Baggage RZ, two tone green/grey..... £24.00 (2)
14423 DBAG 1st/2nd RZ, two tone green/grey..... £24.00 (4)
14424 DBAG 1st Halberstadt/Corridor, green/cream..... £25.00
14427 DBAG 2nd, D Deck 'Sparkasse' advert..... £25.00
14446 DBAG Restaurant, red/pink/grey..... £25.00 (2)
14453 DBAG Salon, green, diner..... £25.00
14455 DBAG Mitropa sleeper, maroon..... £18.00
14501 DBAG 1st/2nd two tone blue/grey..... £25.00
14502 DBAG 2nd/Bike, two tone blue/grey..... £24.00
14507 DBAG 2nd two tone blue/grey..... £22.00 (4)
14582 DBAG 2nd/Bicycle two tone blue/grey..... £25.00
14583 DBAG 2nd/Corridor Halberstadt, green/cream..... £22.00
74412 DBAG City Night Line WRm035, blue..... £35.00
74415 DBAG 2nd Type Y, green/cream..... £20.00
74540 DBAG 2nd, green/cream..... £25.00
74540 DBAG 2nd/couchette, green/cream..... £25.00
74550 DBAG 2nd Bimz 259.8, red/grey, epV..... £25.00
74616 DBAG 2nd/Couchette Y, green/cream, epV..... £24.00 (2)
74711 DBAG Post Coach, 3Tones, grey, 1:87..... £24.00
DBAG x 3 D Deck Coaches 'Toom Baumarkt' adverts..... £78.00
14263 Deutsche Weinstrasse 2nd, recess door, blue/cream..... £20.00
14320 DR 2nd/baggage, green, type Y..... £22.00
14338 DR 1st, type Y coach, green/cream..... £20.00 (2)
14340 DR 1st/2nd Type Y, green/cream..... £24.00
14343 DR 2nd Type Y, green/crea..... £24.00
14413 DR 2nd red/pink/grey..... £24.00
14414 DR 2nd two tone blue/grey..... £24.00 (3)
14452 DR 2nd/Corridor/Blue, two tone blue/grey..... £24.00
74118 DR Bauzugwagen set, 2 x van + coach, green epIV..... £32.00
74245 DR 2nd B4i (ex Lagenschwalbacher) Bogie, green, epIII..... £16.00 (2)
74336 DR 1st type Y coach, green/cream..... £20.00
74416 DR 2nd Halberstadt, green/cream..... £25.00
74473 DR 2nd, town express, centre entrance, orange/cream..... £32.00
74545 DR 2nd/Baggage BDghws, green/cream..... £18.00
74546 DR 2nd Bghw, green/cream..... £18.00
74124 DR epIII Jugend Bauzug der FDJ coach + 2 van set..... £38.00
14028.1 DRG 2nd 4wh green..... £10.00
14255 DRG 2nd EILZUG, recess door, green..... £18.00 (2)
74256 DRG 3rd C4i-33h EILZUG, epII, green..... £18.00
14256 DRG 3rd EILZUG, recess door, green..... £18.00 (2)
14007 DRG 4 x 4wh coach set, green..... £50.00
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38240 RDG Camelback w/Sound & Smoke	£435.00
38241 CNJ Blue Comet 2-6-0 Camelback w/Sound	£435.00



38242 Pennslyvania Railroad Camelback 2-6-0 Steam Sound	£435.00

38243 Santa Fe Camelback 2-6-0 Steam Loco (Sound)	£435.00

COACHES & CABOOSES

37600 DB Rebuilt 2nd Class 3 Axle Coach IV	£125.00
37601 DB Rebuilt 1st/2nd Class 3 Axle Coach IV	£125.00
37602 DB Rebuilt 2nd Class 3 Axle Baggage Coach IV	£125.00
37620 DB 2nd Class Silberling Coach IV	£175.00
37621 DB 1st/2nd Class Silberling Coach IV	£175.00
37622 DB City-Bahn 2nd Class Coach IV	£175.00
37623 DB City-Bahn 1st/2nd Class Coach IV	£175.00
37624 DBAG 2nd Class Coach V	£175.00
37625 DBAG 1st/2nd Class Coach V	£175.00
37626 Alex 2nd Class Coach VI	£175.00
37627 Alex 2nd Class Coach VI	£175.00



37635 DB Bnrbzf Wittenberg Control Coach V	£235.00
37640 DB VM11.51 Trans Europe Express Coach III	£155.00
37641 DB VM11.53 Trans Europe Express Buffet Coach III	£170.00
37642 DB TEE Passenger Car 901 IV	£170.00
37643 DB TEE Buffet Car 901 IV	£170.00
37650 DR 2nd Class Coach IV	£160.00
37651 DR 2nd Class Baggage Coach IV	£160.00
37652 DR Mitropa Dining Coach IV	£160.00
37690 DB VS98 Railbus Trailer III (Unpowered)	£190.00
37920 DB 2nd Class 4 Wheeled Coach III	£84.00
37921 DB 2nd/3rd Class 4 Wheeled Coach III	£84.00
37922 OBB 2nd Class 4 Wheeled Coach III	£92.00
37923 OBB 2nd/3rd Class 4 Wheeled Coach III	£92.00
37931 DR 2nd Class 4 Wheeled Coach III	£84.00
37932 DR 1st/2nd Class 4 Wheeled Coach III	£84.00
38601 D&RGW Combine Car	£90.00
38602 D&RGW Wood Drovers Caboose	£135.00
38603 D&RGW Wood Baggage Car	£90.00
38610 D&RGW Passenger Coach 320	£90.00
38611 Santa Fe Car	£90.00
38612 Santa Fe Bagage Car	£90.00
38613 PRR Car	£90.00
38614 PRR Baggage Car	£90.00
38617 SR Passenger Car 71473	£90.00
38618 SR Passenger Car 71806	£90.00
38619 SR Combine Car	£90.00
38620 CNJ Blue Comet Coach 'Westphal'	£125.00
38621 CNJ Blue Comet Coach 'Faye'	£125.00
38622 CNJ Blue Comet Combine Coach 'Halley'	£125.00
38623 SF Wood Drovers Caboose	£135.00
38624 PRR Wood Drovers Caboose	£135.00
38625 SP Wood Drovers Caboose	£135.00
38626 SF Wood Baggage Car	£90.00
38627 PRR Wood Baggage Car	£90.00
38628 Santa Fe Wooden Coach Green	£90.00



38629 Pennsylvania Railroad Wooden Coach Tuscan	£90.00



38630 Denver & Rio Grande Western Wooden Coach Yellow	£90.00
38631 White Pass & Yukon Route Wooden Coach Green	£90.00
38632 White Pass & Yukon Route Wooden Coach TBA	£90.00
38633 White Pass & Yukon Route Wooden Combine Green	£90.00
38634 White Pass & Yukon Route Wood Drovers Caboose	£135.00



38706 Santa Fe Work Caboose	£125.00
38716 Pennsylvania Railroad Work Caboose	£125.00
38717 Denver & Rio Grande Western Work Caboose	£125.00
38816 Santa Fe Caboose	£68.00
38817 PRR Caboose	£68.00
38823 NYC Caboose	£68.00
38827 B&O Caboose	£66.00
38830 UP Caboose	£68.00
38833 D&RGW Caboose	£68.00
38836 RDG Caboose	£68.00
38852 D&RGW Caboose	£68.00
38853 CB Caboose	£68.00
38862 Santa Fe Transfer Caboose	£77.00
38863 Pennsylvania Railroad Transfer Caboose	£77.00

WAGONS

30017 OMV Tank Wagon III	£85.00
37702 Steel Sliding Tarpaulin Wagon V	£100.00
37704 DBAG LogServ Tarpaulin Wagon V	£93.00
37707 DBAG Flat Wagon V	£81.00
37711 DBAG Warsteiner Container Wagon VI	£105.00
37713 DR Deutrans Container Wagon IV	£105.00
37714 DBAG Car Wagon with Audi Load VI	£110.00
37716 CFL Cargo Sliding Tarpaulin Wagon VI	£100.00
37717 DB Schenker Sliding Tarpaulin Wagon VI	£93.00
37718 DBAG DHL 20' Container Wagon VI	£105.00
37720 Track Cleaning Wagon (with Pads & Fluid)	£145.00
37721 SBB 20' Panalpina Container Wagon VI	£115.00
37722 ZSSK Cargo Tarpaulin Wagon VI	£100.00
37723 NS Railion Tarpaulin Wagon V	£100.00
37725 OBB Gebruder Weiss Container Wagon V	£115.00
37726 DBAG NYK Logistics Container Wagon VI	£105.00
37727 NS P&O Nedlloyd Container Wagon VI	£115.00
37728 CD Intrans Container Wagon VI	£115.00
37729 SK Express Rail Sliding Tarpaulin Wagon V	£100.00
37730 DBAG Eaos Gondola Epoch V	£93.00
37732 DB Cargo High Sided Gondola Wagon V	£93.00
37734 SBB High Sided Gondola V	£93.00
37735 DR High Sided Gondola IV	£93.00
37738 PKP High Sided Gondola VI	£100.00
37739 CTL Logistics High Sided Gondola VI	£93.00
37741 DBAG Bahnbaugruppe High Sided Gondola VI	£93.00
37742 SBB High Sided Gondola V	£100.00
37760 DBAG Bogie Flat Wagon VI	£96.00
37761 DR Bogie Flat Wagon with Stakes IV	£96.00
37762 DB Bahnbaugruppe Res-x Low Sided Wagon VI	£96.00
37763 Pressntiztalbahn Res Low Sided Stake Wagon V	£96.00
37770 DB Coal Container Wagon III	£94.00
37771 DR Lime Container Wagon IV	£94.00
37780 DR Stake Wagon with Chains III	£100.00
37800 DB Hopper Wagon Epoch III	£46.00
37801 DB Baggage Wagon Epoch III	£58.00
37806 DB Konigsbacher Beer Wagon III	£58.00
37808 DB Maisels Weisse Beer Wagon III	£58.00
37810 DB Wolters Beer Wagon III	£58.00
37811 DB Ankerla Refrigerated Wagon III	£58.00
37901 DR Gondola IV	£67.00
37907 DR Van with Brakemans Platform & Opening Doors IV	£77.00
37911 DR Cattle Wagon with Opening Doors IV	£77.00
37913 DB Seefische Refrigerated Wagon IV	£77.00
37915 DB Shell Tank Wagon III	£77.00
37916 Liqui Moly Tank Wagon IV	£77.00
37917 DB Aral Tank Wagon IV	£77.00
37918 DR Acid Tank Wagon IV	£87.00
37919 DB VTG Acid Tank Wagon III	£87.00
37933 DB Flat Wagon with Wheelset Load III	£65.00
37934 DB Flat Wagon with Load III	£72.00
37935 Schierker Feurstein Van VI	£77.00
37936 DB Box Wagon with Opening Doors III	£67.00
37937 DB Open Wagon with Opening Doors III	£72.00
37938 HSB Hasseroder Refrigerated Wagon V	£77.00
37939 DB Flat Wagon with Brakemans Cab III	£62.00
37940 DR Flat Wagon with Brakemans Platform IV	£62.00
37941 DR Open Wagon III	£67.00
37942 DR Open Wagon with Brakemans Cab III	£67.00



37943 DB Livestock Van III	£77.00
37944 DB Esso Tank Wagon IV	£77.00
38700 SF Flat Wagon with Stakes	£67.00
38704 Santa Fe High Sided Gondola	£76.00
38705 PRR Bogie Tank Wagon	£77.00
38709 White Pass & Yukon Route Container Wagon	£77.00
38710 PRR Flat Wagon with Stakes	£67.00
38711 D&RGW Gramps Bogie Tank Wagon	£77.00
38712 White Pass & Yukon Stake Wagon with Log Load	£81.00



38713 Canadian National Stake Wagon with Log Load	£81.00
38714 Santa Fe Bogie Tank Wagon	£77.00
38715 Denver & Rio Grande High Sided Gondola Brown	£76.00
38718 Southern Pacific Golden Pig Container Wagon	£77.00
38818 NYC Pacemaker Boxcar	£58.00
38820 NYC Offset Side Hopper	£58.00
38821 PRR Rib-Side Hopper Brunswick	£58.00
38824 D&RGW Hopper	£46.00
38825 PRR Steel Boxcar	£58.00
38826 D&RGW Reefer Wagon	£58.00
38828 B&O Box Car	£58.00
38829 B&O Offset Side Hopper	£58.00
38831 UP Box Car	£58.00
38832 UP PFE Refrigerated Wagon	£58.00
38834 2013 Christmas Wagon	£66.00
38835 Santa Fe Covered Hopper Wagon	£58.00
38837 RDG Offset Side Hopper	£58.00
38838 WP&YR Ore Car 4210	£46.00
38839 WP&YR Ore Car 4216	£46.00
38842 SF Ore Wagon	£46.00
38843 PRR Ore Wagon	£46.00
38844 CN Ore Wagon	£46.00
38845 D&RGW Rib Side Hopper	£58.00
38846 UP Rib Side Hopper	£58.00
38847 SP Covered Hopper	£58.00
38848 D&RGW Box Wagon	£58.00
38849 CN Box Wagon	£58.00
38850 SP Box Wagon	£58.00
38851 RDG Box Wagon	£58.00
38854 New York Central Ore Hopper Red	£46.00
38855 Union Pacific Ore Hopper	£46.00
38856 Pennsylvania Covered Hopper	£58.00
38857 Union Pacific Flag Covered Hopper	£58.00
38858 Reading Covered Hopper	£58.00
38859 State of Maine Products Box Car	£58.00
38860 Western Pacific Orange Feather Box Car	£58.00
38861 Great Northern Glacier Green Box Car	£58.00
38864 Christmas Box Car 2015	£64.00

Gaugemaster House, Ford Road, Arundel, West Sussex, BN18 0BN, United Kingdom

Tel 01903 884321 **Fax -** 01903 884377 **E Mail -** sales@gaugemaster.co.uk

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