

# CONTINENTAL MODELLER

DECEMBER 2019 £5.20 (UK)

www.pecopublications.co.uk

CHRISTMAS  
GREETINGS  
to all our readers

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

## Oberweissbacher Bergbahn

German HO

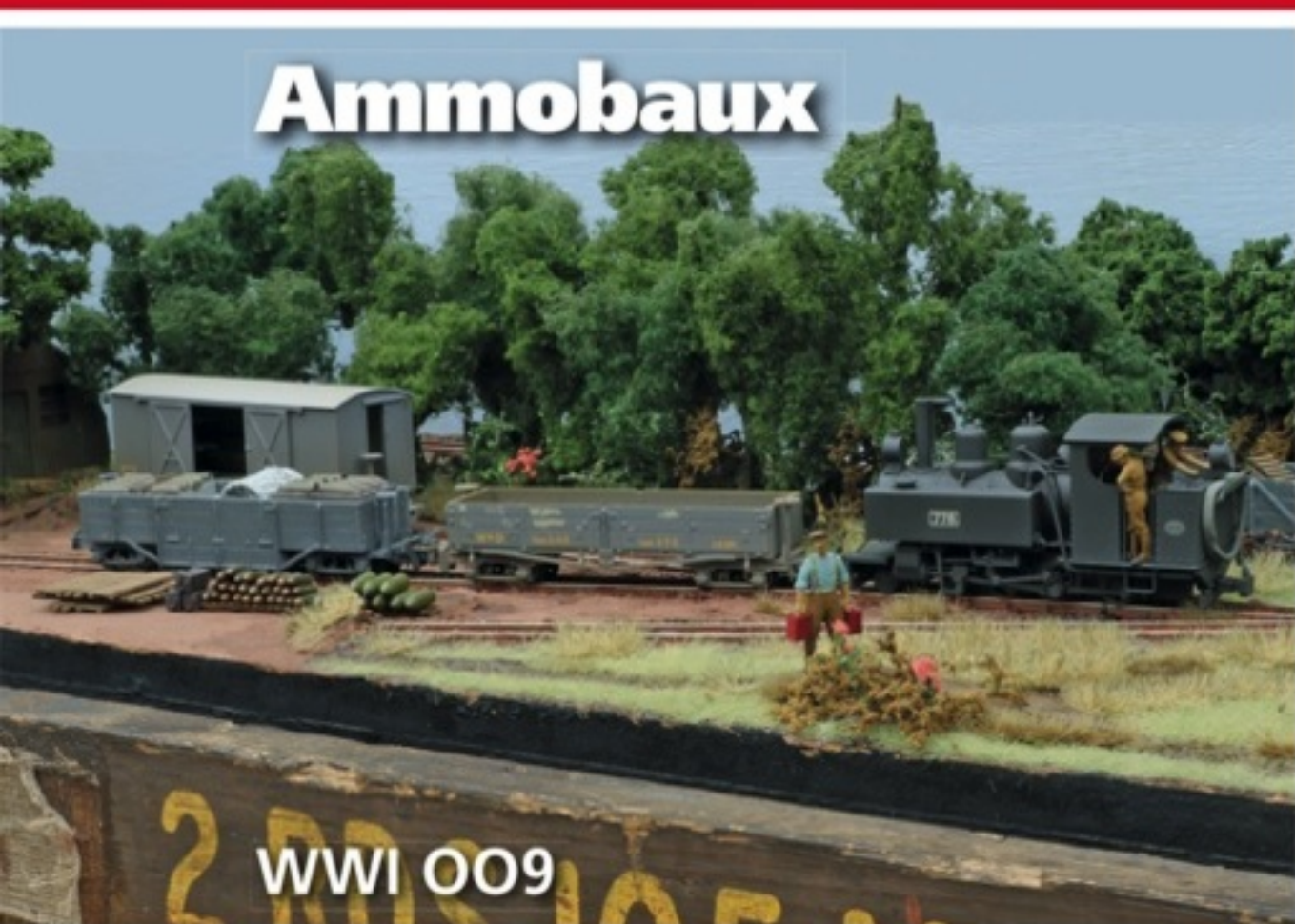
VOLUME 41



CONTINENTAL  
MODELLER  
Celebrating  
**40**  
years

Also in this issue...

### Ammobaux



WWI OO9

### Renon

Italian 1:35



### Rotary OM

US On30



Latest Reviews ... and much more



12

PUBLISHED BY

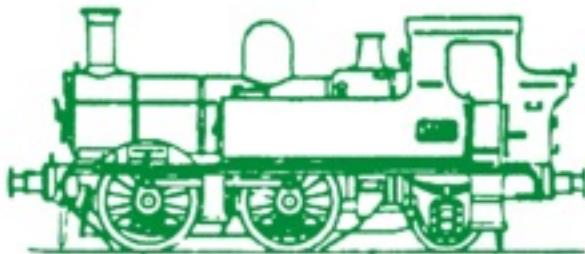
PECO

9 770955 129156





# KITTLE HOBBY



★ ACCESS : VISA : SWITCH CUSTOMERS ORDER BY 'PHONE.

**RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD**

*(Callers welcome by appointment please)*

**All correspondence to Kittle Hobby/Banks of Kittle**

**P.O. Box 05, Ystalyfera, Swansea SA9 1YE**

★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

**Tel. 01639 731005**

**E-mail: kittlehobby@gmail.com**

**Website:**

**www.kittlehobby.com**

## Walthers HO USA

post and packing £3.99

(all items in stock at time of going to press)



10087 Alco PA Southern .....£155.00



9909 F7 A unit Pennsylvania .....£125.00



120 GP9 BNSF (Pumpkin) .....£68.00



451 GP9 Boston & Maine .....£68.00

101 GP9 Burlington Northern (green).....£68.00

105 GP9 CSX .....£68.00



102 GP9 Union Pacific .....£68.00

134 CNW .....£68.00

113 GP9 Santa Fe (red).....£68.00



10116 GE ES44AC CP .....£125.00

9457 F40 Caltrain (DCC ready) .....£125.00

9459 F40 Metra (DCC ready) .....£99.00

9232 Western Pacific SW1.....£90.00



48612 SD9 Conrail (black & white).....£135.00

**MP15's should now be in stock!**

**Please ring!**

### Track Cleaners

1482 Denver, Rio Grande .....£26.00

1756 Union Pacific .....£26.00

1066 Replacement pads .....£5.20

1753 Burlington Northern .....£27.50

### Caboose



1529 Denver & Rio Grande .....£24.00

1502 Union Pacific .....£24.00

1503 AT & SF .....£24.00

1501 Burlington Northern .....£24.00

### Gondola



6074 Union Pacific 53' .....£19.50

5671 Pennsylvania 40' .....£18.95

### Flats



5148 53' TTX .....£24.80

5131 53' Conrail .....£19.95

5127 53' Burlington Northern .....£19.95

104511 ACL 50' Pulpwood .....£21.50

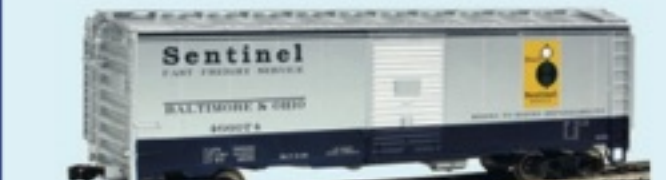
5113 53' Flat C & NW .....£19.95

104505 MP 50' Pulpwood Flat .....£21.50

### Box Cars



101656 50' Union Pacific (Brown) .....£23.50



1763 40' B & O 'Sentinel' .....£18.55

2822 50' Southern .....£23.99

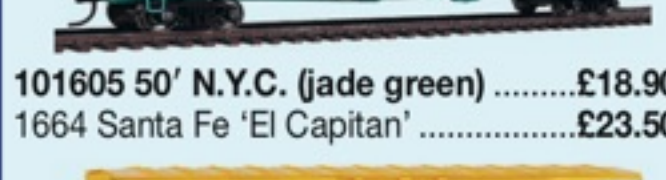


2803 50' Baltimore & Ohio .....£26.80

1401 50' Denver & Rio Grande .....£14.50

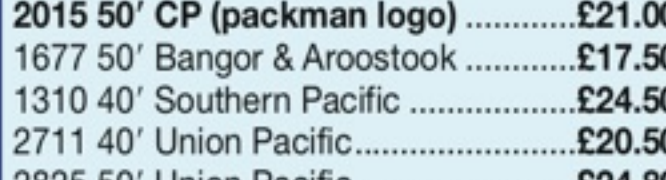
2317 50' Santa Fe .....£24.95

2365 40' Boston & Maine .....£18.55



101605 50' N.Y.C. (jade green) .....£18.90

1664 Santa Fe 'El Capitan' .....£23.50



2015 50' CP (packman logo) .....£21.00

1677 50' Bangor & Aroostook .....£17.50

1310 40' Southern Pacific .....£24.50

2711 40' Union Pacific .....£20.50

2825 50' Union Pacific .....£24.80

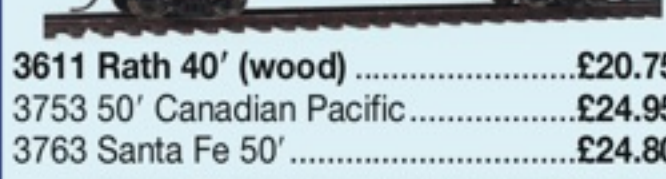


1457 40' Great Northern Red .....£27.50

1307 40' Northern Pacific .....£27.00

2394 40' RF & Potomac .....£24.80

1317 B & O 40' 1944 Box Car .....£24.90



3611 Rath 40' (wood) .....£20.75

3753 50' Canadian Pacific .....£24.95

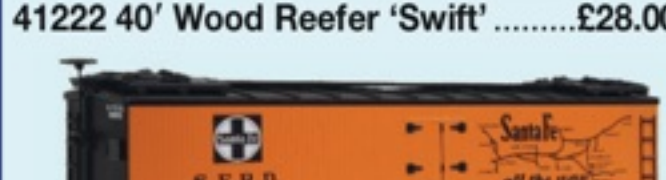
3763 Santa Fe 50' .....£24.80



3772 50' Northern Pacific .....£27.50



41211 40' North West Reefer .....£28.00



41222 40' Wood Reefer 'Swift' .....£28.00



3656 Wood SF Reefer 40' .....£24.50

### Opening Hours

Mon & Tues 10 a.m. to 5 p.m.

Thurs & Fri 10 a.m. to 5 p.m.

Sat 10 a.m. to 4 p.m.

Tel 01639 731005

**ALL items IN STOCK at time of going to press!**

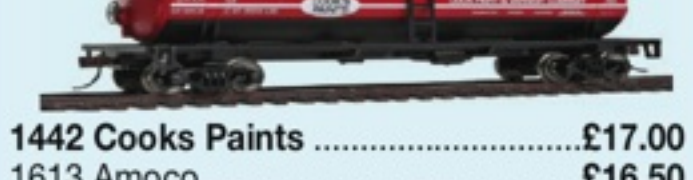
### Tanks

1441 Br. Columbia Railway .....£17.50

1447 Norfolk & Southern .....£17.50

1016 Union '76' 36' tank .....£18.95

1124 Union '76' 3 dome .....£22.50



1442 Cooks Paints .....£17.00

1613 Amoco .....£16.50

1614 Conoco .....£16.50

1612 Gulf .....£17.00

### Hoppers



105903 Southern 34' Hopper .....£16.95



1659 40' Pennsylvania Hopper .....£16.50

1657 40' Offset Hopper CB & Q .....£17.00

### American HO Scale Locomotives/Freight all brands



B51314 2-8-0 Southern

can be run as DCC or DC .....£155.00



A2637 RS32 CNW .....£140.00

B50402 0-6-0 'Smokey Mountain' .....£125.00

K3021 GP35 AT & SF .....£105.35

A11037 MP15 Union Railroad .....£145.00

MTH GP39-2 P & LE (DCC ready).....£135.00



B63109 S4 Northern Pacific .....£102.00



B50612 Baltimore & Ohio 0-6-0.....£118.00



B66701 E7 PRR .....£147.50

B60716 GP35 Frisco DC/DCC .....£95.00



B63530 GP40 CSX .....£85.00



St. 4630 VO-660 D & RGW .....£125.00

St. 4824 DS4-4-1000 B & O .....£125.00

B60304 Santa Fe GP40 .....£115.00

St 4834 DS4-4-1000 Pennsylvania.....£125.00

### 'O' Gauge buildings p&p £4.99 (BU - Built up)



Victorian Station Kit (pre-coloured) 380mm

x 120mm .....£39.45 whilst stocks last!



AMB490 Country Halt .....£30.65

A6902 Island Platform x 2 .....£35.95

MTH9097 Gate Tower BU .....£29.70

MTH Tunnel portal x 2 .....£17.50

L612888 Railroad Crossing Kit .....£49.95

Corrugated Tool Shed Kit .....£14.95



Lattice Footbridge .....£25.95



WS2747 Rail Workers x 5 .....£23.50

B45978 Water Tower .....£25.70



AMB492 Gas Station

(laser cut wood kit) .....£42.60

B45608 Cape Cod House x 2 .....£22.50

BV202 1934 Stake Truck Kit .....£32.75



BY5750 Baldwin Pennsylvania BF15 Shark Nose, powered A/dummy B

DCC with Sound or DC .....£390.00

### Building Kits HO p&p £4.25

for more buildings in stock, please ask for flyer



W3530 Trackside Buildings .....£34.00

AMB798 Company House .....£12.95



W3532 Golden Valley depot .....£32.90

W3519 Conveyor & Office .....£29.50



W906 Water Tower & Shanty .....£16.95

W4145 Handcar Kit x 2 .....£9.25

W3109 Kalmar Cont. Crane .....£22.75

W3109 Container Crane .....£23.92



W3654 Wally's Warehouse .....£35.00

W3658 Midtown Appliances .....£26.00

W3471 Vic's Barber Shop .....£19.50



W904 Iron Ridge Station .....£21.25



W3183 No. 4 Plant .....£31.50



W3092 Greatland Sugar Factory

3 buildings in one kit! Great Value .....£65.00

W3021 Northern Light & Power .....£34.00

W2967 Engineering Office .....£36.00



# CONTINENTAL MODELLER

December 2019

Volume 41

Number 12

## From the Editor

**Editor** ANDREW BURNHAM

**Assistant Editor** TIM RAYNER

**Associate Editor & Photographer** STEVE FLINT

**Editorial Assistant**

**Art Director** ADRIAN STICKLAND

**Graphic Illustration**

DAVE CLEMENTS, GARY BICKLEY, STEVE CROUCHER

**Review Photographer** JOLYON SARGENT

**General & Advertisement Manager** JOHN KING

**Advertisement Assistant** SUE DAVIS

**Classified Advertisements** NICOLE CHARLTON

**Direct Subscriptions** ALICIA FLINT

**Chairman** C.M.PRITCHARD

**Published on the third Thursday  
of the preceding month by**

Peco Publications & Publicity Ltd.,  
Beer, Seaton, Devon, EX12 3NA, England.

Telephone: 01297 21542.

E-mail: [cm-editor@btconnect.com](mailto:cm-editor@btconnect.com)

Website: [www.pecopublications.co.uk](http://www.pecopublications.co.uk)

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

*Distribution to the newsagency trade (Home & Overseas):  
Marketforce (UK),  
Second Floor, 5, Churchill Place, Canary Wharf, London, E14 5HU.*

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

© Peco Publications & Publicity Ltd. 2019

All rights reserved. No part of this magazine may be reproduced or transmitted in any form or by any means, electronic or mechanical, including photocopying, recording, or by any information storage and retrieval system, without prior permission in writing from the copyright owners. Multiple copying of the contents of this magazine without prior written approval is not permitted.

The magazine shall not without the written consent of the publishers be lent, resold, hired out, or otherwise disposed of by way of trade at a price in excess of the recommended maximum price, or in mutilated condition, or in any unauthorised cover, or affixed to or as part of any publication or advertising matter whatsoever.

Views expressed by contributors are not necessarily those of the publishers.

While every care is taken to ensure that the contents of the magazine are correct, the publishers cannot be held responsible for any errors that may occur in the editorial or advertisements nor for the actions of the advertisers.

ISSN 0955 – 1298

*Annual subscription (12 issues):  
United Kingdom £49.00 (paid by Direct Debit), post free.  
Overseas (including Eire) £79.00.  
Back numbers – for information, see  
the classified advertisement under 'Trade Sales Books'.*

## RAILWAY MODELLER

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



Cover

Dusk falls on a winter evening  
as electric railcar ET 279 201-6  
heads towards Lichtenhain on  
the Oberweißbacher Bergbahn.

Photo: editor.

## Compliments of the season

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

### CM French special

Our latest country-specific themed extra issue, *Your guide to modelling French railways*, is now available. This 124-page publication includes background information, prototype features, layout descriptions, and construction articles. It is inevitably selective, but we hope it captures something of the atmosphere. Many of the features come from modellers in France, so it could hardly be more authentic. We hope that it will attract new recruits to modelling French railways as well as interesting those already involved. We believe it is worth a look even if you are not modelling French railways – and useful if you are thinking of doing so! It is priced at a very reasonable £6.99, and is available from selected branches of WHSmith, all Peco stockists, and direct from us. CM subscribers are entitled to purchase a copy at the special price of £4.99 (including postage), which makes it a real bargain. (This offer is only applicable to sales direct from Peco.)

### Warley NEC reminder

There is just time for a reminder about major model railway exhibition organised by the Warley club at the National Exhibition Centre on Saturday 23rd and Sunday 24th November. Once again, this will include an interesting, varied, and attractive selection of 'foreign' layouts, several being brought from the continent for the occasion. Details of opening times and admission prices, etc., will be found in *Exhibition Diary* on page 886.

### Free gift with this issue

In collaboration with Busch, with the help of Golden Valley Hobbies, we are pleased to be able to present a free scenic accessory with this issue, in form of kits for various kinds of plants and flowers. As in previous years, there are different items, applied to the cover at random. We hope you will enjoy using them and finding a place for them on your layout. While these plants are nominally HO, they could be used in other scales.



Above: oxeye daisies.  
Below: summer flowers.



Above: sunflowers.  
Below: poppies.





# CONTINENTAL MODELLER

December 2019

Volume 41

Number 12

## Contents

818



### 818 OBERWEIßBACHER BERGBAHN – RAILWAY OF THE MONTH

At the top of an incline from valley to plateau:  
the Rudolstadt model railway club in Thuringia  
model an unusual and distinctive local prototype in HO.

### 828 OLD PAINTED SIGNS

Emmanuel Nouaillier shares more of his techniques  
for highly detailed and realistic scenic modelling.

### 833 SCHINKENGEWÄHREN

Graham Nicholas relates how a team from Grantham  
built a layout for *The Great Model Railway Challenge*  
television programme, inspired by Swiss scenery.

### 838 LUCTOR ET EMERGO

Zeeland in the floods of 1953: Wim Harthoorn describes  
the 3 Millers entry for *The Great Model Railway Challenge*.

### 843 DENVER & RIO GRANDE WESTERN ROTARY OM

A serious piece of snow-clearing kit: Bill Longley-Cook  
prepares for winter by adapting a commercial product  
into a closer representation of the prototype.

828



833



THE GREAT  
MODEL RAILWAY  
CHALLENGE

838







843



846

## 846 RENON CONSTRUCTION

Alessandro Rusin recreated in 1:35 an evocative scene from the construction of the rack-fitted Rittnerbahn with a loco loaned from Trieste – Opicina tramway.

## 850 THE VOUGA LINE

The article on the metre gauge Val do Vouga line in Portugal as it is today in our September issue prompted Peter Dale to recall visits in 1973 and 1989.

## 858 GISTEL STATION, 1942

Marc Desaevers modelled in HO a local Belgian station located on line 62 between Ostend and Armentières in an unusual and challenging period.

## 864 AMMOBAUX – PLAN OF THE MONTH

A First World War scene modelled in OO9: Richard Pike built a diorama to fit in a suitable box.

## 870 BUCKOWER KLEINBAHN

Graham Lightfoot found an unusual electrified branch in east Germany now operated as a heritage line.

## 872 LATEST REVIEWS

## 880 BOOK REVIEWS

## 884 NEWS

## 886 EXHIBITION DIARY



850



858



864



# marklin

Marklin are one of the oldest model railway companies in the world.

They have over a century of expertise, and currently produce models in Z, HO, and Gauge 1 Scales.



## Z 1:220 Scale -

One of the smallest commercially available model railway scales and ideal if you only have a small space, but don't want to compromise on detail.



## HO 3-Rail 1:87 Scale -

Marklin produce a unique 3-Rail system in HO Scale, with locomotives and stock spanning the eras from the dawn of railways to the present day.



## Gauge 1 1:32 Scale -

The Gauge 1 stock produced by Marklin is breathtakingly detailed. Extra realism is provided by MFX-Sound decoders and smoke generators in the steam engines.

## Marklin Central Station 3

The CS3 is an innovative digital controller for both DC and AC layouts. It has a high resolution touchscreen display, and many possibilities for networking. It has two locomotive controllers and a central track diagram allows simple, easy control of locomotives and the layout.



MARKLIN PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

**GAUGEMASTER** Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - [sales@gaugemaster.com](mailto:sales@gaugemaster.com) [www.gaugemaster.com/marklin](http://www.gaugemaster.com/marklin)



# A Comprehensive Model Railway System

# PIKO

Offering great value for money, PIKO is definitely the range to look at for beginners to German railways and existing collectors alike, with a variety of starter sets on offer.



The PIKO HO Scale (1:87) range is split into three parts; Hobby, Classic, and Expert. The Hobby range is an inexpensive entrance into the world of model railways with high quality, robust models. The Expert range has detailed, robust DCC Ready locomotives. The Classic range mixes a high level of detail with sophisticated technology. The HO Scale A-Track has clear, simple geometry and a realistic appearance.



The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits. The locomotives run smoothly, with accurately printed liveries and DCC compatibility. This range includes many passenger multiple units that run around Europe, not just in Germany. This allows interesting commuter and inter-urban layouts to be modelled if they are based around a specific locomotive.



The PIKO G Scale (1:22.5) range covers locomotives, rolling stock, a track system, and a large range of building kits. It can be used both indoors and outdoors, and is great value for money. The locomotives feature directional lighting, and some even have sound and smoke. Stock from both Europe and the USA are featured in the range and the track is high quality and robust, and easy to lay.



TT Scale (1:120) is gaining in popularity, and PIKO produce a growing range of locomotives and rolling stock, including the famous ICE High Speed Train. A good 'compromise' scale, TT offers the detail of HO Scale but the space-saving convenience of N Scale. New modellers should definitely consider this scale, as many generic scenic materials can also be used to create layouts in TT Scale.



PIKO PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

**GAUGEMASTER** Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - [sales@gaugemaster.com](mailto:sales@gaugemaster.com) [www.gaugemaster.com/piko](http://www.gaugemaster.com/piko)



## SCENIC MATERIALS

A variety of grass tufts, scatters and trees to build up realistic vegetation on your layout. Just blend them together to get the desired effect.

## MODEL FIGURES

Noch produce a comprehensive range of pre-painted and unpainted figures to populate your layout, from passengers to the emergency services.

## LASER-CUT PLANTS

Made from Laser-Cut paper, these kits simply fold together to create realistic plants and vegetables to plant onto your layout.

## DECO SCENES

A complete themed scene in a pack, ready to add life to your layout - including the new Sound Scenes range which adds an extra dimension.





# Preiser

## Figures for Every Scale



Preiser produce the most comprehensive range of model figures on the market. There is a vast array of different subjects available, allowing you to populate every area of your layout.

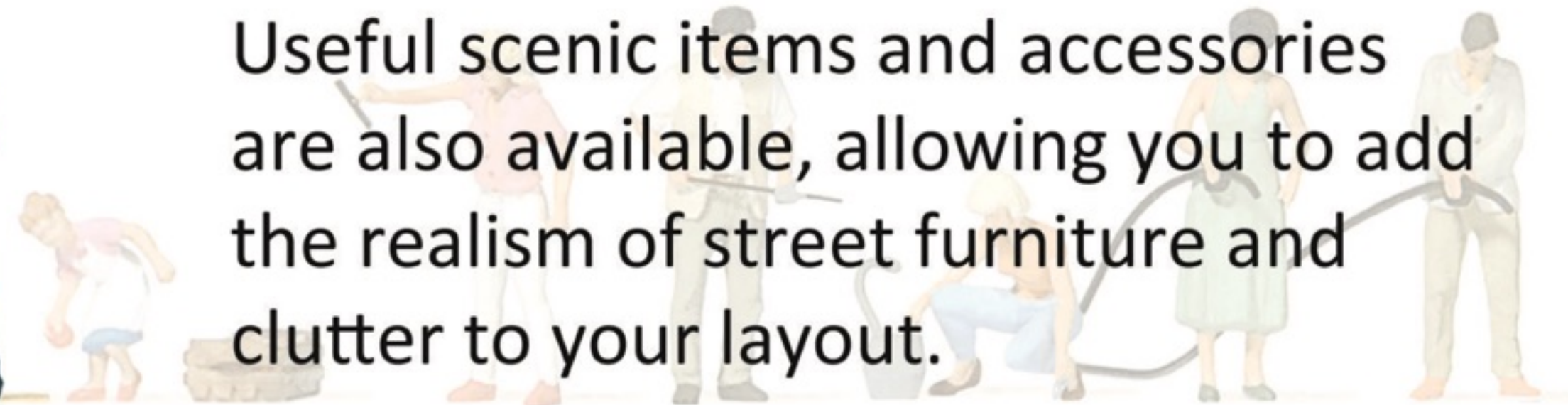
Railway Scales covered:  
Z, N, TT, HO, OO, O, G, and  
Gauge 1.



A selection of other scales  
useful to architects and  
modellers are also included  
in the range.



Useful scenic items and accessories  
are also available, allowing you to add  
the realism of street furniture and  
clutter to your layout.



Most of the range are  
pre-painted and ready  
to add to your layout,  
with unpainted packs  
available for those  
who want a bit more  
customisation.  
A range of single  
figures are available  
in HO Scale.



Preiser also produce value  
packs, allowing you to cover  
your layout with people for a  
keen price.  
You're sure to find what you  
need in the Preiser range.

PREISER PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

**GAUGEMASTER** Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

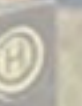
tel - 01903 884488 fax - 01903 884377 email - [sales@gaugemaster.com](mailto:sales@gaugemaster.com) [www.gaugemaster.com/preiser](http://www.gaugemaster.com/preiser)





Faller are world famous for their plastic building kits. With a huge range in different scales of Continental-style buildings, any layout will benefit from the inclusion of Faller kits. To compliment the buildings, Faller also produce a range of figures and accessories to enhance the atmosphere of any street scene, as well as trees and other scenic items to add to town and countryside.

## CAR SYSTEM

The CAR SYSTEM range  allows you to have moving vehicles on your layout with no visible tracks or wires. Automate junctions, traffic lights, and even speed cameras!



## FAIRGROUND



The Faller Fairground range is produced in N and HO Scale, and is almost a separate hobby it itself! You can add sound and movement to your layout with interesting rides and attractions.



# Roco

# Big in Detail and Technology

## HO Scale

Roco produce a large range of HO Scale German Railway locomotives and rolling stock, harnessing technologies such as DCC Sound and even locomotives with cameras!

A HO track system is also available, including the Rocoline pre-ballasted track.



## H0e Scale

The H0e Scale range is growing in both size and popularity, with Narrow Gauge layouts being built on their own as well as part of existing HO layouts, which are the same scale.

A starter set is the ideal place to begin, with extra track also available to extend your Narrow Gauge line!



## TT Scale

TT Scale is 1:120 Scale and is a good compromise if you want the detail of HO but only have the space for a smaller layout and don't want to go down to N Scale.

Roco produce a small but growing range of items in this size, so they are well worth exploring in more detail.



## Z21 Digital System

The Z21 digital system is an innovative way of controlling your layout. Utilising any Apple or Android phone/tablet, you can control trains and accessories on your layout using the Z21 app.

It can be programmed to change locomotive speed and points at the touch of a button, and as it is a free app, anyone can join in as long as they have a supported device!

ROCO PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

**GAUGEMASTER** Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - [sales@gaugemaster.com](mailto:sales@gaugemaster.com) [www.gaugemaster.com/roco](http://www.gaugemaster.com/roco)



# A TRUE AUSTRIAN BEAUTY



Built at Wiener Neustadt Locomotive Factory in 1894,  
with factory builder no.3719. Type 3T12 Tender.  
10 Pieces Worldwide

DRB Baureihe 53 Steam Locomotive HO-023/3



Built at Wiener Neustadt Locomotive Factory in 1894,  
with factory builder no.3719. 9036.222 Tender.  
10 Pieces Worldwide

ÖBB Reihe 253 7141 Steam Locomotive HO-023/4

CSD Reihe 324.1 Steam Locomotive HO-023/2

Built at Wiener Neustadt Locomotive Factory in 1888,  
with factory builder no.3232. Type 312 Tender.  
20 Pieces Worldwide



K.K.St.B. Reihe 56.41 Steam Locomotive HO-023/1

Built at Wiener Neustadt Locomotive Factory in 1889,  
with factory builder no.3270. Type 36 Tender.  
45 Pieces Worldwide



**Eisenbahn**  
Canada

Eisenbahn Canada PO Box 88088 Richmond, BC V6X 2X0 Canada  
[www.eisenbahncanada.com](http://www.eisenbahncanada.com) | [sales@eisenbahncanada.com](mailto:sales@eisenbahncanada.com)



## DRB Steam locomotive class 42



**ARNOLD**

**HN2333 / HN2333S**



DRB, steam locomotive class 42 in blackgrey livery, 42 512, period II

£ 243,49 / £ 364,49

## SNCF Locomotive 2D2 5402



**Jouef**

**HJ2368 / HJ2368S**



SNCF, locomotive électrique 2D2 5402, décoration vert bleuté foncé, version modernisée à 2 phares après grande révision générale (GRG), ép. IV

£ 210,99 / £ 327,99

## FS Electric locomotive E402B



**Rivarossi**

**HR2767 / HJ2767D**



FS, electric locomotive E402B, livery in original state, period V

£ 156,99 / £ 182,99

## RENFE "Chartren" original train



**Electrotren**

**E18043**

RENFE, "Chartren" original train, 4-unit pack, 15000 coaches, period IV

£ 207,99





# SELL YOUR SECONDHAND LOCOS & ROLLING STOCK FOR CASH

• Trade in with Hatton's for immediate payment on the day that we receive your goods!\* •

**Get cash for your items in just four easy steps...**



“An excellent service everytime without fault. I honestly cannot think of anything which could be improved.”

**Mr A Manning, Ipswich**

“Excellent service, fair offer. I will not hesitate to use their service again and recommend it. Thank you.”

**Mr P Shaddock, Portsmouth**

“Very simple to trade-in. Beforehand I had thoughts of problems with couriers and the like, but all very easy.”

**Mr D Spottiswoode, Kilmarnock**

ALL brands purchased including:



**Sell yours today at [www.hattons.co.uk/preowned](http://www.hattons.co.uk/preowned)**  
**Call us on 0151 305 1755 or email [preowned@hattons.co.uk](mailto:preowned@hattons.co.uk)**

**17 Montague Road, Widnes WA8 8FZ**

Phone opening times: Mon to Sun 9am-5pm.

\*Same day payments apply for collections received Monday to Friday before 2pm. Any collections received after 2pm will be paid on the next working day.  
Please note: In the unlikely event that we revise our offer price for your collection, you will be paid after responding to our offer.

For full Terms and Conditions, visit [hattons.co.uk/preownedterms](http://hattons.co.uk/preownedterms)





CAMBORNE / GUILDFORD

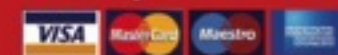
# Kernow Model Rail Centre

98A Treloarwarren Street, Camborne, TR14 8AN / 75B Stoke Road, Guildford, GU1 4HT

Call our team on +44 (0) 1209 714099 [www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)

UK POSTAGE & PACKING = £4 PER ORDER  
ORDERS OVER £200 = POST FREE

Shop times - Monday to Saturday: 09:30 - 17:00  
Sunday: 10:00 - 16:00



## BARGAINS - HO GAUGE

### BACHMANN HO



51606 USRA 0-6-0 Smoke & Slope Tender New Haven No. 233.....£88.99  
51807 ALCO 2-6-0 Steam Pennsylvania Railroad 3233. DCC Sound.....£146.99



54301 USRA Light 2-8-2 Steam Loco Union Pacific No. 2487. DCC Sound.....£220.99  
63209 ALCO S4 Diesel ATSF 1529 Zebra Stripe.....£105.99  
63308 ALCO S2 Diesel Switcher 38 Nickel Plate.....£60.99



63810 F7-B Diesel Locomotive Alaska.....£55.99  
64302 F7-A Diesel Locomotive New York Central System.....£109.99  
64701 Alco FA2 Diesel Locomotive Canadian National.....£89.99  
65303 GG1 Electric Locomotive No. 4935 Pennsylvania Railroad. DCC Sound.....£185.99



80126 Baldwin Modern 4-4-0 Unlet Black Graphite Smoke Box Fire Box.....£209.99  
80203 Single-Truck Birney Safety Streetcar Sacramento.....£88.99  
80204 Single-Truck Birney Safety Streetcar New York & Queens.....£88.99  
80205 Birney Safety Streetcar Third Avenue Railway New York Central.....£88.99  
83403 440 Modern Alco Richmond Maryland Pennsylvania 4 Wood Cab.....£141.99  
83404 440 Modern Alco Richmond Maryland Pennsylvania 5 Wood Cab.....£141.99



83405 440 Modern Alco Richmond Maryland Pennsylvania 6 Steel Cab.....£141.99

### JOUEF HO

HJ2021 Class BB17000 Electric Locomotive No. 817086 En Voyage SNCF.....£123.72  
HJ4091 SNCF TGV Sud Est Bar Coach.....£26.40  
HJ6063 Silo Hopper Ucs C.E.T.....£16.86

### LILIPUT HO

L131950 Hopper 2-6-0- B3/4 Steam Locomotive No. 1359 SBB.....£189.99



L223030 Fish Transport Wagon No. 530255 DRG. August Kraatz Berlin Wagon No. 9.....£17.99  
L235061 Self-Unloading Wagon DB.....£15.99  
L235075 Middle Tipping Wagon with Brake Platform DB.....£16.99  
L235095 Covered Goods Van with Brake Platform No. 150681 DB.....£13.99  
L235102 Cattle Wagon V23 No. 330214 DB.....£14.99  
L235106 Cattle Wagon with Brakeman's Cab DB.....£15.99  
L235109 Cattle Wagon with Brakeman's Cab DR.....£15.99  
L235125 Flat Wagon BT55 with Brakeman Platform No. 015 222 DB w/40 containers.....£37.99  
L235652 4 Axle Refrigerated Wagon 'Staatt Fachingen' DB.....£19.99  
L235653 Refrigerated Wagon Transthermos DB.....£21.99  
L235654 4 Axle Private Wagon 'Sellers' DB.....£21.99  
L334004 Passenger Coach 3rd Class Ci 27.385 SNCB.....£21.99  
L334005 Passenger Coach 2nd Class Bi 1202 BADEN.....£19.99  
L334006 Passenger Coach 2nd/3rd Class BCI 1403 BADEN.....£19.99  
L334007 Passenger Coach 3rd Class Ci 13581 BADEN.....£19.99  
L334009 Passenger Coach 3rd Class Ci 27.324 SNCB.....£21.99  
L334024 Passenger Coach 3rd Class Cd-21 43 383 DRG.....£21.99  
L334050 Passenger Coach 3rd Class Cd-21 27.316 SNCB.....£26.99  
L334052 Passenger Coach 3rd Class Cdr-21/31 27.311 SNCB.....£26.99  
L334519 Museum Coach Wagon MÄ Gltzta Railway 3rd Class.....£25.99  
L381902 Museum Coach 2nd Class DR.....£23.99  
L382901 Political Campaign Coach DB.....£29.99  
L384713 Express Train Coach Bad Type 3rd Class DRG.....£28.99

## BARGAINS - ON-30 GAUGE

### BACHMANN ON-30



27044 Box Car in Christmas Fruit Cake livery.....£22.99

28301 4-4-0 American Steam Locomotive Painted Unlettered Black livery.....£149.99



28305 4-4-0 American Steam Locomotive Painted Unlettered Black livery.....£149.99



28306 4-4-0 American Steam Locomotive Painted Unlettered Black livery.....£149.99  
28322 4-4-0 Modern Outside Framed American Steam Loco Painted Unlettered Black.....£177.99  
28323 4-4-0 Modern Outside Framed American Steam Loco Painted Unlettered Black.....£177.99  
28324 4-4-0 Modern Outside Framed American Black Unlettered Brass Cap.....£177.99  
28325 4-4-0 Modern Outside Framed American Steam Loco painted unlettered black.....£177.99  
28326 4-4-0 Modern Outside Framed American Steam Loco painted unlettered black.....£177.99  
28461 Rail Bus and Trailer Midwest Quarry.....£128.99



28657 Baldwin 4-6-0 Steam Loco No. 31 Greenbrier & Big Run Lumber.....£238.99  
28670 Baldwin 4-6-0 Steam Locomotive 12 Steel Cab Green with Gold Lining.....£238.99  
28671 Baldwin 4-6-0 Steam Locomotive 11 Steel Cab Black with Red Windows.....£238.99  
28696 Baldwin 4-6-0 Steam Locomotive painted unlettered with steel cab.....£238.99  
28697 Baldwin 4-6-0 Steam Locomotive painted unlettered w/wood cab & fluted domes.....£238.99  
28703 2-6-6-2 Articulated Steam Loco No. 42 Greenbrier & Big Run Lumber Co.....£248.99  
28761 2-6-6-2 Articulated Steam Locomotive No. 43.....£254.99  
28798 2-6-6-2 Articulated Steam Locomotive No. 46.....£255.99  
28902 Baldwin 4-6-0 Steam Loco Painted Unlettered Black w/wood cab.....£239.99  
28903 Baldwin 4-6-0 Steam Loco Painted Unlettered Black w/wood cab.....£239.99  
28904 Baldwin 4-6-0 Steam Loco No. 12 ET&WNC w/steel cab. DCC Sound Fitted.....£239.99  
28906 Baldwin 4-6-0 Steam Loco No. 32 Greenbrier & Big Run Lumber. DCC Sound Fitted.....£239.99

## BARGAINS - N GAUGE

### BACHMANN N

17052 AAR 40ft Steel Box Car Pennsylvania Railroad Merchandise Service.....£14.99



61653 EMD NW-2 Switcher No. 5918 Pennsylvania Rail.....£73.99



61654 EMD NW-2 Switcher No. 8769 New York Central.....£91.99

62456 EMD GP7 Diesel Locomotive Clinchfield 908.....£65.99  
81465 EMC Gas Electric Doodlebug with Trailer Coach Pullman Green, unlettered.....£122.99  
81466 EMC Gas Electric Doodlebug with Trailer Coach Baltimore & Ohio.....£152.99  
81467 EMC Gas Electric Doodlebug with Trailer Coach Boston & Maine.....£122.99  
81469 EMC Gas Electric Doodlebug with Trailer Coach Seaboard.....£152.99



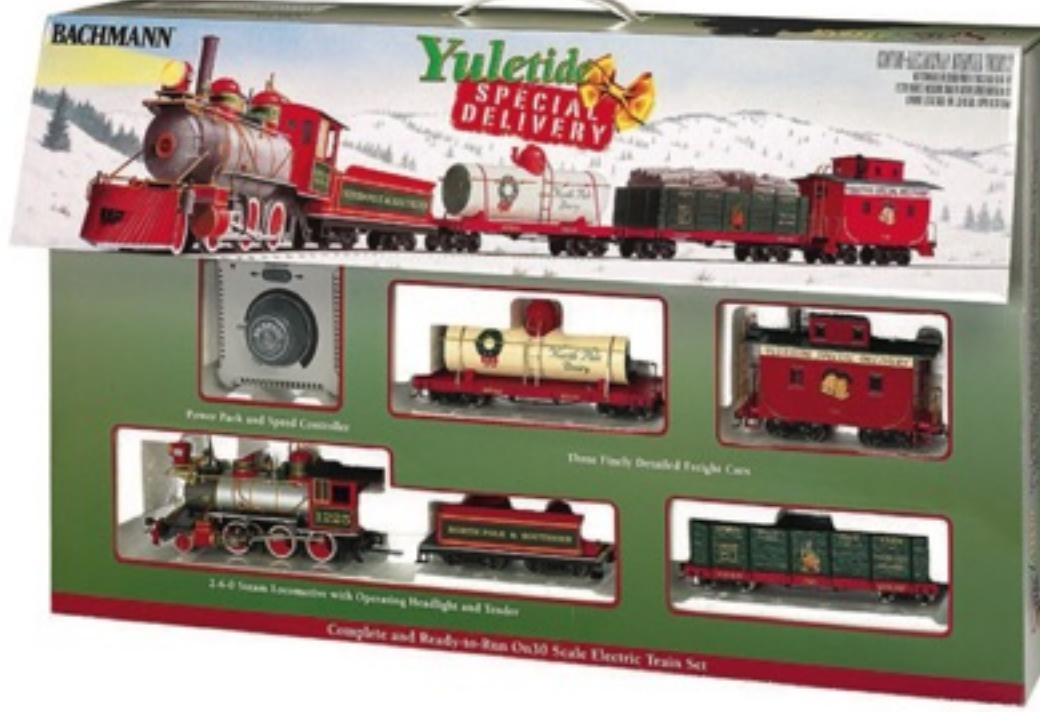
81470 EMC Gas Electric Doodlebug with Trailer Coach New York Central.....£152.99  
84652 Peter Witt Street Car with lights. Chicago Surface Lines.....£102.99  
84653 Peter Witt Street Car with lights. Brooklyn & Queens Transit.....£102.99  
84654 Peter Witt Street Car with lights. Baltimore Transit Co.....£102.99  
84655 Peter Witt Street Car with lights. Los Angeles Railway.....£102.99  
84656 Peter Witt Street Car with lights. St. Louis Railways.....£102.99

### LILIPUT N

L364542 1st Class Express Coach No. 241-015 DR.....£20.99  
L364543 2nd Class Express Coach No. 241-213 DR.....£20.99  
L364544 2nd Class Express Coach No. 241-215 DR.....£20.99  
L364558 Baggage Coach No. 641-013 DR.....£20.99

## IN STOCK - ON-30 GAUGE

### BACHMANN ON-30



25242 2-6-0 Yuletide Special Delivery Train Set.....£303.99  
25242 2-6-0 Steam Locomotive No. 136 Denver & Rio Grande Western Rail Road.....£137.99  
25249 2-6-0 Steam Locomotive Painted Unlettered Bumble Bee livery.....£109.99  
25250 2-6-0 Steam Locomotive White Pass & Yukon 56.....£137.99  
25262 2-6-0 Steam Locomotive Bumble Bee Colorado Mining Company 8.....£137.99  
28257 0-4-2 Porter Steam Locomotive No. 9 Greenbrier & Big Run Lumber Co livery.....£130.99  
28322 4-4-0 Modern Outside Framed Steam Loco Painted Unlettered Black.....£177.99  
28324 4-4-0 Outside Frame American Steam Unlettered Black Brass Cap.....£177.99  
28326 4-4-0 Modern Outside Framed American Steam Unlettered Black.....£177.99  
28657 Baldwin 4-6-0 Steam Loco No. 31 Greenbrier & Big Run Lumber.....£238.99  
28670 Baldwin 4-6-0 Steam Locomotive 12 Steel Cab Green w/Gold Lining Red.....£238.99  
28696 Baldwin 4-6-0 Steam Locomotive Painted Unlettered w/Steel Cab.....£238.99  
28704 2-6-6-2 Articulated Steam Locomotive No. 40 Pocahontas Lumber Co.....£248.99  
28761 2-6-6-2 Articulated Steam Locomotive No. 43 Midwest Quarry & Mining Co.....£254.99  
28798 2-6-6-2 Articulated Steam Locomotive Painted Unlettered Black w/Red & White trim.....£255.99  
28805 14 Ton Two-Truck Steams-Heisler Loco Greenbrier & Big Run 5.....£310.99  
28903 4-6-0 Steam Locomotive Painted Unlettered w/Steel Cab.....£239.99  
29301 2-6-0 Steam Locomotive No. 138 Denver & Rio. DCC Fitted.....£240.99

FOR OUR FULL RANGE VISIT [WWW.KERNOWMODELRAILCENTRE.COM](http://WWW.KERNOWMODELRAILCENTRE.COM)  
PRICES CORRECT AT TIME OF PRINT AND ARE SUBJECT TO CHANGE

## IN STOCK - N GAUGE

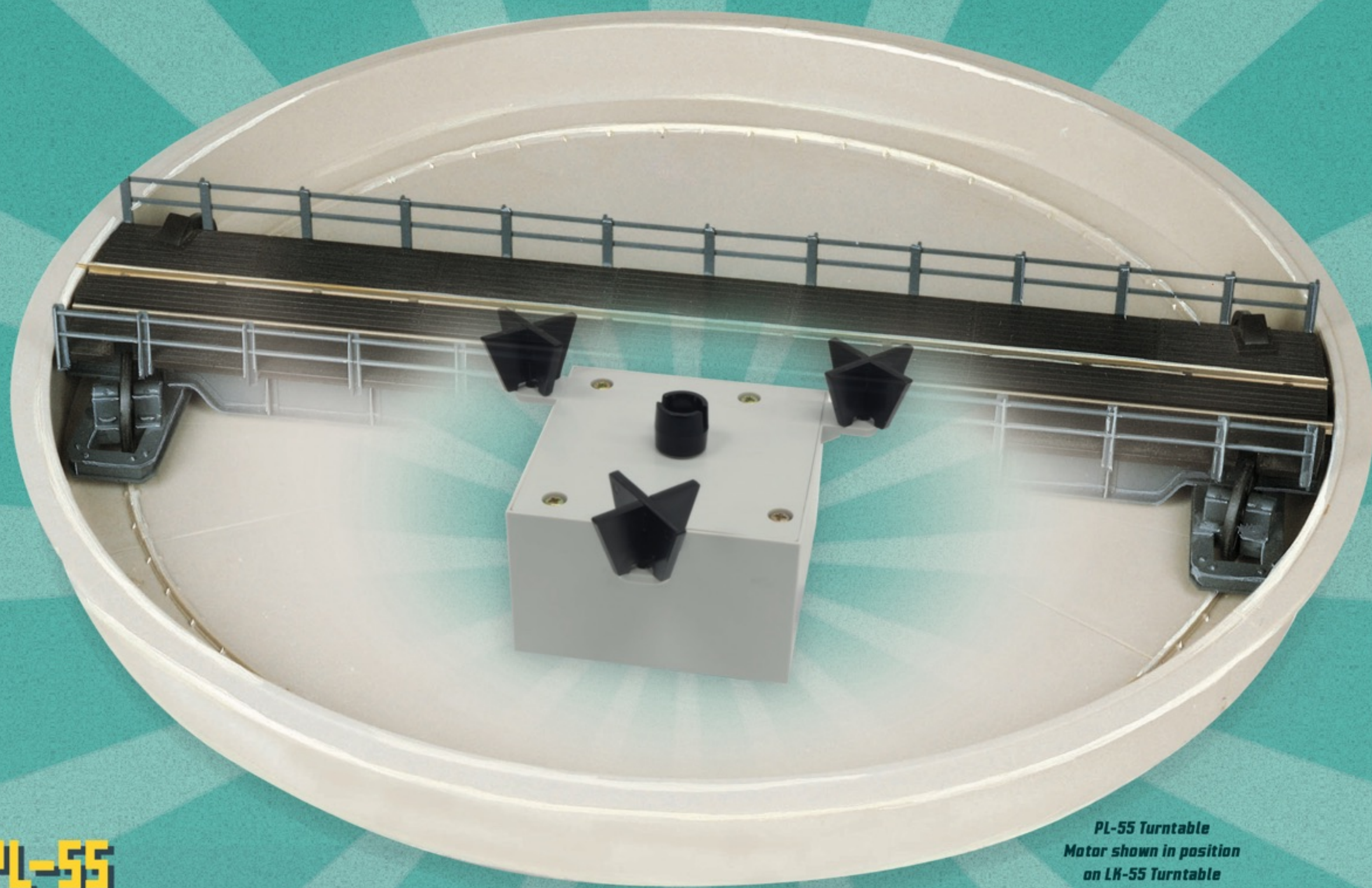
### BACHMANN N

14551 85 Streamline Fluted Observation Coach Santa Fe with internal lights.....£40.99  
14651 85 Streamline Fluted 2 Door Baggage Coach Santa Fe with internal lights.....£33.99  
14751 85 Streamline Fluted Coach Santa Fe with internal lights.....£40.99  
16752 52"6" Flat Car Baltimore & Ohio with REA Trailer.....£35.99  
16753 52"6" Flat Car NYC with New York C Trailer.....£35.99  
16754 52"6" Flat Car Reading with Reading Trailer.....£35.99  
16756 52"6" Flat Car Western Maryland Trailer.....£35.99  
16856 Northeast Steel Caboose Painted, Unlettered.....£20.99  
16858 Northeast Steel Caboose Lehigh Valley 95004 Tuscan Red.....£20.99  
16859 Northeast Steel Caboose W.Maryland 1863 Speed Lettering.....£20.99  
16860 Northeast Steel Caboose Boston & Maine.....£20.99  
16861 Northeast Steel Caboose Delaware & Hudson.....£20.99  
16863 Northeast Steel Caboose No. 500838 NW Blue.....£20.99  
17053 AAR 40ft Steel Box Car No. 108848 Union Pacific Automated Railway Brown.....£19.99  
17057 AAR 40ft Steel Box Car Baltimore & Ohio Railroad Timesaver.....£19.99  
17059 AAR 40ft Steel Box Car Great Northern.....£19.99  
17060 AAR 40ft Steel Box Car Missouri Pacific 'Herbie'.....£21.95  
17152 3-Dome Tank Wagon Chemcell.....£20.99  
17153 3-Dome Tank Wagon No. 8302 Northern California Wineries.....£20.99  
17155 3-Dome Tank Wagon Carbide and Carbon Chemicals Corporation.....£20.99  
17156 3-Dome Tank Wagon Cook Paint & Varnish Company.....£20.99  
17857 ACF 36ft 6in 10,000 Gallon Single Dome Tank - Clark Oil Refinery.....£18.99  
17858 ACF 36ft 6in 10,000 Gallon Single Dome Tank - Quaker State.....£18.99  
17861 ACF 36ft 6in Single Dome Tank Car - Allegheny Refining.....£18.99  
17955 ACF 50ft Steel Reefer American Refrigerator Transit Co.....£21.99  
19151 Canadian 4-Bay Cylindrical Grain Hopper Canadian National Demonstrator.....£19.00  
19152 Canadian 4-Bay Cylindrical Grain Hopper Santa Fe.....£19.00  
19154 Canadian 4-Bay Cylindrical Grain Hopper Government of Canada.....£19.00  
19156 Canadian 4-Bay Grain Hopper Potash Corporation of Saskatchewan Inc.....£19.00  
19157 Canadian 4-Bay Grain Hopper Potacan.....£19.00  
19177 Canadian 4-Bay Cylindrical Grain Hopper Pacific Railroad.....£19.99  
19189 Canadian 4-Bay Cylindrical Grain Hopper Heritage Fund.....£19.95  
19451 50ft Sliding Door Box Car Central of Georgia.....£23.99  
19896 Jackson Sharp Open-Sided Excursion Car - Green & Red.....£32.99  
50565 USRA 0-6-0 Steam Locomotive with Switcher & Tender New Jersey.....£68.99  
50566 USRA 0-6-0 Steam Locomotive with Switcher & Tender Santa Fe 2039.....£68.99  
50598 USRA 0-6-0 Steam Locomotive with Switcher & Tender Painted Unlettered.....£68.99  
50952 2-8-4 Berkshire Steam Locomotive 759. DCC Sound Fitted.....£240.99  
50953 2-8-4 Berkshire Steam Locomotive No. 2724 Chesapeake and Ohio Kanawha.....£240.99  
50954 2-8-4 Berkshire Steam Locomotive No. 2760 Chesapeake and Ohio Kanawha.....£240.99  
50955 2-8-4 Berkshire Steam Locomotive No. 1225 Pere Marquette.....£240.99  
51451 4-6-0 Berkshire Baldwin 4-6-0 No. Black Unlettered.....£151.99  
51458 Baldwin 4-6-0 Southern Green w/Gold Stripes No. 1012. DCC Fitted.....£151.99  
51460 Baldwin 4-6-0 Chesapeake & Ohio Railway 387. DCC Fitted.....£151.99  
51461 Baldwin 4-6-0 Baltimore & Ohio Railroad 2020. DCC Fitted.....£151.99  
51563 Prairie 2-6-2 Tender Canadian National 613.....£82.99  
51571 Prairie 2-6-2 Tender Union Pacific 1838.....£82.99  
52854 Prairie 4-6-2 Steam Loco No. 5440 Pennsylvania Rail Road. DCC Sound Fitted.....£275.99  
58154 Northern 4-8-4 with headlight - Great Northern 2571.....£120.99  
61086 Brill Trolley Desire.....£44.99  
61653 EMD NW-2 Switcher No. 5918 Pennsylvania Railroad.....£73.99  
61654 EMD NW-2 Switcher No. 8769 New York Central System.....£91.99  
62456 EMD GP7 Diesel Locomotive No. 908 Clinchfield.....£65.99  
62997 PCC Streetcar Philadelphia Septa.....£44.99  
63151 S4 Diesel Western Maryland 145. DCC Fitted.....£102.99  
63152 S4 Diesel SP No. 1466 Orange & Black. DCC Fitted.....£102.99  
63153 S4 Diesel NYC System P&LE No. 8662. DCC Fitted.....£102.99  
63154 S4 Diesel Locomotive No. 1528 Santa Fe Zebra Stripe. DCC Fitted.....£102.99  
63155 S4 Diesel Loco No. 1156 Union Pacific w/Dependable Transportation. DCC Fitted.....£102.99  
63552 GP40 Diesel Locomotive No. 3500 Santa Fe.....£56.99  
63556 GP40 Diesel Locomotive No. 3088 Conrail.....£54.99  
63751 EMD F7-A Diesel Locomotive No. 251 Baltimore & Ohio. DCC Fitted.....£88.99  
63753 EMD F7-B Diesel Locomotive Great Northern. DCC Fitted.....£88.99  
63754 EMD F7-A Diesel No. 7101 Erie Lackawanna. DCC Fitted.....£88.99  
63851 EMD F7-B Diesel Locomotive B&O. DCC Fitted.....£88.99  
63852 EMD F7-B Diesel Locomotive Great Northern. DCC Fitted.....£88.99  
63853 EMD F7-B Diesel Locomotive Norfolk Southern. DCC Fitted.....£88.99  
63854 EMD F7-B Diesel Erie Lackawanna. DCC Fitted.....£88.99



# REVOLVE-LUTION!

TAKE CONTROL WITH OUR NEW TURNTABLE MOTOR SYSTEM



*PL-55 Turntable  
Motor shown in position  
on LK-55 Turntable*

## PL-55

### TURNTABLE MOTOR AND CONTROL SET

**Compatible with all PECO  
turntable kits**

**Can be retro-fitted to  
installed turntables**

**12vDC motor, non-indexing**

**Simple push-button control:  
press and hold, and release to  
move deck to desired track**



*PL-55 Turntable Motor*

*PL-55 Turntable Control Unit*



**PECO** *LECTRICS*



**KATO**  
PRECISION RAILROAD MODELS

# RhB Restaurant Car „Gourmino“ WR3811

Made in JAPAN

**N Scale** #5280 RhB Restaurant Car „Gourmino“ WR3811

**2020**  
February

- Prototypical operating period 2002-2012
- Re-imagine the beautiful dark blue body colour, golden line, distinctive emblem and logo
- LED lit table lamps
- When the light bar is installed, the interior is lit from the same source as the table lamp
- Minimum radius: R150



©Rhätische Bahn



**N Scale**

#3102-2 Alpine Locomotive Ge4/4-II (Glacier Express)

- The classic "GLACIER EXPRESS" logo on the bodyside
- Minimum radius: R150
- Equipped with both short and Arnold couplers
- Three lit headlights

**GLACIER EXPRESS**

©Rhätische Bahn

Distributor:



## ICE 4

**N Scale**

#K10950 ICE 4 – DB BR 412 7-Car Base Set

#K10951 ICE 4 – DB BR 412 5-Car Add-On Set

©Deutsche Bahn

**Digitize your ICE 4**  
More fun with a sound decoder!

**2019**  
November

Sound installed ICE4 release in November:

- #K10952S ICE4 Basic Set & Complimentary Set & Sound Decoder 12pcs
- #K10951S ICE4 Complimentary Set & Sound Decoder 5pcs

Sounds include the starting up of the pantograph, main switches, fans etc. Shunting mode can be enabled. A full settings guide is available online.



Check for further information:

► <https://www.kato-ice4.com/>



Distributor:



## Pocket line

- Improved mechanism delivering a better driving experience
- Great slow speed running

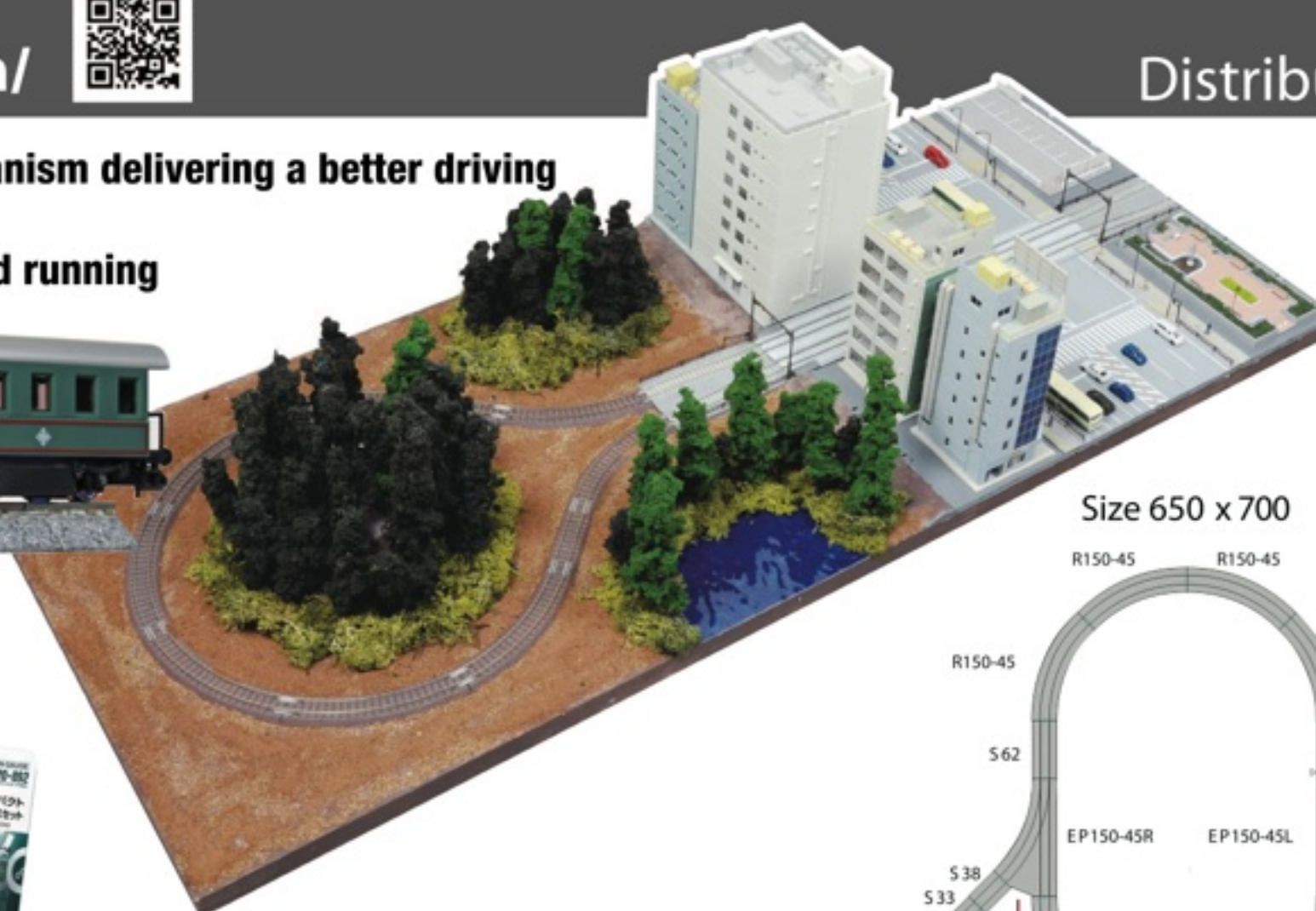
- The perfect cityscape for your table top or model railway
- More fun in a smaller space with the easily built track system



#10-503-1 Pocket Line Series Steam Locomotive (With new Power Unit)

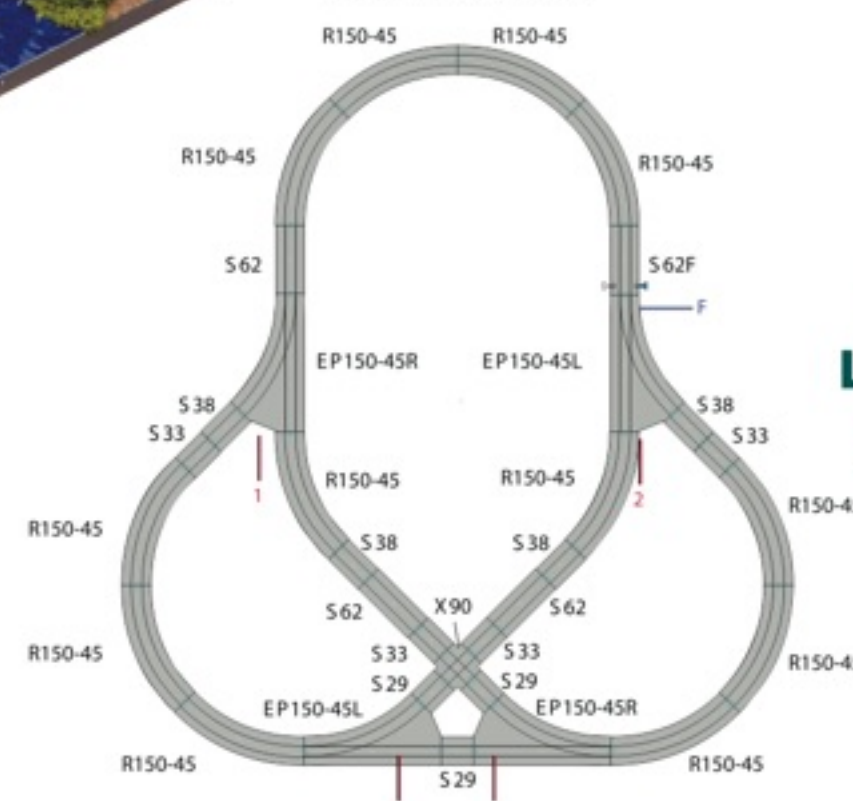


Check more  
Pocket line

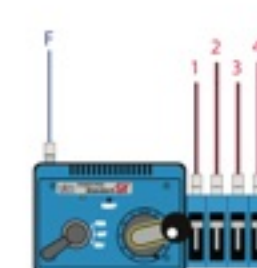


**UNITRACK**  
Compact

Size 650 x 700



**UNITRACK**  
LAYOUT PLAN  
COLLECTION



Check for further information:

► <https://www.unitrack-kato.com/>



Distributor:







# FREE!

## 00 SCALE Yard Office plastic kit

In the January 2020 issue of

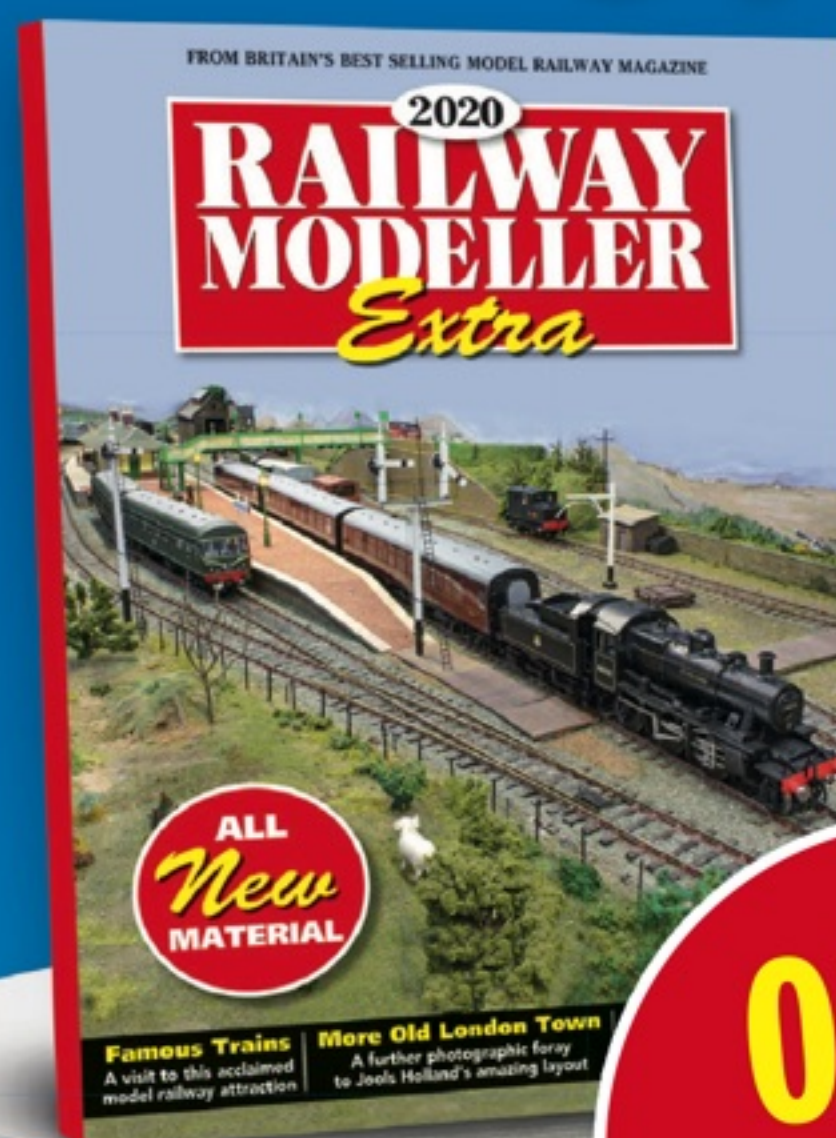
# RAILWAY MODELLER



Requires assembling and painting.  
Example shown of completed model.

**BE SURE YOU GET YOUR COPY – ON SALE 12TH DECEMBER**

# Freshly prepared, not reheated!



**ONLY  
£6.99**

*A gourmet selection of  
all new features and  
modelling inspiration  
for 2020!*

**OUT NOW**

A **RAILWAY MODELLER** PUBLICATION

Available from: selected W.H. Smith outlets, selected Independent Newsagents, all good model shops, by post direct from the address below, or via our website [www.pecopublications.co.uk](http://www.pecopublications.co.uk) (plus P&P).

**PECO PUBLICATIONS & PUBLICITY LTD, BEER, DEVON EX12 3NA, ENGLAND Tel: 01297 626204**



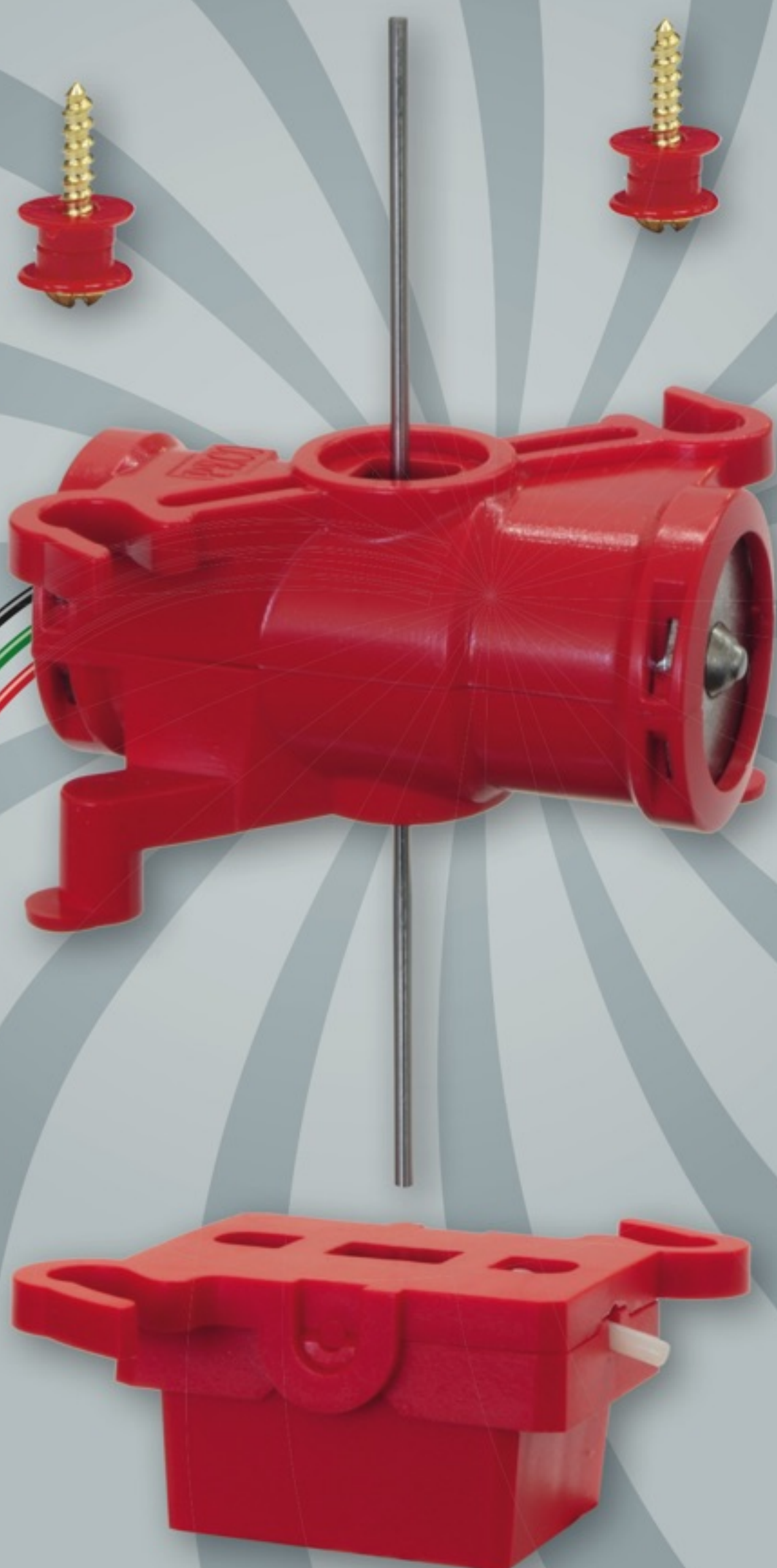
# *A familiar friend, with a modern twist!*



## **TWISTLOCK™**

**Introducing new levels of speed,  
simplicity and versatility for  
installing turnout motors**

- **Powerful** – 16vAC solenoid turnout motor, 3 amps.
- **Compatible** – with all PECO and other manufacturers' turnouts up to O gauge.
- **Over and over again** – can be removed and re-fitted repeatedly and still be in perfect alignment each time!
- **Neat and tidy** – no need to cut large rectangular holes in the baseboard.
- **Easier for access** – no need to work upside down in the darkness under the layout.
- **No soldering** – pre-wired.
- **Long reach** – drive pin long enough to reach through baseboards up to 15mm thick.
- **Switch polarity the easy way** – twin microswitch attachment twist-locks to the motor – supplied separately (PL-1005) or included with PL-1001.
- **On top** – surface mounting option also available.



**PECO** **LECTRICS**



Members of the **Rudolstadt** model railway club in Thüringia have modelled an unusual and distinctive local prototype in HO.

# Oberweißbacher Bergbahn

At the top of the incline from valley to plateau



Above  
A car approaches the summit  
of the funicular section at  
Lichtenhain Bergbahnhof.

Photographs by the editor.

## History

After the railway in the Schwarzatal opened in 1900, the economy of the valley developed very rapidly. However, the villages of Lichtenhain, Oberweißbach, Deesbach, and Cursdorf on the higher plateau were excluded. There were railways in the Schwarzatal and at Neuhaus, but neither was accessible in bad weather.

The following quote from the engineer Timpe, operations manager of the Oberweißbacher Bergbahn AG in 1924, describes the difficult situation best: "The ox- and horse-drawn vehicles to and from the nearest railway station, ten to twelve kilometres away, became more and more expensive. In bad winter weather, road conditions were such that regular transport to the valley was often impossible for months. The citizens were then often forced to auction loads of coal, food, etc., although they were needed very urgently. The development of existing industries (sawmills, porcelain painting, glass factories, incandescent light and thermometer manufacturing, medicine production, etc.) was hardly possible under these circumstances."





Left

Electric railcar 279 203 stabled behind the terminus building at Lichtenhain.

Below

Old electric railcar ET 188 701 and a modern four-wheel trailer await the call to duty. Coal for domestic consumption was an important traffic here.



At the beginning of 1919, the Erfurt Railway Directorate received an application from Oberweißbach, in which the construction of a rail connection was urgently requested. It was suggested that the town should first privately contact the government architect Bäseler and obtain his verdict on a possible railway connection.

The Oberweißbacher Bergbahn AG was founded by the four villages (Lichtenhain, Oberweißbach, Deesbach, and Cursdorf) in June 1919. As one of the leading financiers, the city of Rudolstadt participated with 300,000 marks in the share capital and a grant of 250,000 marks.

The railway started from a suitable point on the Schwarzatalbahn between Rottenbach and Katzhütte, not far from Obstdfelderschmiede, and immediately climbed to the plateau with a steep ramp.

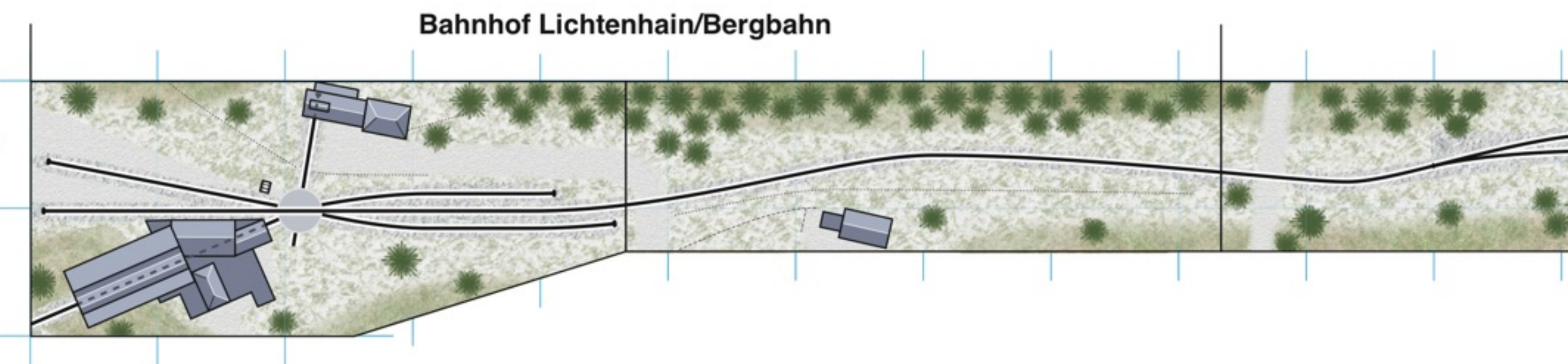
As early as the beginning of September 1919, the earth-works were begun on the flat upper part of route, as a decision on whether a rack railway or a funicular would form the link to the valley was still outstanding. For this purpose, up to three hundred unemployed people were obliged to do so-called emergency work. The extraordinary economic situ-





**Oberweissbacher Bergbahn**

Overall layout size  
8400mm x 600mm (at widest).  
Each section consists of two boards  
each 1400mm x 400mm  
(except Bannhof Lichtenhain  
L/H board 600mm wide).  
Each grid square  
300mm x 300mm.



Left  
A funicular was chosen to surmount the steep gradient.  
Goods wagons could be hauled up from the valley line below.

Above  
Diesel railcar VT 186 023 – kept as a standby in the event of electric power failure – approaches Lichtenhain station.

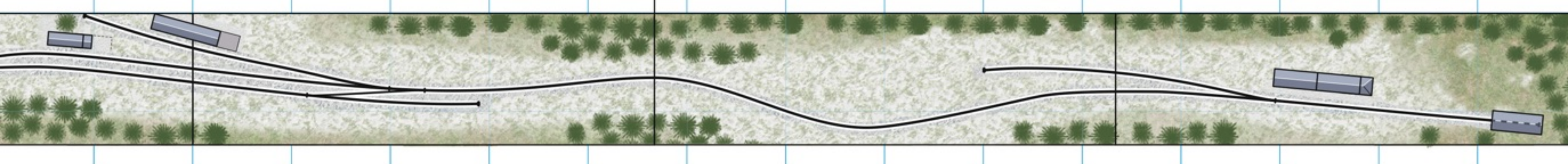
Below  
VT 186 023 at Lichtenhain. As space was restricted here, a turntable was used to access the various tracks.





Bahnhof Oberweißbach-Deesbach

Bahnhof Cursdorf



ation with high inflation meant that money already approved was gone before suppliers received the orders. This forced the communities to print emergency money.

In the autumn of 1919, the decision was made in favour of the funicular and in November 1919 these plans were already finished and subsequently approved.

Wood for the railway construction (sleepers and overhead masts) came from the surrounding local forests owned by the communities.

The first test run on the flat section took place in 1921, and the funicular was ready for a grand opening and through working in March 1923.

Until 1966 goods wagons were transported on the railway in regular traffic, carried up the incline on a transporter. After that freight was carried by road vehicles, because by that time the roads were better and the lorries more efficient.

Today the line is one of the top tourist attractions in the region.

As this was for us a local prototype, we decided to model the upper flat section, from Lichtenhain to Cursdorf.

The period chosen is the mid-1960s.

The layout is built in modular segments, with boards 1.4m long. The overall length is 8.4m, of which Lichtenhain station occupies 2.8m on boards between 0.4m and 0.6m wide; Oberweißbach-Deesbach station is 2.8m long and 0.4m wide; and Cursdorf station is also 2.8m long and 0.4m wide.



Above

**The local resident considers whether it is wise to use the moped in these weather conditions.**

Below

**There are no proprietary models of the Bergbahn stock, so all the railcars and trailers had to be scratchbuilt using etched brass body shells produced from our own artwork. The vehicle on the left is a former Leipzig tramcar, which was later rebuilt in the new style.**







The overall design and the landscape were adapted from the prototype, based on track plans, photographs, and original drawings. The buildings, with the station as the central

feature, were mainly made from plans and contemporary photographs, and are as close to 1:87 as we could achieve.

The layout is operated using a Roco digital system.

Above  
ET 279 201 pauses at Oberweißbach-Deesbach  
on the way from Lichtenhain to Cursdorf.

Below  
It is hard physical work filling the sacks of coal,  
but the essential domestic fuel must be delivered.







The points are worked through Tams Elektronik decoders.  
Various lights and accessories are powered by either alternating or direct current.



Above  
**VT 186 023 passes Oberweißbach-Deesbach.**  
Right  
**The small station building indicates only modest patronage.**

Below  
**The size of the goods shed, however, suggests greater use.**







Below  
0-4-0D V15 2223 collects  
a wagon load of felled timber  
from the siding at Cursdorf.



Above  
VT 186 023 reaches the end of the line at Cursdorf,  
where the small station and goods shed are combined.

Below  
Beyond the station the track terminates in a small shed,  
where a railcar trailer is kept in case extra capacity is needed.

The track plan is divided into the main line for through traffic and sidings for handling goods for the nearby communities.

Construction time was approximately two years.







Above  
The well-known German modeller Michael Kirsch, a frequent contributor to *MIBA* and *CM*, also modelled Cursdorf but chose to set the scene in summer – he may have been aware of the Rudolstadt club's winter layout. Sadly he died suddenly before supplying the text for an article. We are pleased to be able to publish our photographs in an appropriate context by way of a tribute.

Left  
Heavier summer traffic needs the use of the trailer.

Below left  
**V15 2271** arrives with an empty stake wagon to collect timber.

Below  
The electric railcar returns hauling a wagon of coal.







Above and left  
There may only be one track serving the goods yard, but clearly a large amount of timber is handled, plus coal and general goods.

Below  
Three classic road vehicles define the DDR period – a Fendt tractor, a Multicar, and a Wartburg saloon.







Above  
The electric railcar has drawn the trailer out of the storage shed in anticipation of greater passenger numbers on the return trip.

Below  
The trailing siding allows wagons to be conveniently shunted.





## Emmanuel Nouaillier

continues his campaign to encourage detailed modelling of urban architecture.

*Photographs by the author.*

# Old painted signs

A frequently seen feature



Here is an exercise in which dexterity and precision handiwork will be put to the test. With the benefit of experience gained over time, this allows us to imitate almost exactly an entirely painted façade with an advertising sign, with the aid of masking tape which is not only welcome but in fact rather indispensable. This reproduction was not a sinecure, and indeed of all those I have done so far it is certainly the one that required the most time.

### Step 1

The façade that will serve as a basis for this work has already had Humbrol paints applied, taking special care to work the contrasts with the sponge to roughly imitate old stucco and highlight the cracked areas. I always use the same shades of beige and grey, finishing with matt white.

The red bricks and the door lintel were also painted with enamels, simply to serve as a key.



### Step 2

Using tracing paper, I made a copy of the iconic oval Polaroil logo then made a template of the outline using recycled card, cut very precisely to the shape required.



### Step 3

The card template was placed on the façade where the advertisement will be, and the outline was marked with a fine soft pencil – avoid hard pencils, which may dig in to the plaster or whatever your surface covering.





## Step 4

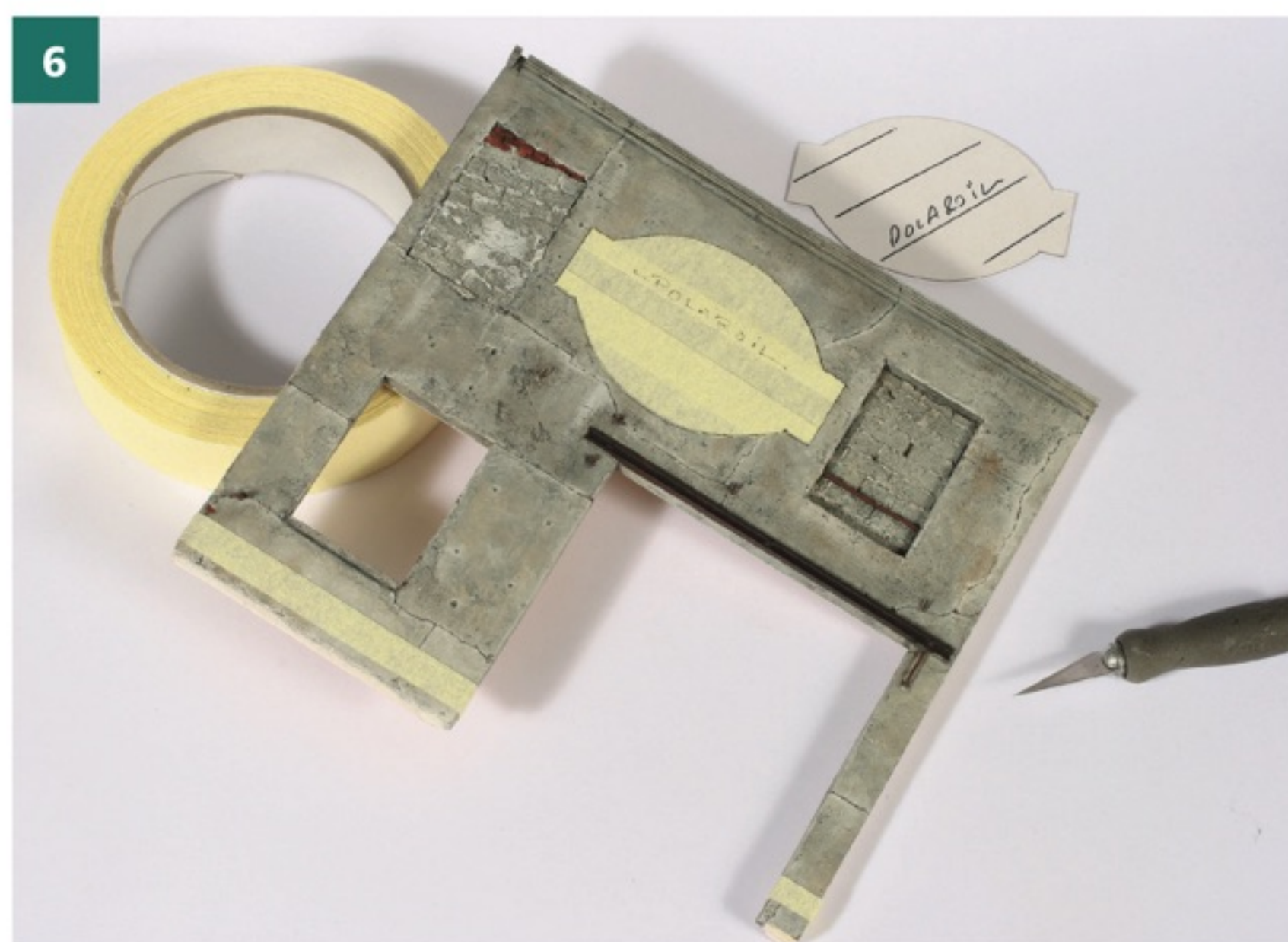
The advantage of a template over tracing directly is that you get a clear outline immediately, without having to make it a second time in black pencil.



## Step 6

Tape is also used to protect the advertising part, by cutting it with a scalpel – definitely not a pair of scissors, which would not be precise enough.

It is then time to cover the entire surface with a coat of AK Interactive chipping fluid, followed by another ten minutes later.



## Step 8



8. After a few minutes, I moisten the surface in small areas to work the scales in a random manner, notably by accentuating the effect of the cracks. Here I use wooden sticks that I regularly refine with abrasive paper so I always have a very fine tip.

9. The result in the 'raw' state, after quite a lot of patient work, with clear demarcation of the advertisement. To save time, I accelerate the drying by using paper towels.

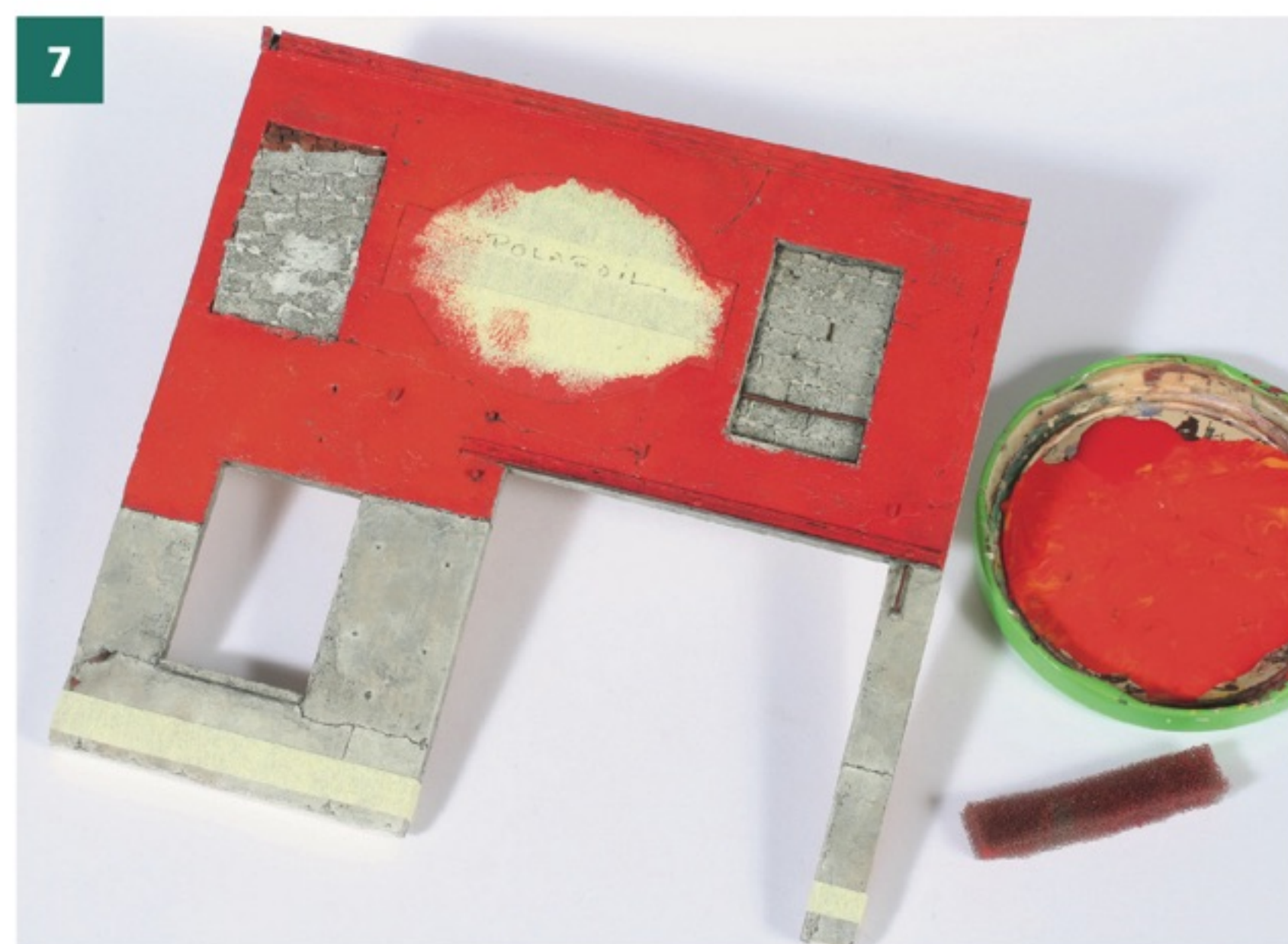
## Step 5

With the location thus perfectly defined, I then move towards preparation and the choice of products required for painting the façade, in this case mainly Vallejo acrylics. It is also important to anticipate painting operations, by choosing the correct brushes, here flat and curved. Masking tape is used to cover certain zones – here the background to be painted in a different colour.

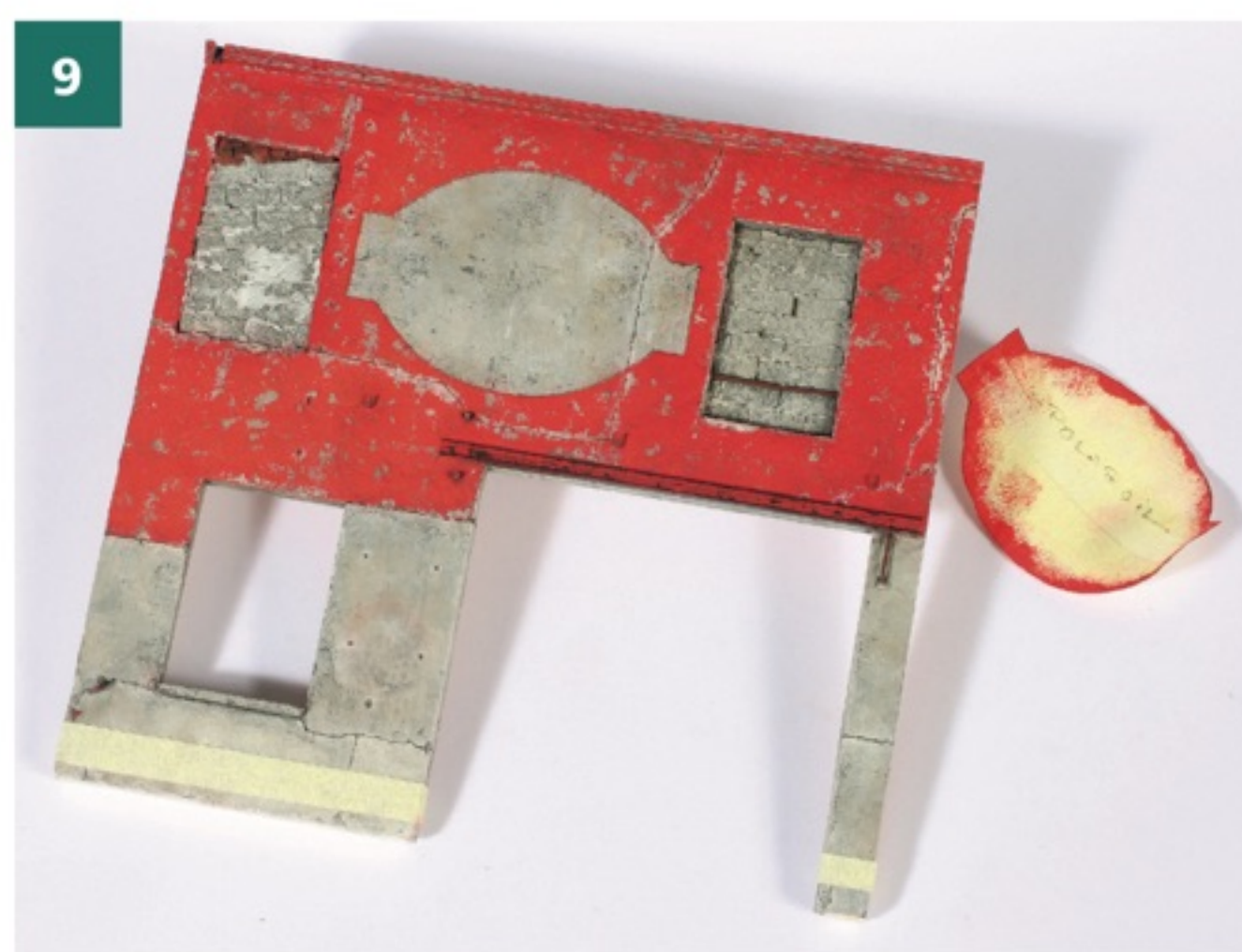


## Step 7

When the liquid is dry, after five to ten minutes, the façade is painted with matt red mixed with a little orange, first with a brush and then I fill in with a sponge.



## Step 9





## Step 10

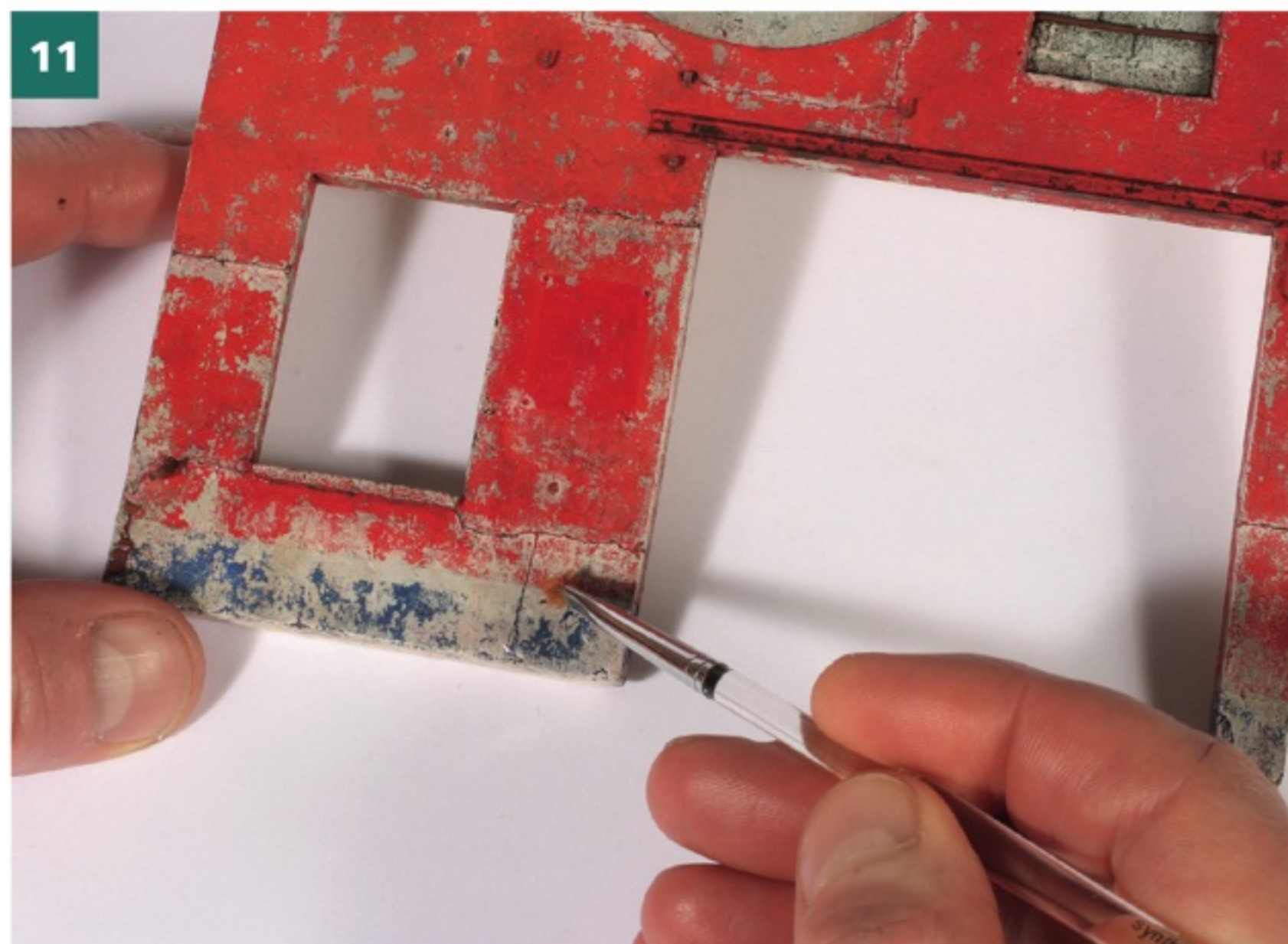
The rest of the façade is then treated in the same way. You then have about 48 hours to do the chipping, between the moment when the fluid is applied and the work of peeling. After this time, the fluid no longer softens the acrylic paint.

Here I am adding a small variation, imitating an impression left by a commercial advertising panel..



## Step 11

After painting the base a dull blue, I proceed to the weathering, this time using an old brush with hairs cut short, to simulate much more damaged paint on this part under floor level.



## Step 12

The result is clearly visible here and contrasts with the more targeted chips previously created. Of course, you can still correct the effect using blue or red paint applied with a sponge, according to the state of decay desired.



## Steps 13 and 14

The 'Polaroil' sequence can then be started, with the creation of masks made of self-adhesive tape. Here I have drawn the bear and the three edge lines which define different parts of the logo. This is not necessarily easy, and the guide is placed using very fine tweezers.





### Step 15

After having applied a layer of acrylic fluid on this area, I coloured it with a blue obtained by mixing Vallejo and Liquitex acrylics not by brush painting but by dabbing with a small section of synthetic sponge.



### Step 16

As soon as the paint has dried, the masks are removed, before humidification, then this first sub-assembly is weathered in much the same way as the original model, with an old brush.



### Step 17

I then looked at the bear, originally painted in white. Again, targeted application of fluid with the tip of a No.2 brush, then freehand painting keeping as close as possible to the real example – I used a high quality No.0 fine brush. While it is the hand, not the tool, that makes the result, good tools do help!



### Step 18

Moving on to the central section with the blue border along the outer edges. Here again I used very thin pieces of masking tape to make it as smooth as possible. Really targeted chipping will be done here with a wooden stick to reveal subtle flakes.



### Steps 19 and 20

I continued with the reproduction of the lettering, not by direct application but once again using a pattern for each letter, cut from 0.5mm plasticard. The outline of each letter was drawn onto the surface, taking care to observe the intervals precisely. This may take a little patience ...

Eventually you can see very clearly the characters appearing on the painted stucco.





### Step 21

It only remains to patiently paint each letter in the same acrylic blue, without the need to apply the chipping fluid during this step.

The weathering here is done differently, using the well-tried method of an abrasive tip on the letter.

Then the effect of wear was completed by micro-painting with ivory, grey, stone, and matt white Vallejo paints over everything to blend it together.



### Step 22

I then move on to the rest of the façade, though it requires little additional work. At most I will add some greyish seeping in places, including using AK Interactive 'neutral grey' enamel wash to break up the appearance as it is still little too smooth for my taste.



### Step 23

The few metallic parts present are finally 'corroded' to perfection mostly using techniques which should by now be familiar, and finished by the application of AK 'crusted rust deposit' in certain places to give the impression of more pronounced oxidation.



### 24 Conclusion

Here is the whole façade with various fittings in place but before the addition of a short section of pavement and the small part of the side wall.

The difference between the model and the real thing, as shown in Marc Combier's book *Old Wall Murals*, is still painfully obvious to me, even if the architecture is very similar.





**Graham Nicholas** relates how a team from Grantham built a layout as part of the *Great Model Railway Challenge* television programme.

*Photographs by the author.*

# Schinkengewähren

Competitive modelling under pressure



Above  
 The left-hand board, designed around the Landwasser viaduct scene. The branch line is engineered on a steady 1 in 20 (5%) gradient. I would eventually like to relay this in HOm which would better suit the type of railway it is attempting to portray.



So how did a team of supposedly serious British modellers get involved with the *Great Model Railway Challenge*, Series 2 – and end up building a Swiss themed layout?

“Pure gimmickry!” “‘Proper’ railway modelling ignored in the name of mass media entertainment.” Those were the sort of comments from a large section of the model railway community when the first series was broadcast in 2018. However, I noted the increased numbers visiting model railway exhibitions – families and youngsters coming to see what the model railway hobby was all about. That did it for me. And happily, my fellow ‘Team Grantham’ members thought so too. We threw our hat into the ring, very much in the spirit of playing our part in promoting this wonderful hobby of ours – and hopefully challenging ourselves and having some fun into the bargain.

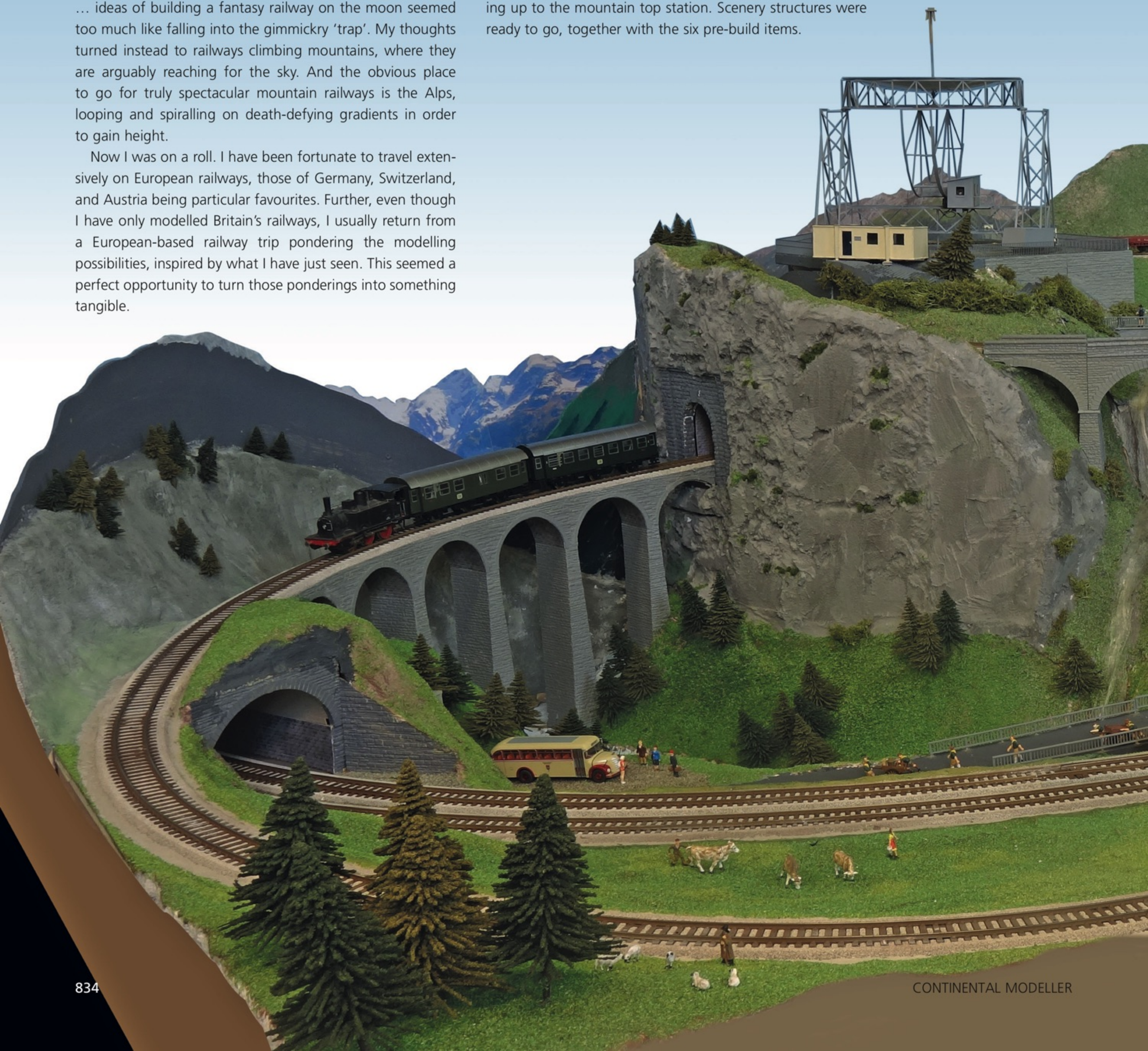
*The Sky's the Limit. To infinity and beyond. The space race.* – that was the theme we were given for our heat. Hmm ... ideas of building a fantasy railway on the moon seemed too much like falling into the gimmickry ‘trap’. My thoughts turned instead to railways climbing mountains, where they are arguably reaching for the sky. And the obvious place to go for truly spectacular mountain railways is the Alps, looping and spiralling on death-defying gradients in order to gain height.

Now I was on a roll. I have been fortunate to travel extensively on European railways, those of Germany, Switzerland, and Austria being particular favourites. Further, even though I have only modelled Britain's railways, I usually return from a European-based railway trip pondering the modelling possibilities, inspired by what I have just seen. This seemed a perfect opportunity to turn those ponderings into something tangible.

Foremost in my mind were the incredible routes of the Rhätische Bahn and in particular the iconic Landwasser viaduct. Could we possibly incorporate a flavour of this on a board just 3m x 1.5m – and build it all in only three days? Well – I guess it is not called a challenge for nothing!

The layout you see here is the result. We did indeed build it in three days, although that has to be clarified somewhat. The rules of the competition allowed for some preliminary building for heat layouts, consisting of track laying and wiring up on two of the three boards, together with basic scenery structures, but no scenic covering of any kind. We were also permitted to construct six ‘pre-build’ items and we duly took advantage of this, including the viaduct itself, together with the trackbed of the funicular railway.

The result of this pre-build activity was that we arrived at the filming location with two thirds of the track laid and wired, including the rising track bed of the branch line climbing up to the mountain top station. Scenery structures were ready to go, together with the six pre-build items.





Thereafter it was a race against the clock, as the competition demanded. We had made out a detailed hour-by-hour plan, indicating which team member would be doing what and, as team leader, it fell to me to monitor this and make adjustments and compromises as necessary. What 'gimmickry' we had was confined to the story of a space rocket being transported to the mountain-top space station by rail.

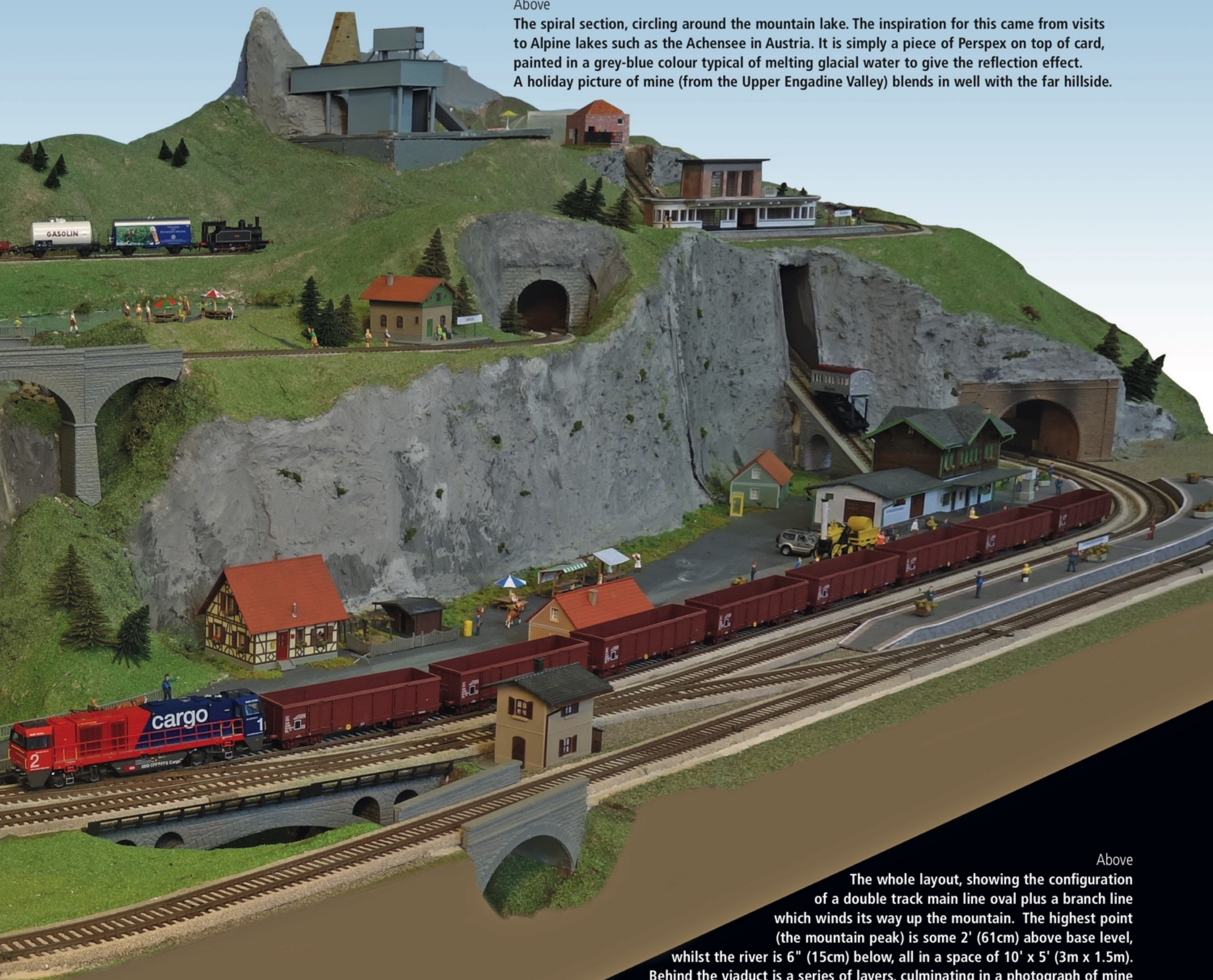
Our biggest challenge ended up being the degree of time lost due to filming interruptions. This was not just the filming of our own efforts – when other teams were being filmed, we could not be engaged in hammering, banging, sawing, drilling, etc., as we would quickly be asked to keep quiet by the production team.

This undoubtedly raised the stress levels and took some getting used to, even though we did understand that it was all part of the making of an entertainment programme. Inevitably, the number of compromises mounted against the



Above

The spiral section, circling around the mountain lake. The inspiration for this came from visits to Alpine lakes such as the Achensee in Austria. It is simply a piece of Perspex on top of card, painted in a grey-blue colour typical of melting glacial water to give the reflection effect. A holiday picture of mine (from the Upper Engadine Valley) blends in well with the far hillside.



Above

The whole layout, showing the configuration of a double track main line oval plus a branch line which winds its way up the mountain. The highest point (the mountain peak) is some 2' (61cm) above base level, whilst the river is 6" (15cm) below, all in a space of 10' x 5' (3m x 1.5m). Behind the viaduct is a series of layers, culminating in a photograph of mine mounted on the backscene.





Left

The viaduct was one of six pre-build items and was simply dropped into place at the start of filming. It is a mixture of Wills random stone sheets for the arches, with piers from the Peco three-arch viaduct kit. It is a scaled-down version, with the correct number of piers but a scale height of only 19m; the real thing is 65m above the river.

Below

The right-hand board, with the (working) funicular which links the main station, upper station, and mountain-top space centre.

The funicular trackbed had to be carefully calculated to maintain the clearances as it passed underneath the upper station to reach the mountain top.

The Bachmann Scenecraft art deco station proved ideal as its high centre section (with the back cut off) perfectly accommodated the rising trackbed.

grand plan in order to keep us broadly on track. Even so, as we 'knocked off' for the night at the close of Day 2, the plaster covering on the third board was still drying. All the scenic treatment on that board at least would have to be compressed into the final 'push' on Day 3.

Day 3 was a much shorter day for actual modelling as a good part of the day is set aside for tidying up, assembling an audience, and filming the demonstrations of the completed layout for judging. We were prepared for this to some extent and over a feverish late evening meal, a detailed plan for the final run-in was thrashed out – by this stage, the original plan was largely a work of fiction.

But contrasting all this talk of stress, there were undeniably many memorable moments. Two in particular stood out for me. Towards the end of the second day, with scenic work progressing around me, I was engrossed in detailing the (lift out) bridge spanning the waterfall. Pausing for a moment, I looked up, and where there had previously been a bare wood and chicken-wire skeleton, now I caught a glimpse of the Landwasser viaduct, set within the dramatic landscape I knew so well. It really did catch my breath for a moment.

The other moment of magic was in the last two hours of the build where we still had bare boards around the station area. At that point, the scenic team moved in with all the workbench items (buildings, tables, figures) that they had been working on over the previous two days. Within an hour, they had transformed it into a delightful – some might say 'twee' – Swiss mountain village scene. Just what the layout





needed. My colleagues (Paul, Tom, and Richie) had worked a miracle in what seemed like the blink of an eye.

The subsequent demonstration to the judges went without a hitch and the rocket emerged from its launch tube in a perfect plume of smoke as the grand finale to our display. Great credit goes to Andrew for all his hard work with the technical aspects to pull this off.

As a final reflection, what affects you most is not the physical effort (you expect to have to push yourself to work hard over the three days), nor is it necessarily the mental effort (problems arise and need to be solved, and that is all part of the challenge). No, what gets to you in the end is the emotional effort. You rarely find yourself in a modelling environment where so much is at stake, and the intensity of the team effort is so acute. It can be a real rollercoaster of emotions which has as much to do with the bond between yourselves as people as it is specific modelling skills.

So, would I do it again? You might have to give me time to think about that! In the meantime, we have come away with a delightful Swiss model railway which will be developed into a layout for the exhibition circuit as a lasting reminder of when Team Grantham challenged themselves to push their modelling limits to new heights.

By the way, the name on the main station is a bit of fun – an online English-German translation of 'Grant ham'.

Right

**The spiral, showing the waterfall emerging from the dam with the railway crossing on a three arch bridge (from the Wills kit). This spans the gap between two boards and lifts out for transport, helping to disguise the join. The radio telescope was another pre-build item and is motorised as one of the three required animations. The rock faces are polystyrene sheet, randomly carved to shape then covered with a grey plaster mix. With more time, additional colouring and vegetation could be added to break up the rather uniform look.**

Below

**The main station, with the mountain top in the background. Various familiar Faller building kits have been used. The area on the far right beyond the platforms was planned as a goods yard but we ran out of time to model this as intended; it will be developed as part of future plans.**





**Wim Harthoorn** shows how the 3 Millers team built a layout as part of the *Great Model Railway Challenge* television programme.



# Luctor et emergo

Zeeland in the floods of 1953



The *Great Model Railway Challenge* is a fun programme, fun to watch, and very much fun to take part in. It is of the 'reality TV' genre but nevertheless it offers the opportunity to do and to showcase some serious railway modelling. But a television programme does need good visuals and a bit of drama, and so layouts will include features not normally found on normal home or exhibition layouts. One such feature, which is definitely in the "do not try this at home" category, was the centrepiece of the 3 Millers' offering in Heat 4 of the 2019 series. It attempted to represent the recovery of the Netherlands Railways line to Vlissingen after the 1953 floods, complete with incoming tides. However, this layout also contained some fine conventional modelling and presented a coherent whole.

The idea for the layout was suggested to the programme producers not long after the previous series had been broadcast when notices appeared that they were planning a second series. At that time there was no team to implement it, but the producers were enthusiastic about the idea and encouraged the formation of a team to build it.

## The prototype

On the night of 31st January/1st February 1953 a severe gale was blowing from the north-west down the North Sea. Combined with a spring tide, this resulted in water levels in the southern North Sea being three to four metres higher than a normal high tide. The result was severe flooding in Kent and Essex, and catastrophic flooding in the south-west of The Netherlands. The province of Zeeland was particularly hard hit with whole islands inundated: 1,836 people lost their lives and over 70,000 were made homeless.

Above  
The finished layout,  
ready to be judged.  
Photo: Zane Bray.

## Who are the 3 Millers?

The 3 Millers take their name from the fact that five of the six are members of the 3 Millimetre Society. As modellers who normally model British outline in 3mm scale, working in HO and modelling a continental prototype was a new departure.

Less so for the team captain, Wim Harthoorn, who is building a layout based on the metre gauge railways of Thailand – though that too is to 1:100 (on 9mm gauge) – stock for which has occasionally been featured in CM.



In addition, the main railway line into the province was cut in three places. Two of the breaks were repaired quickly, and two weeks after the catastrophe it was possible to run a shuttle service between Vlissingen and Goes using a five car diesel-electric unit which fortuitously had been left at Vlissingen on the night of the storm.

The final break was on an 4km section near Kruiningen, east of Goes. As the breach in the sea dyke would not be repaired for another four months, the line here was at the mercy of the tides, and it would be impossible to create a stable trackbed in the normal manner.

The solution that the local permanent way supervisor, J.Colijn, proposed was to secure the trackbed by laying two low coffer dams made of posts driven into the ground and joined by planks. With these dams either side the track could be laid and the dams would secure it against the tidal flows. Netherlands Railways management approved the plan and construction started in mid-February. Some four hundred men worked on this and the driving of 14,000 wooden posts into the ground was done solely by hand.

With only a single four-wheeled 'Sik' diesel shunter at their disposal, some innovative thinking was needed to move the track materials to where they were needed. Sections of rail were fixed to sleepers and then the whole section of track was lashed to a few dozen empty oil drums. This made a buoyant raft which could be floated out at high tide to where it was needed and then grounded in place when the tide receded.

Finally, after three months hard labour, on 5th May the first train crossed the polder on this emergency line. This was merely an empty stock movement, followed shortly by a new DE5 unit to relieve the one that had been operating the shuttle service, but on 18th May services started in earnest.

The line was single track and subject to a 10km/h speed limit over the entire 4km length. This restricted the number of trains that could be run during the short period when the waters receded. Normal operation involved sending a Sik along the line with PW workers on board in order to clear any driftwood and other obstructions left by the tide, and then a pair of goods trains could carefully make their way across.

The limited capacity of the line was increased by creating a temporary blockpost in a flooded lineside cottage. Signalling was done by poking red and green flags out of the skylight.

The breach in the sea dyke was finally repaired on 24th July 1953 and three days later goods trains were allowed over the line at all hours of the day. A week later, on 3rd August, passenger services to Vlissingen resumed.

## The plan

The rules of the competition meant that the concept of modelling the 'Bathtub Line' had to be achieved on a 3m x 1.5m baseboard. The demands of the programme also meant that there had to be a number of working animations. However, we also had some 'red lines' of our own. The result had to be consistent and be a good representation of the prototype; stock, scenery, and houses were to be based on real examples; and the whole was to be built to as high a standard as we could. Most of that was achieved except that budget restraints, along with limitations of supplies from the programme sponsors, meant that we could not source models of authentic Dutch stock: the best we could do was take a Piko Prussian G7 0-8-0 and repaint it in NS colours. Fortunately no-one challenged us on this subterfuge.



Top  
**The hamlet of Baarsdorp in 1965.**  
Photo: Wim Harthoorn  
(not the author but his uncle!).

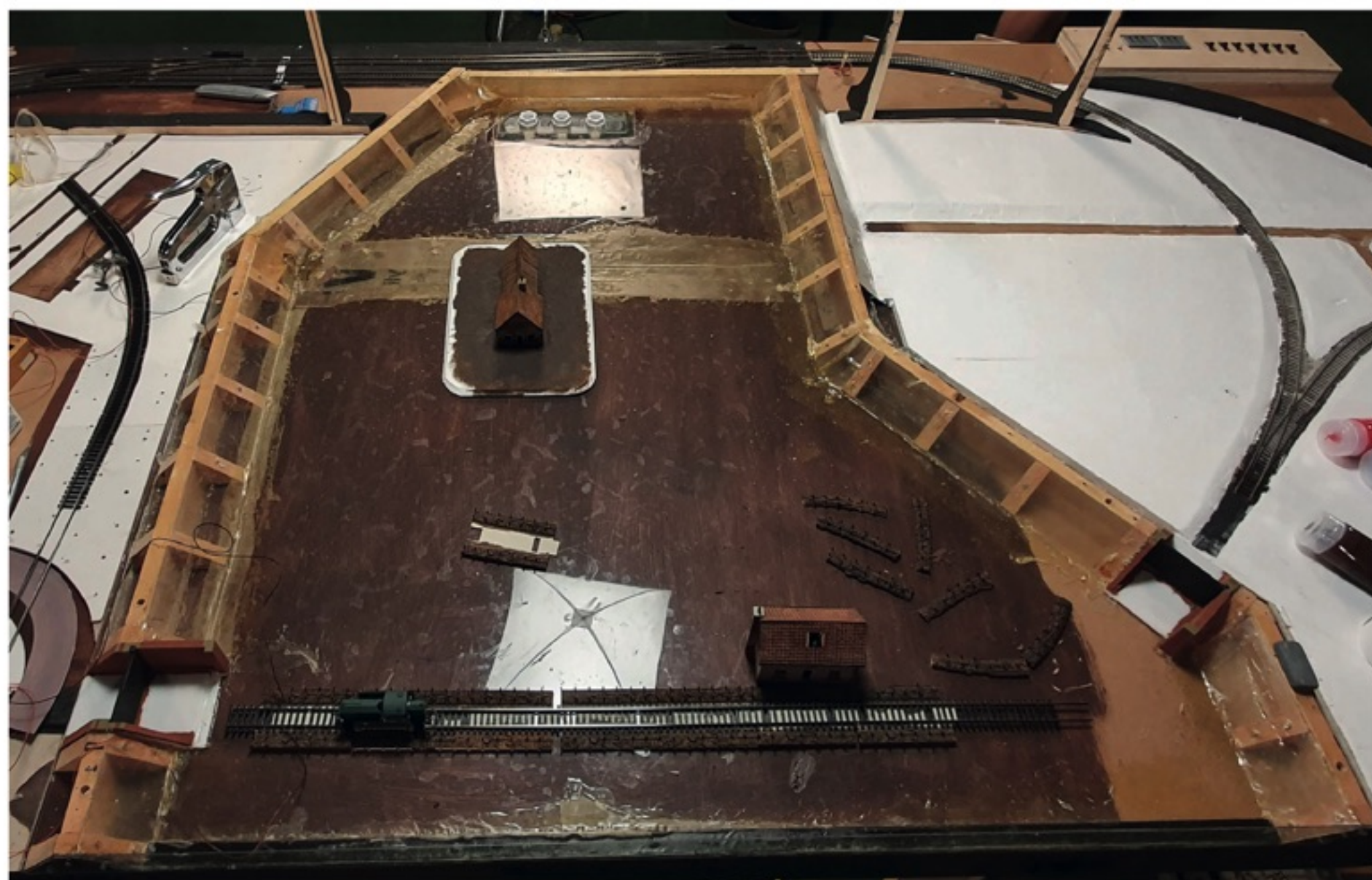
Above  
**A flooded farm.**



Right  
**Signalling with flags from the skylight of a flooded cottage used as a block post.**

**Historic photos from 1953.**  
Photos: Dutch National Archive  
(Creative Commons License).





Above  
**The water tray in its raw, unscenic state with gates fitted, at the end of the first day of filming.**



Left  
**Flood gate open ...**

Left  
**... and closed!**

Below  
**The scrapyard.**

Photos: Zane Bray.



The main challenge would be to simulate the tides coming in and then receding. An aquarium pump would bring the water in and gravity could let it out through some plastic taps, but we needed not just a tank to hold the water but a means of allowing a train to get into the tank on the level.

Dutch railways do often have to pass through dykes. The Netherlands was reclaimed from the sea in stages over about eight hundred years so the original dykes remain in place long after another reclamation has put them at some distance from the sea. These inner dykes, or sleeper dykes, are kept as fallbacks for when sea dykes break as they did in 1953. However, since it would be very expensive to build the lengthy embankments needed to cross these dykes, railways usually pass through a coupure, a gateway very like the locks on a canal. The coupures on the Zeeland line were for double track with two gates, but for simplicity and reliability we chose to build single track versions.

We also built a large tray to hold the water. The budget did not extend to doing this using the sort of fibreglass kits used for car body modifications so we made it using a large acetate sheet from a builders' merchant, some off-cuts of timber, and with joints sealed using resin and cloth as used by aero modellers. The floodgates could not be fitted in place until the first day of recording, partly because of the competition rules, but also because they were being made 250 miles away from where the water tray was being fabricated. Because they were made using 3D-printing technology, they slotted into their allotted place without much difficulty.

### Scenic features

One rule we made for ourselves was that all scenic work would be true to the prototype. That meant buildings should be of real examples from Zeeland. Accordingly, three members of the team went on a field trip a couple of months before recording started. The team went to examine the real coupures at Kruiningen and Oostdijk, and also went to visit a small hamlet called Baarsdorp. Baarsdorp was chosen because it was very small, only half a dozen houses, but surprisingly well-documented as a book had been written about it. There was also a personal link as team captain Wim Harthoorn's grandparents had lived there a century ago. Three houses in Baarsdorp were photographed and measured up, with the friendly if amused support of the owners, and these were built for the layout. The village was completed by adding a motor vehicle scrapyard which had been there in 1953 – we found a picture in the aforementioned book.

The book also contained photos taken in the 1950s and 1960s which helped us model the buildings in their 1953 condition.

The houses in Baarsdorp were made from card, mostly in the traditional manner. One farm building, however, was drawn out on the computer, printed, and then cut out using a Silhouette cutter. But modern technology did not completely hold sway: in 1953 the barn had a thatched roof, so that had to be created in the traditional way using plumber's hemp.

Card construction was obviously out of the question when it came to the cottages in the flooded section, as these





would literally be flooded during the demonstrations. Instead they were crafted using balsa treated with a lot of varnish and plasticard.

The lineside cottage was the only building made to 1:87 scale (HO); all the others were made to 1:100 (3mm) in order to give some false perspective

Most of the buildings were completed before recording as the rules allowed for six pre-built items, but the scrapyards were created in front of the cameras.

### More historical accuracy

We wanted to reproduce the track formation J.Colijn and his workforce had created in 1953 and not just lay a bit of track across the water tray. The workers of 1953 drove two rows of posts either side of the track into the ground and then laid heavy planks in between them. The space between the planks was then filled with sandbags. With that done there were now two low dams running about three metres apart. A generous amount of ballast was tipped in and the track laid on that, with more ballast and sandbags laid on top to finish. We had an extra problem the real workers did not have, namely we had to allow the water from the far side of the dam to drain back when we simulated the tide going out, so normal ballasted track was out of the question. The answer was to make a master of a section of dam and then use it to make a mould for resin casting. A dozen or so of these casts were used to build the causeway, and each cast had a deep groove cut into the underside to let the water pass.

The lineside cottage with flags poking out of the skylight was also historically accurate, and we displayed an archive



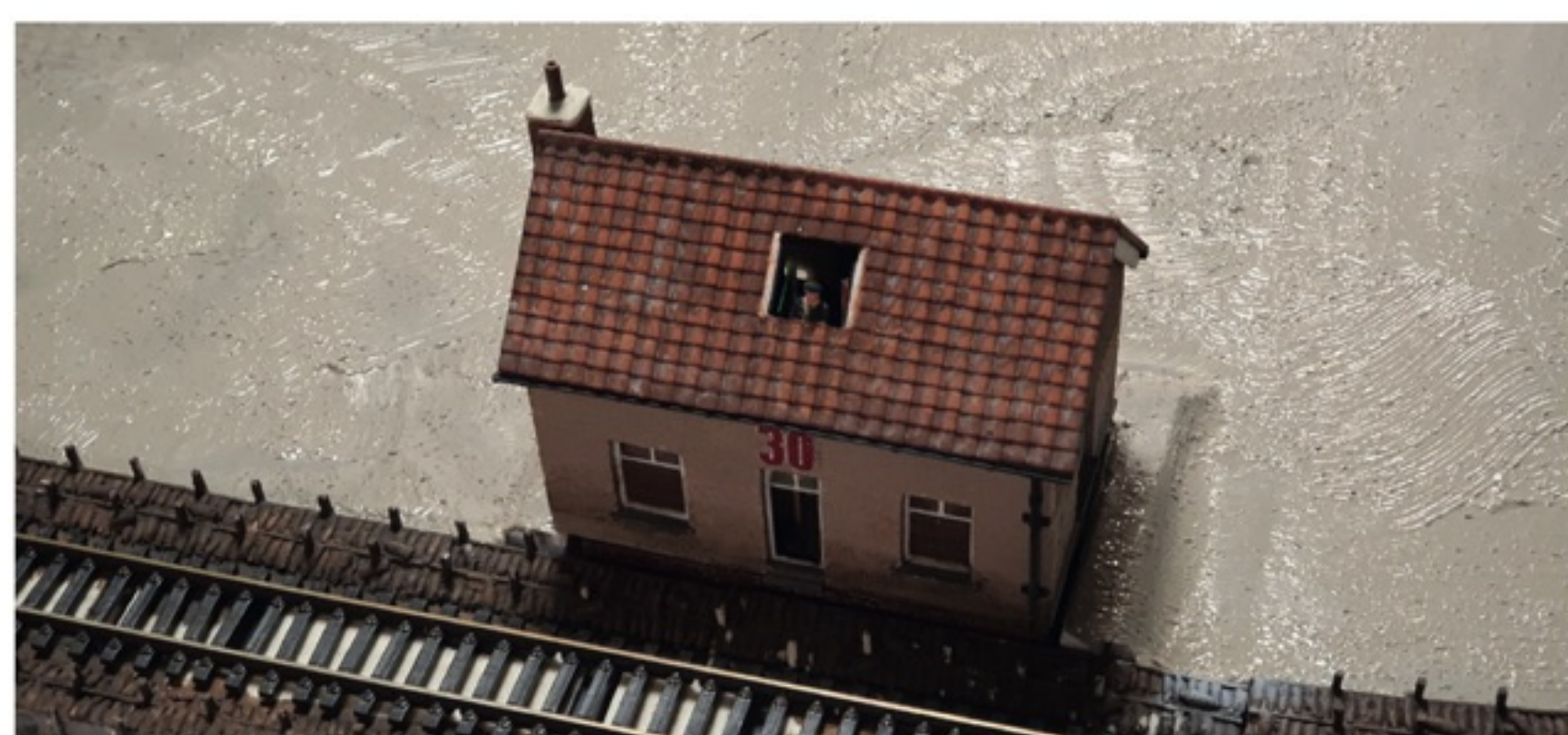
photograph with the layout to make that point. The flags on the model were raised and lowered by means of Peco Smartswitch servos mounted underneath. The actuating mechanism had to be waterproof as the interior of the cottage would fill with water, just as the real example did. A plastic tube came up from underneath to above the expected water level, and another plastic tube of a diameter that made a sliding fit was inside that. The actual wire to the flags was then glued into the inner tube.

The landscaping too told part of the history. Baarsdorp is one of the oldest settlements in the province of Zeeland, its recorded history going back to the 12th century, so the landscape around Baarsdorp is mature, and as it is a little above sea level there are far fewer drainage channels than elsewhere. On the other hand, the polders to the east of the flooded area date only as far back as the 19th century. As they were drained by steam power and not traditional

Above  
**The model of Baarsdorp.**  
Photo: Wim Harthoorn.

Left  
**The model farm, flooded.**  
Photo: Zane Bray.

Below  
**The makeshift causeway and the lineside cottage used as a signal block post, seen during the construction and testing phase.**  
Photos: Zane Bray.







Left  
**Last minute adjustments!**  
 Photo: Zane Bray.

windmills, the landscape is very flat and bare with drainage channels laid out geometrically. The landscaping on the right-hand baseboard reproduced that.

### Lights, camera, action

Building a layout in less than 24 hours actual modelling time and in a studio with camera crews always prowling on the look out for bits of drama is obviously a little different to the more stately pace most of us are more familiar with. The rules of the competition did allow a significant amount of preparatory work, but there is still a lot to do once you set up on site.

Most of the first day was given over to fixing the water tray to the baseboards, installing the floodgates, and layout wiring. The buildings in the flooded area were also installed as these would need to be well sealed in to ensure no water leaked through to the MDF surface of the baseboards. So it was only on the second day that we could get down to what might be considered serious modelling. Half the morning was taken up with having our water test filmed, but once that was done the scenic modelling could commence.

The 'new polder' was laid out using 6mm thick polystyrene sheet with channels in between sections. These channels were filled 'Solid Water'. This had to be done in a rush so it could set overnight and as a result the paint underneath was not properly dry and it spread into the clear resin. It looked OK the following morning but not really the effect that was desired.

Most of Baarsdorp was pre-built but once the houses had been positioned the road through the hamlet had to be modelled. This was a typical Dutch road with the carriageway created from laying bricks on a sand base. Fortunately, back in 1953, minor roads such as this were laid as stretcher bond and not in the herringbone pattern that became prevalent later in the decade. That meant we could use strips of brick paper to simulate the road surface.

Then on the third day, time was called on construction and we were called upon to do our demonstration for the judges. Our tidal simulation worked well, the floodgates did their job with only a tiny bit of seepage, and we successfully ran a goods train over the causeway after the 'tide' had gone down.

In the end we failed to make it through to the next round by just one point. The fact we had chosen to model a single line railway meant we scored less highly than the team who offered a double track line and a narrow gauge quarry line. We did get the highest 'build quality' score, though, and that pleased us.

The layout is no more. None of the team had space to store it and to tell the truth it was not a practical proposition for exhibitions. So it was dismantled, though the buildings and floodgates have been kept. It may seem a waste but to get a layout built under the pressures of time and television direction to a decent exhibition standard requires a fair bit of work after filming has finished. It was built for a purpose, it achieved its purpose, so what more can be asked?



Left  
**Judges Kathy Millatt and Steve Flint inspect the 3 Millers Luctor and Emergo layout.**  
 Photo: Zane Bray.





**Bill Longley-Cook** prepares for winter in North Yorkshire by adapting a commercial product into a closer representation of the prototype. *Photographs by the author.*

# Rotary OM

## A serious piece of snow-clearing kit

For as long as I can remember I have been fascinated by maintenance-of-way/engineering department equipment. On my British modern image N layout I had a large rail crane, a Plasser tamper, ballast wagons, a ballast plough brake van, BDA wagons carrying bridge girders, a rail-mounted cement mixer, a tool van, and an OAA wagon carrying a JCB digger. Plenty to keep the engineers busy!

Construction of MoW equipment for the current On30 project started with a very nice kit for Denver & Rio Grande Western flanger OD from the San Juan Car Co. While the instructions were, as always with that supplier, comprehensive, I felt that I needed more information. They suggested that I obtain a copy of Jerry B.Day's *Narrow Gauge Pictorial, Volume VII: D&RGW Work Equipment*. The kit turned into a model I am proud of, and started an interest in snow clearance equipment.

So what next? The idea of building a rotary snow plow, which I had seen on video working out of Chama, New Mexico, up Cumbres Pass, was catalysed by finding RGS Rotary Snow Plow #2 on the Wiseman Model Services website. However, this idea hit the buffers when Wiseman, from whom I had purchased a range of excellent items for my Atlantic Cable Mine, told me that this model was really "shelf only". Instead I ordered the spreader OV, which I built with the post-1943 'doghouse'.

That might have been the end of the story if I had not made a throwaway line to Robin Harding about snow clearance problems on my narrow gauge short line in the garden. He sent me a link to the website of Model Train Market of Ocala, Florida, who were selling, at what appeared a most reasonable price, a Rail King three-rail O gauge model of a New York Central rotary plow. Needless to say, it was not

Above  
**K-37 #490 propels rotary OM up the 4% to Rockery Ridge.**

Below left  
**Flanger OD, built from a San Juan Car Co. kit.**

Below  
**Spreader OV, built from a Wiseman Model Services kit.**



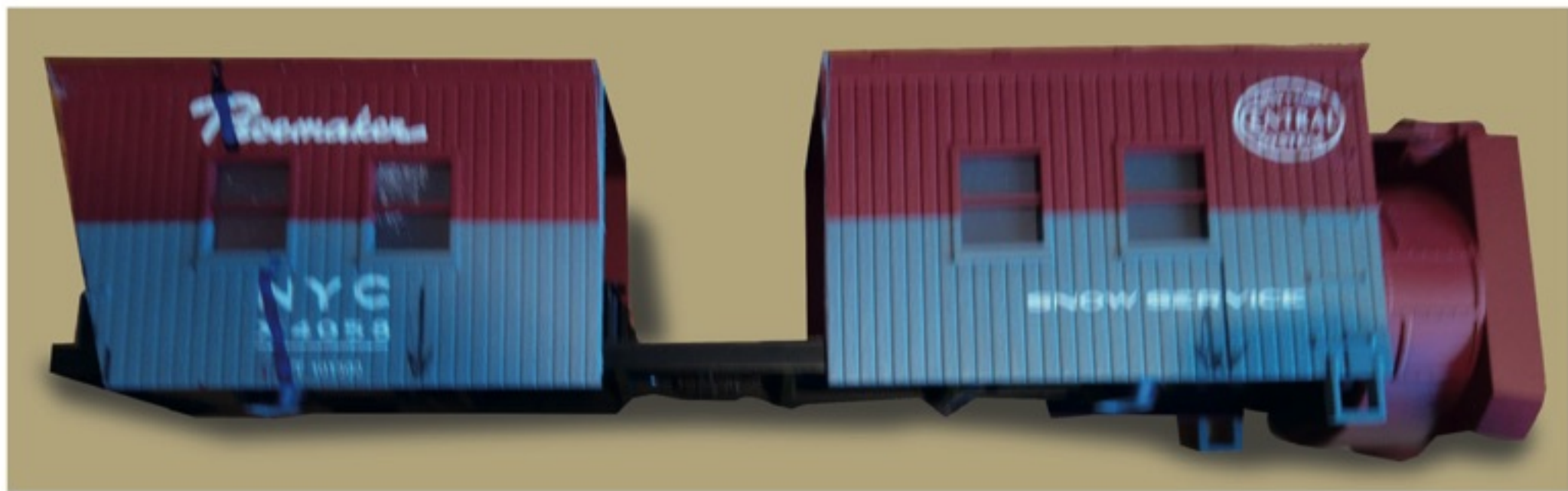




Left  
The Rail King rotary,  
on original O gauge trucks,  
posed on Goat Creek trestle.

Right  
The boiler backhead.

Far right  
Test fit of the brass overlays;  
the holes behind the  
windows and doors  
are still to be cut out.  
The bell (not prototypical,  
but I like it!), smoke stack,  
dome, and other fittings  
from Precision Scale  
fill the holes in the roof.



Top  
Paper overlays being tested on the Rail King model  
alongside the brass tender and auxiliary water car.

Above  
The Rail King body with a section cut out.

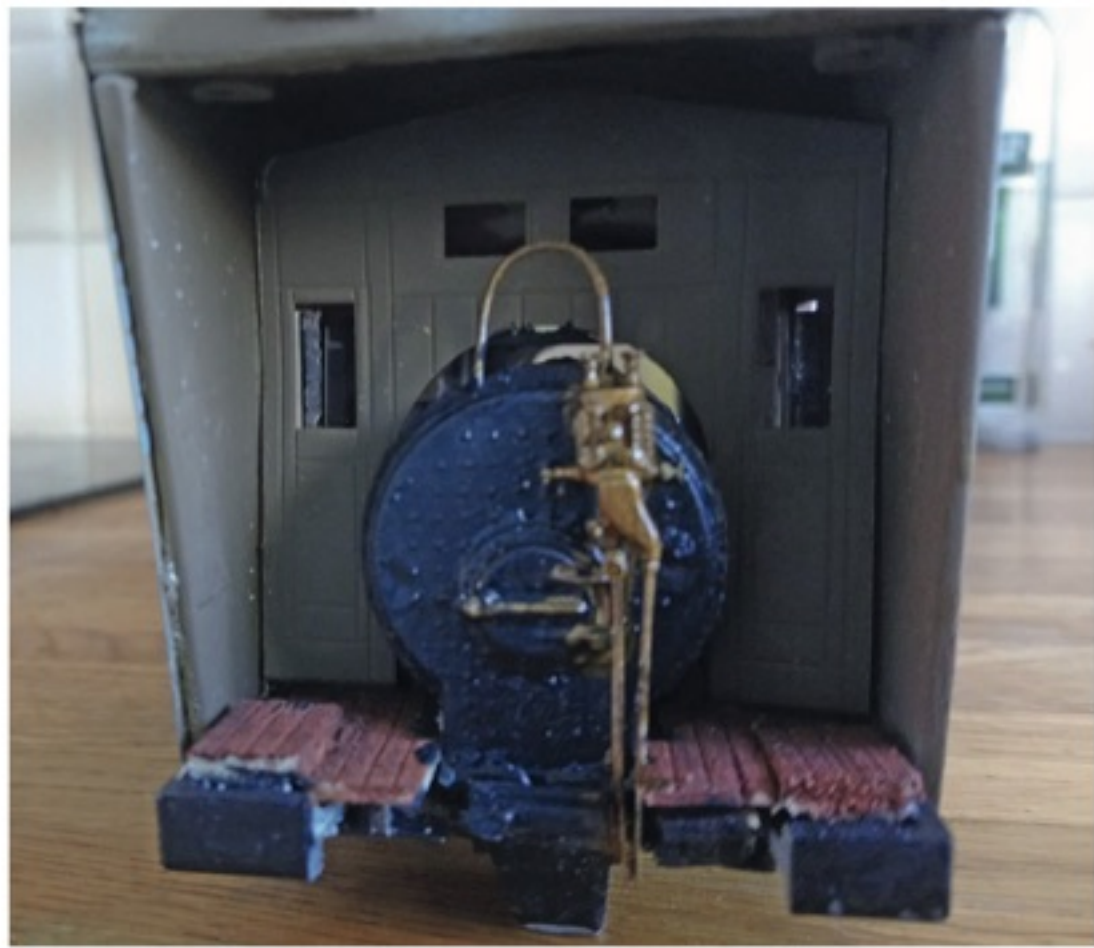
Right  
The cut sides placed to match the drawing.  
The brass ashpan is from Precision Scale Models.

Below  
Re-joining the Rail King base.

Below right  
The cut-down model with tender and auxiliary water car.







The two halves of the top were re-joined with wood and the base with brass sheet.

Removal of the walkway left some awful holes in the roof, and it was important to get a good join in the roof and fill those holes.

My original plan was to completely remove the sides and replace them with Mt. Albert Scale Lumber scribed timber sheet, but then Mr Harding offered to provide etched brass overlays. I had used such overlays in the past, and found that key to the bond between the etch and the carrier is a smooth side, so the Rail King body was subject to further treatment with a sander. The arrival of a slim package containing the etched sides would answer the big question: could I measure as well as he does?

The boiler for the OM was fabricated from a cardboard tube, with backhead details from Precision Scale.

A drawbar was fabricated from brass to connect the rotary to the tender.



Above  
**The finished model.**

Below  
**Tender and water car.**

The tender is from a brass model of a D&RGW T-12 4-6-0, supplied by American Train Exchange.

The covers for the tender were made from Mt. Albert scribed timber sheets with Grandt Line hinges.

Other components for the project were detail fittings from Precision Scale Co. of Pasco, Washington, and a short whaleback water car, from Wiseman, to act as an auxiliary water tank.

I spray painted the whole consist with Humbrol acrylic grey, which may not be exactly correct but suits me. Decals came from the San Juan Model Co. (as the combined enterprise is now named.)

So what is left to do? The model will go to The Model Yard in Leeds (who converted my locos to battery power with radio control), to fit batteries for plow rotation and lights, a sound card, and radio control.

Then all I have to do is wait for the right kind of snow!



**The complete consist.**



**Alessandro Rusin** recreated an evocative scene from the construction of the metre gauge rack-fitted Rittnerbahn.  
*Text by Virginia Rusin. Photographs by Davide Raseni.*

# Renon construction

A loco loaned from Trieste to the Rittner plateau



## Introduction

There is a special tramway in the Italian city of Trieste. Here a passenger tram car runs on metre gauge track until it reaches a square where it is connected to a special little vehicle that pushes it by a cable system to the top of a hill called Scorcola. From there the tram continues its run to the suburb of Opicina. An interesting trip! (See CM February 2018.)

## Brief history

At the beginning of the twentieth century, Trieste (when the city was the main harbour for the Austro-Hungarian empire) was connected to the suburb of Opicina by a tramway which

used the Strub rack system on the steep part of the route; it had two locomotives built by the Schweizerische Lokomotiv und Maschinen Fabrik of Winterthur, Switzerland, and six passenger coaches manufactured by the Union AEG of Vienna, Austria.

This tram service was a great success and the Società Anonima delle Piccole Ferrovie di Trieste (Trieste Light Railways Company) decided to increase the service, so it bought another locomotive and two more passenger coaches, particularly to cater for summer season traffic.

In fact it was the history of locomotive N°.3 that particularly fascinated me. In the spring of 1907 it was loaned to the

Above

**The locomotive has stopped the short train at the end of the section under construction. The red flag warns the driver where track and catenary end.**

Right

**A view from the rear of the train, showing the spartan wooden cab and the rope used to manually reverse the two bow collectors.**





company that was building a similar tramway from Bozen (Bolzano) to Klobenstein (Collalbo) on the Rittner (Renon) plateau in South Tyrol (nowadays known as Alto Adige by Italians). It was used to transport all the materials necessary for the construction of the line, working step-by-step. It remained there for just a few months until the summer of 1907, when it returned to Trieste.

In 1928, under the new Italian government, it was decided to modernise the Trieste – Opicina (to use the then new Italian names) tramway, so the Strub system was changed for a cable system (still in use today) and the old locomotives were stored and dismantled in the following years.

Above

**An old photo from spring 1907 showing locomotive N°3 of the Trieste – Opicina line in use on the Rittnerbahn to push two simple wagons during the final work on the electrification.**  
Photo: Trieste Railway Museum archive.

### Locomotive N°3

N°3 was manufactured in 1903 by SLM of Winterthur as works number 1514, assembling a wooden body built by the Grazer Waggon & Maschinenfabrik in Austria with a chassis and an electrical power unit built by the Österreichische Union Elektrizitäts Gesellschaft of Vienna.







Left

**The temporary end of the line. The rack section is under construction and the workers are unloading new rails and preparing the ballast. Note the track gauging device.**

It had a box-style body, and was 3.69m long, 2.20m wide, and 2.86m high, with a weight of 10.6 tons.

The body had three opening windows and one door on each side. The ends were quite different: the bottom one, facing Opicina, had two windows, the top one, facing Trieste, had two small windows separated by a large open space in which there was a projecting box allowing the brake handles to be turned.

It had two electric motors rated at 100hp working off 550 volts DC, supplied through two roof-mounted collectors; a couple of intermediate gears powered the main cog wheel which engaged with the rack rail.

The locomotive had multiple braking systems, operating on the wheels, the rack rail, the main cog wheel, and the electric motors.

It was very hard and dangerous for the drivers to work inside this locomotive: there was little space either to stand or to drive, and moreover there was a loud noise and a bad smell. At that time ergonomics was still an unknown science, and the common people considered it a great job work in such a modern vehicle!

Reproducing this loco was undoubtedly my favourite element of the diorama. It was completely scratchbuilt, and took a lot of time and effort. I had to make two different structures: a wooden body and a chassis from strip styrene.

Of course, before the whole process could begin I had to study many books and go through many photos just to get the information for the locomotive.

The only other items of rolling stock are the two very basic flat wagons which I made using wood and plasticard after analysing an old photograph.

### Making the diorama

The idea for this diorama came to me while I was reading a book on the history of the Rittner railway (Demar/Denoth/Schiendl/Petrovisch) published in 2007. There I found curious facts and photos of the use of loco N°.3 during the construction of the railway. I decided to reproduce a scene showing the construction of the line involving N°.3 and the wagons. I collected all the information I needed and finally was able to begin the project.



Above

**The loco seen from below the embankment. Using a large scale helped to achieve a high level of detail, with techniques similar to military modelling.**

Below

**Although small, the diorama is highly detailed and demonstrates the techniques used at that period to build a light railway line. Of particular note is the heavy road wagon pulled by four strong horses.**







First of all, I made a wooden base of 1 m x 35cm with sides and cross-struts. Onto this frame I fixed a plywood sheet to carry the tramway trackbed. For the landscape I used the tried and tested styrene foam which I painted with acrylics and decorated with layers of dirt, sand, and gravel for showing the different types of ground: the hillside, the tramway trackbed, and so on.

In this context vegetation was minimal because the forest had been cleared for the construction of the line and so I only had to make some parts green, and put in some tree stumps and roots.

The diorama effectively consists of two parts: one where the locomotive and wagons are standing, the other where there is no track yet and the builders are hard at work.

In the first area the ballast is a Noch product, while the sleepers were made with pieces of wood and the rail is from Peco. In the second section a horse-drawn wagon (scratch-built by myself) is going slowly over the sand.

The catenary was also scratchbuilt with wood and Evergreen styrene strip.



Above  
**Railway construction in progress, with a large number of busy workers. The man with the rope in his hands is positioning, with the help of colleagues, one of the catenary poles.**

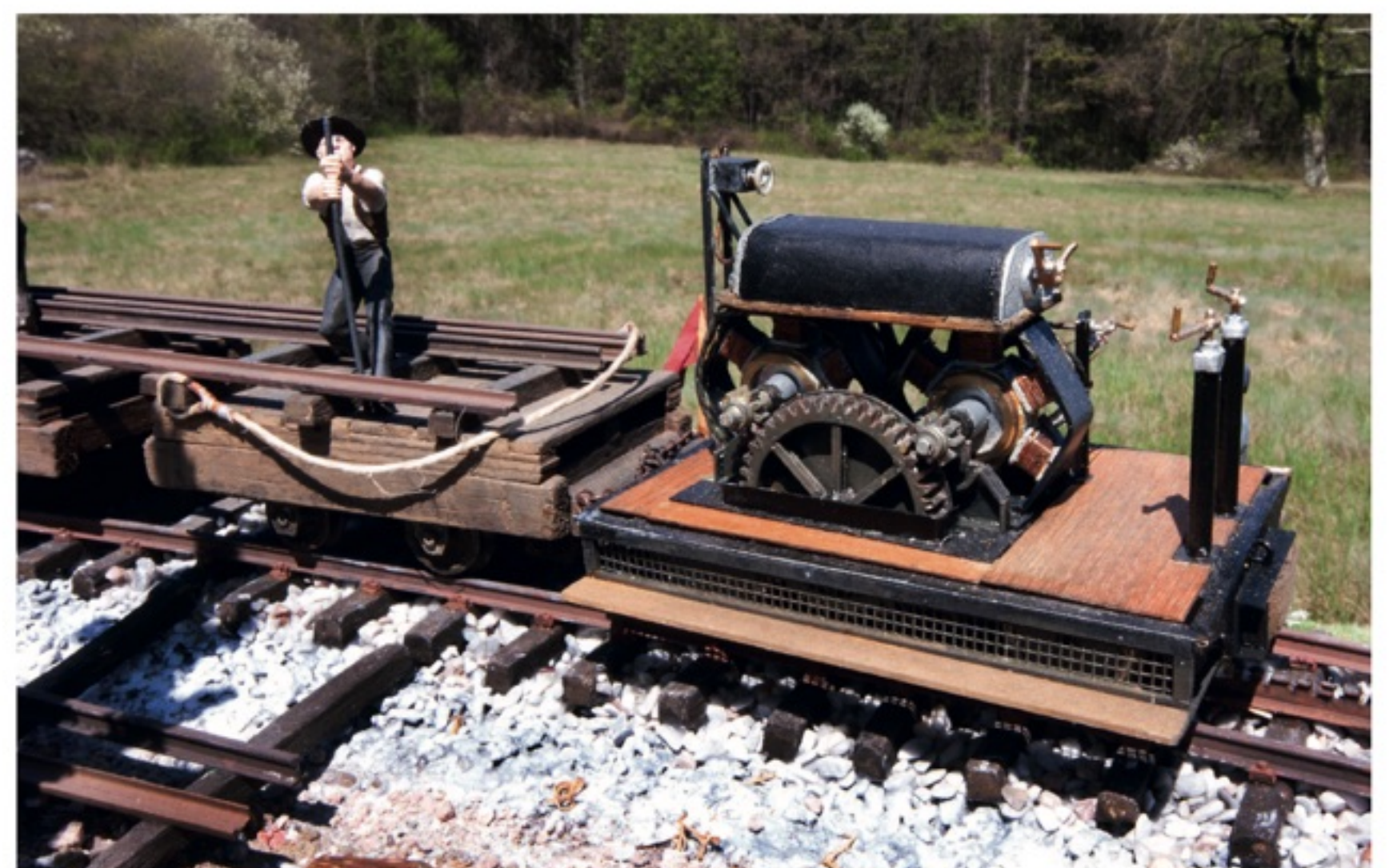
The main reason that I decided to use 1:35 was the great variety of figures available in this scale for military modelling. I saw the possibility of modifying them just as I wanted to reproduce exactly workmen from 1907. I wanted to convey an impression of the step-by-step construction of the tramway largely by manual labour. The methods of working are an essential part of the scene, the first things that strike the viewer. So you can see the loco crew waiting for the rails to be unloaded while different gangs are working at various parts of the operation.

Another gang of workers is on a break, while a company manager is talking with a policeman: they are keeping an eye on the workers!

## Conclusion

When the diorama was finished, I took it to the major model show at Silandro (Schlanders) in 2008, where the theme of the exhibition was narrow gauge railways. The diorama was much appreciated by the visitors and won first prize in its category.

Below left and right  
**Two views of the interior of the locomotive. The electric motor is highly detailed with every part as per prototype. This clearly shows that, at that time, the safety and comfort of the driver were not considered!**







The article on the Val do Vouga line in Portugal as it is today in our September issue prompted **Peter Dale** to delve into his extensive archive and recall earlier visits.

*Photographs by the author.*

# Val do Vouga

## A brief look back to 1973 and 1989

I made two visits to the Vale do Vouga line in Portugal, the first in 1973 and the second in 1989. The 1973 visit was actually my second to Portugal that year, though the first, in March, was very short – over the Spanish border (having managed to do the Ponferrada – Villablino beforehand) at Barca d’Alva, overnight in Porto, and the following day back into Spain at Badajoz. However this was long enough to note the metre gauge lines in the Douro Valley, and particularly the intensive workings at Porto Trindade.

I decided that Portugal warranted a second visit, and this took place in September, again staying in Porto. A lot of this was concentrated on the Trindade system and the broad gauge in Porto, but on 25th September we got to Espinho and travelled on the Vale do Vouga line as far as Oliveira de Azeméis.

We caught the 11:00 steam-hauled departure from Espinho but had got there in time to photograph the 10:19 direct railcar service to Sernada – this took 45 minutes for the journey to Oliveira, a distance of 33km, whereas our stopping service took 76 minutes (at least according to the timetable) and terminated there.

Above  
E182 2-4-6-0T Mallet,  
built by Henschel in 1923  
as No.42 of the  
Porto – Povoia e Famalicão,  
about to leave Espinho,  
25th September 1973.







Left  
E132 2-8-2T (built by Henschel in 1924 as VV No.32)  
in the yard at Espinho, 25th September 1973.  
This loco is now in the museum at Macinhata.

Above  
E131 2-8-2T entering São João de Ver, 25th September 1973.





Left  
An Allan bogie railcar  
preparing to set off  
from Espinho,  
28th November 1989.  
Note the attached van.

Right  
Railcar ME55 leaving  
Espinho station, running  
alongside the electrified  
broad gauge main line,  
25th September 1973.

Below  
Trains hauled by Mallets  
E211 and E214 passing at  
São João de Ver,  
on 25th September 1973.  
Sixteen of these 2-4-6-0Ts  
were built for the Minho –  
Douro between 1911 and  
1923, numbered 451 to 466.

Below right  
Our train, headd by 2-4-6-0T  
Mallet E182, waiting at  
São João de Ver,  
25th September 1973.







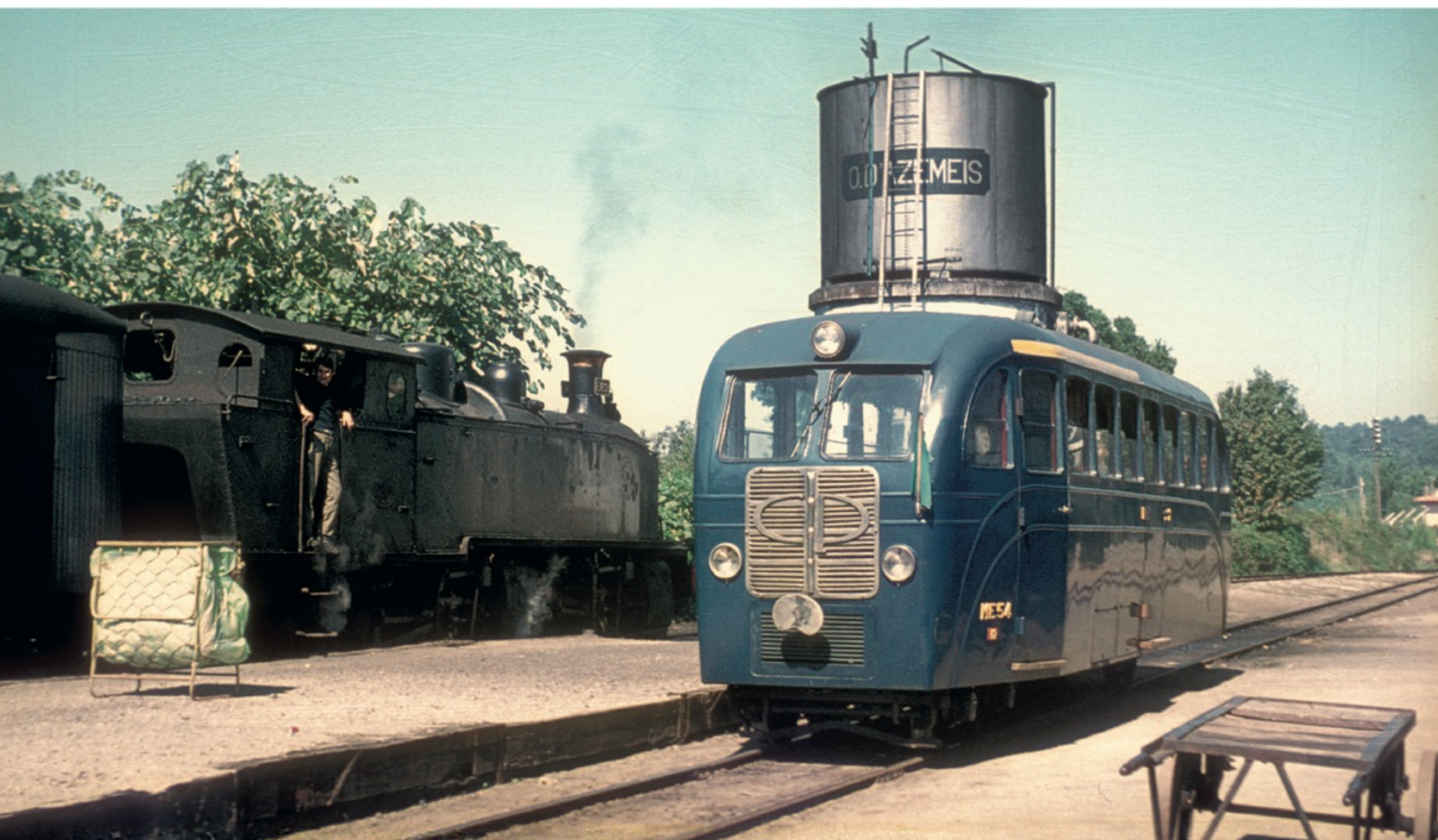
We then caught the 13:15 return service and after a connection at Espinho arrived back in Porto Campanha at 15:50.

The Aveiro – Viseu line had been closed following serious forest fires in August 1972 and the timetable showed a replacement bus service.

We saw examples of the Henschel 1924-built 2-8-2Ts and the Henschel Mallet 2-4-6-0Ts as well as two of the railcars built at Sernada between 1940 and 1947 using road vehicle parts. In 1973 there was still a lot of steam, on both the broad and metre gauges, but by 1989 there was no working







Above  
**E182 and our train at  
Oliveira de Azeméis.**

Left  
**E182 and railcar ME54  
at Oliveira de Azeméis.**

Right  
**Macinhata home signal,  
10th December 1989.**





Above right  
**E182 taking water  
at Oliveira de Azeméis.**

Right  
**ME54 on the turntable  
at Oliveira de Azeméis.**







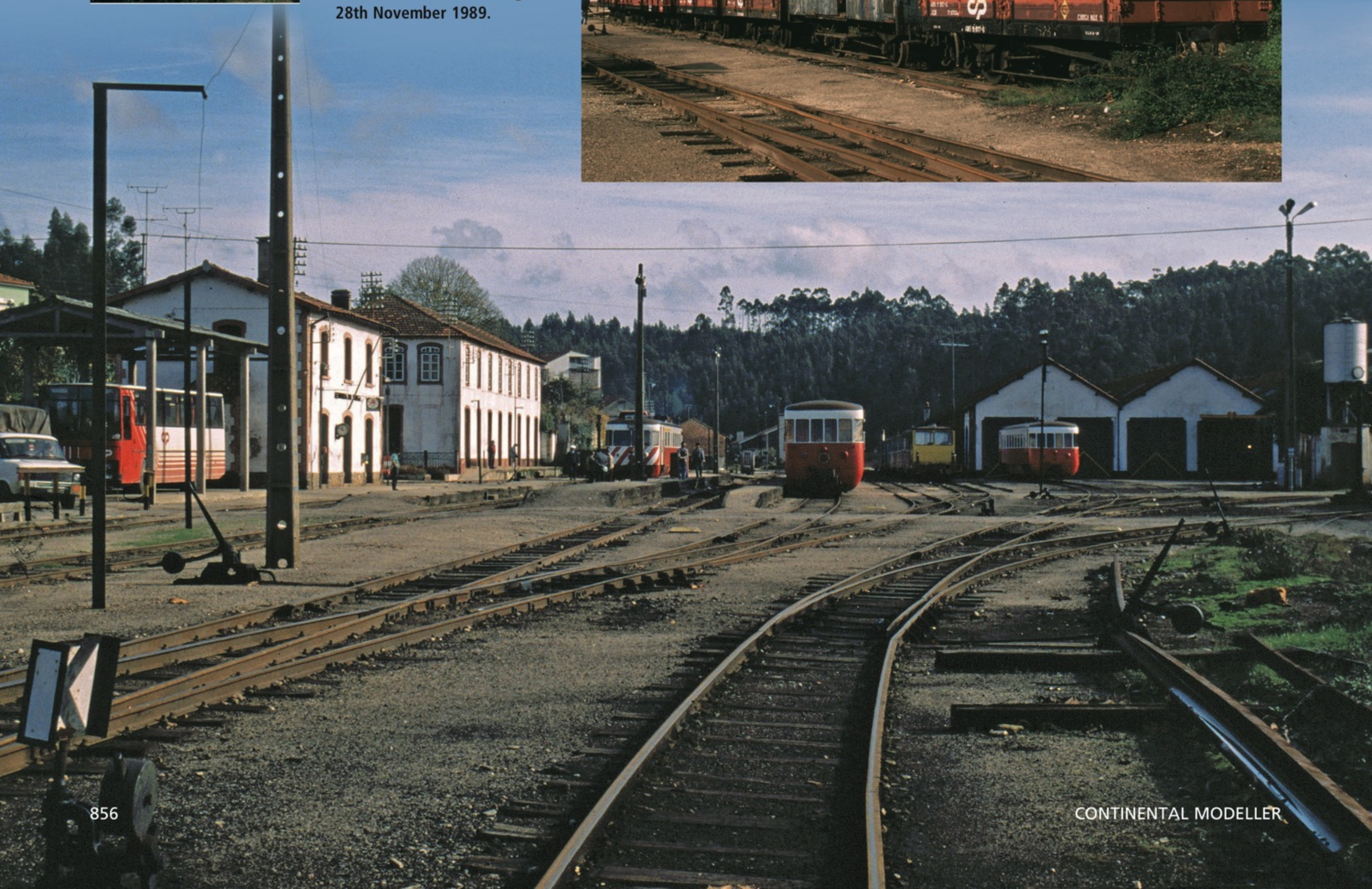
Above  
The bridge over the River Vouga is shared by road traffic but the control is not high tech. 10th December 1989.

Right  
The shared rail-road bridge, leaving Sernada do Vouga, 28th November 1989.

Right  
Freight stock at Sernada 28th November 1989.

Left  
Sernada home signal, 10th December 1989.

Below  
The extensive depot and works at Sernada do Vouga, 28th November 1989.





Right  
**Railcar from Aveiro entering Sernada do Vouga over the viaduct crossing the River Vouga, 28th November 1989.**

steam, although there were some plinthed locos and the dump of Mallets at Regua. However, the Aveiro – Sernada do Vouga section had been re-opened in 1975. The 1989 timetable showed most services as bus replacements, but I caught the 09:25 railcar (sadly the little blue railcars had been replaced by 1955 Allan railcars cascaded down from Porto) to Sernada do Vouga (a two hour journey for 59km), and after waiting there on to Aveiro. The timetable showed all services onward to Viseu and Sta.Comba Dao as replacement buses.

Although most metre gauge railways had no signals, the Aveiro to Viseu line had extensive signalling.

Observant readers may think there is an error in the dates as there is a gap of almost two weeks from the end of November to almost half-way through December. This is because the other object of that trip was to travel across northern Spain from El Ferrol to Bilbao on the metre gauge (which had not been long completed), including travelling on the FC La Robla. I had booked a return flight from London to Porto: in the days before the Channel Tunnel I had tried the sea crossing, and decided that flying was the way to go! I got back to Porto and had some time in hand before my return flight, so went to the Vale do Vouga again, even though the weather was not as good.



Left and above  
**Allan railcars at Sernada do Vouga.**

Below  
**The water crane is a reminder of past times.**





**Marc Desaeve** of the Coast Model Railway Club (MSKK) in Belgium has modelled a local prototype in an unusual and challenging period.

# Gistel station in 1942

On line 62 Ostend – Armentières





On 17th June 1863, Mr Louis Herla (tax inspector) and Mr Desiré Maréchal (civil engineer) set up the limited liability company *Chemin de Fer d'Ostende à Armentières*. The Belgian authorities gave them definitive permission on 21st April 1864 for the construction and operation of a railway line from Ostend to Armentières (in France) via Torhout, Kortemark, Ypres, and Warneton, with a total length of 82km.

On 22nd March 1868 the first 24km section, between Ostend and Torhout, was solemnly inaugurated, with stations at Stene, Snaaskerke, Gistel, Moere, Eernegem, Ichtegem, and Wijnendale.

This railway was of strategic importance during the First World War, as it was closest to the front and brought many soldiers and ammunition to the German positions and trenches.

During the Second World War, the line was partially dismantled and reduced from double to single track.

After the war, the rise of cars and buses caused a rapid decline of line 62. On 26th May 1963, the last passenger service ran and on 28th May 1967 the last freight train passed through Gistel, just under one hundred years since it was put into use. It was the end of the line 62.

Below

**A class 64 4-6-0 (former Prussian P8, known as an 'ox cart') is ready to depart heading towards Ostend.**  
Photographs by the editor.







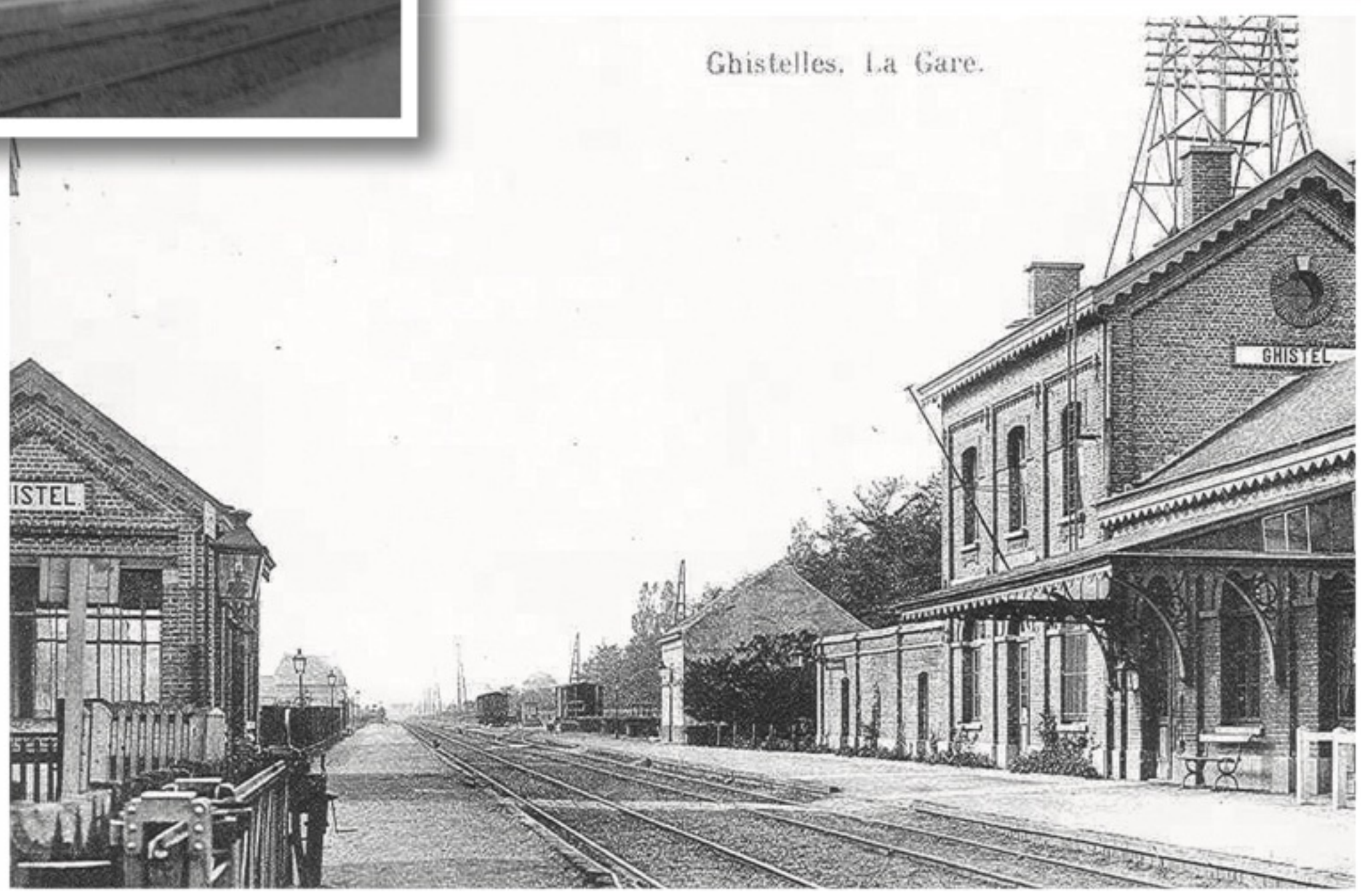
Above  
The station. The rails have already been removed from the second track by the occupying Germans.

Left  
An old postcard showing the station as Ghistelle.

Below  
Another card showing Ghistelles (sic) station before 1942, given the presence of double track. Note the station nameboards now show the Flemish form.



But under the impetus of a few enthusiasts, in 1977 a new non-profit society 'Belgian Friends of the Steam Locomotive' (BVS) was founded with its registered office at Gistel station. The BVS set itself the goal of converting line 62 into a museum railway. The development initially met with resistance from both the military authorities and the state railways (SNCB/NMBS). In 1978 the military status was abandoned and on 22nd December that year the SNCB/NMBS management decided to dismantle the line. Numerous politicians and prominent people were asked to intervene and put pressure on the government to retain the railway. In the end, the Minister of Transport decided to keep the entire line. The SNCB/NMBS did not want to (or could not) contribute to the cost of the museum line. However, unexpected support came from the tourism sector.





Railway equipment was brought to Gistel station, including two wooden carriages, yard lights, etc.

In order to promote and fund the museum project, during the Easter holidays of 1981 and 1982, the society organized "the week of the train" in Gistel, including a model railway exhibition and a competition for home-made rail bikes.

1983 did not bode well for the newly-established society because the "week of the train" was cancelled under pressure from local politicians. Environmental groups also wanted to construct a walking and cycling route using the trackbed. This eventually led to the dissolution of the society, which immediately meant the end of the museum line. The museum material at Gistel was moved to Maldegem.

Finally, a Royal Decree of 3rd May 1983 allowed the SNCB/NMBS to dismantle the line.

## The layout

After building three dioramas for the *ModelSpoorMagazine* competition (museum line 62, the east windmill, and *Halte Strand* – see CM June 2017), I decided to build a new layout based on the station in my home town.

The station building itself was demolished in 1991, but most of the buildings in the immediate vicinity of the former station are still there. In this way, all the buildings could be measured and located on a plan at 1:87 scale.

The diorama was 70% complete when the local history group asked me to participate in an exhibition in 2017 to mark the fiftieth anniversary of the closure of line 62. The show was ten months away and they would like to see some moving trains.

To meet the deadline, fellow members of the MSKK were called in to help develop the diorama into a layout. Three new modules were built in extremely light and robust 8mm poplar plywood, to the same dimensions (2.60m x 1m) of my previous project. In this way the hidden loops, the neutral painted background, and the lighting of this layout could be used again.

The cardboard backscene is hung from a free-standing suspension system separate from the layout, at a distance of 30cm behind it, and this contributes significantly to the depth effect. It also curved at both corners. Because it is separate, it can easily be used with other layouts.

The background is made of one piece of a tear-resistant cardboard that is used to protect the floor during renovation and painting work; it comes from DIY stores as a roll 1.30m wide and 39m long.

To fit in with the existing loops, the partially finished diorama had to be sawn into four pieces and fitted diagonally to the new modules.

Most of the buildings were scratchbuilt, using Slater's plasticard.

The Kibri kit for 'Zevenbergen' (ref.9377) was used for the station building. This kit was easy to adapt with some repainting, and replacing the tiled roof with (cardboard) slates.

The nine houses along the background were made from plasticard, covered with stone paper, and fitted with windows from a standard Auhagen accessory pack.

In front of this row of houses is an avenue with copper beech trees. The first set were made with dried hydrangea flowers from the garden, covered with Woodland Scenics coarse peat ref.T1356 'fall rust'. I thought this method of



Above  
**German soldiers on patrol in the streets of Gistel.**

Right  
**The diorama sawn in four pieces and fitted diagonally into the new modules.**

Below  
**Work in progress at the MSKK clubroom.**  
Photos: Marc Desaevers.







Left  
Diesel railcar 600.03  
(a Liliput model) towing two  
wagons towards Torhout.

Right  
Travel restrictions mean  
there are few passengers.

Below  
A van is being unloaded  
on the siding as people work  
in their allotment gardens.

tree making was not too successful, but there was no time to use a different method. After the exhibition, a new, much nicer set of trees was created using the stranded wire technique Mini-Natur foliage ref.922-22 – time consuming, but well worth it.

The streets and footpaths are plaster casts made in silicon moulds from Spörle.

The track is laid on styrofoam insulation board.

The track and points are from the Roco code 83 range.

### Control

The track is digitally controlled with a Roco Multi-maus; the two reverse loops on either side each with two tracks are automated with reed contacts and relays so that a different train leaves every time a train arrives on the reverse loop.

In the visible area, stopping at the station and shunting the goods wagons on and off the siding is done manually.

As there are only two points in the visible part, the digitally switchable Cobalt point motor with built-in decoder was chosen, so no additional decoder and wiring was required. As a bonus, as in reality, the point blades move slowly.

### Operation

Since the track is built according to a real situation, namely a single though track, a headshunt, a siding for the freight wagons, only a few train movements are possible. Some local traders are supplied by rail, such as a coal merchant, all kinds of building supplies, agricultural material, livestock, etc.

In a small station like Gistel, there was not a train every five minutes. The passenger traffic mainly consists of short trains and railcars. The railcar is the Liliput model of 600.03. Steam locomotives used are 90.026 (Prussian G10 010-0, Roco), 96.030 (Prussian T9<sup>3</sup> 2-6-0T, Roco), and 64.056 (Prussian P8 4-6-0, Os.Kar). All are equipped with ESU sound decoders.

The six-wheel coaches are from Roco and Märklin. Wagons are from various makers.

All the locos, coaches, and wagons were suitably weathered, apart from the Os.Kar locomotive and the railcar, which remain to be treated.





## Conclusion

It is quite a challenge to recreate a real location, as well as possible and historically correct. This layout is certainly still in need of improvement and more detail, such as signals, lights, telegraph poles, etc.

I would like to thank the local history group and MSKK for their efforts, and for a successful co-operation between the associations, both during the exhibition to mark the fiftieth anniversary of the closure of the line at Gistel in June 2017 and subsequently at the Oostende train weekend in September 2018. The layout was also shown at the Modelspoor exhibition in Leuven in October 2018.





**Richard Pike** built a diorama to fit in a suitable box.

*Photographs by the author and Stephen Wright.*

# Ammobaux

## A First World War scene

This is a small OO9 'inglenook' shunting layout set somewhere in France during the First World War. It is not too near the front, around six miles back (the range of a howitzer), and in an area that has given nature a chance to recover somewhat. Initially I was going for the shell-blasted bleak look, but I found a picture of steam locos working up to the long range guns amongst trees and bushes in a book called *The Light Track from Arras*. However, damage to the track by shelling beyond the scene has meant a temporary convoluted access to the sidings.

After scrapping my larger OO9 exhibition layout in the mid-1990s, lack of space has led to my last two layouts being built into boxes with a lid to protect them from feline intrusion.

I was an intermittent modeller, having become involved with 1:1 scale railways, firstly the Abbey Light Railway and now with the Middleton Railway, both in Leeds. The Middleton Railway putting on an annual model railway show with a lack of OO9 rekindled the fire and I exhibited both box layouts there as well as at Narrow Gauge North.

Below

**The layout, placed on blocks within the ammunition box for operating.**

**The layout is quite light; the box is not!**

Photo: Stephen Wright.







Always on the lookout for a suitable box for the next project, I found one in the Middleton Railway workshop, an old (1961 date stamp) ammunition box for two rounds of 105mm High Explosive.

When Bachmann launched their War Department Baldwin 4-6-0T and appropriate rolling stock, I was prompted to construct this layout.

### Construction

The interior of the box measures 3' by 10½" and it is 5½" deep. Straightaway I decided not to refurbish the box or alter it in any way; I felt that would only spoil it. So I built a baseboard that would fit inside the box but could be lifted up and sit on wooden blocks for operating. The baseboard is ¼" smaller than the length and width to enable it to be lifted

Above

**WDLR Baldwin 4-6-0T No.778** propels D and E wagons with fresh supplies into the siding as a Protected Simplex passes with four-wheel A wagons.

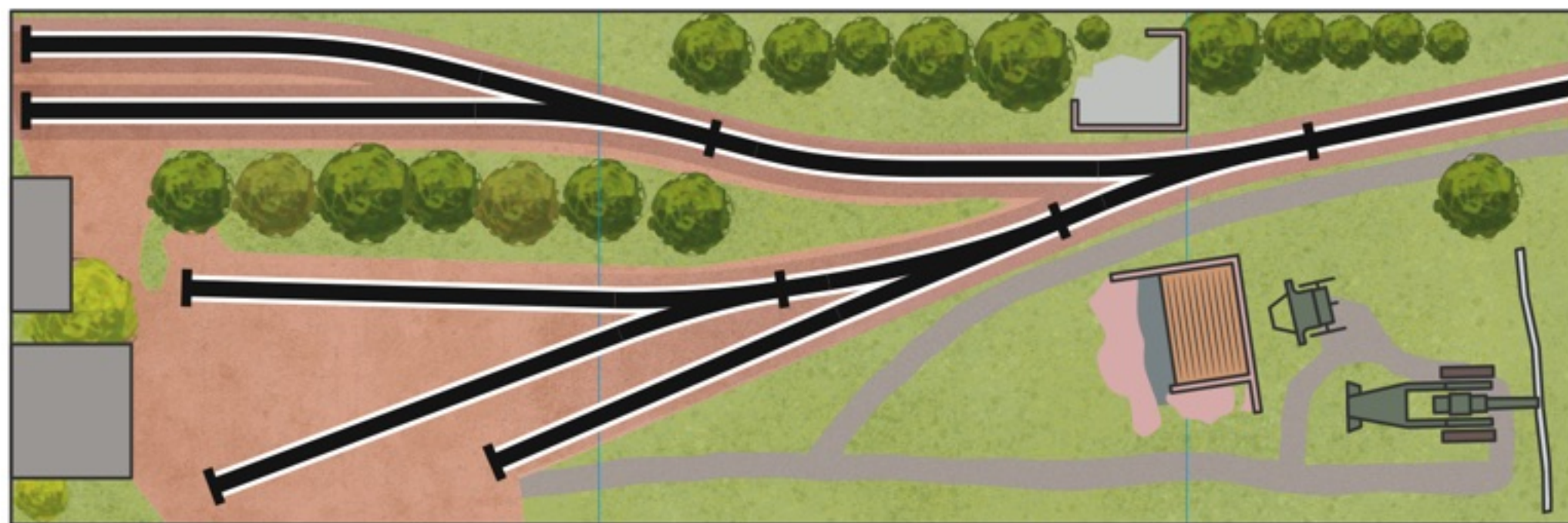
Photo: Stephen Wright.











### AMMOBAUX

Overall size: 32" x 10.5". Each grid square 12" x 12".

Above  
**A Protected Simplex or 'Tin Turtle' (a Mosskito kit) with four-wheel A wagons (from kits by W^D Models).**

Photo: Stephen Wright.

Above left  
**The van has been unloaded and the officer has emerged to give the delivery orders.**

Photo: Stephen Wright.

Left  
**The van is a ready-to-run model by Bachmann; the E class well wagon is a kit by Dundas Models. The Nissen hut was adapted from a Ratio kit. Note the duckboards laid along the well-trodden path.**

Photo: Richard Pike.

Right  
**New duckboards, boxes of rifle ammunition, and shells await delivery to the front.**

Photo: Richard Pike.

out, and is a scrap piece of 1/4" thick MDF. The frame is 3/4" x 1 1/4" softwood and is the smallest I could get that would allow point motors and wiring yet give enough height for the scenery with the box lid closed, which gives a backscene height of 4".

### Track and electrics

The track is all Peco, and despite the small space I went for the large electrofrog points for improved running. The track is pinned straight onto the baseboard.

Point motors are Gaugemaster, solely due to them being shallower than other makes.

The controller at the moment is a spare analogue Gaugemaster; it plugs into a control panel box for the point switches and that goes via a cable and 15-way D plug through one of the vent holes in the base of the box to plug into the baseboard. Under the baseboard, as well as the point motors, there is a Capacitor Discharge Unit and a power supply for the lights in the Nissen huts and oil barrel.

### Scenics

The first thing I bought was a resin ruined building with rubble from a war gaming supplier. If possible I wanted the track to pass between two ruins, and so I played around with the buildings to get that effect. Despite being an inglenook, I wanted a fiddle yard and decided to hide one in plain sight – the two tracks are behind a row of trees, hidden yet visible; it represents one end of a passing loop so is fully ballasted.

Ballast is Woodland Scenics and for the first time I used Ballast Magic and was very impressed with the results.

The mud is brown wood filler darkened with water-based paint from Hobby Craft.

I initially purchased a row of Woodland Scenics trees but quickly supplemented them with some cheap trees bought on line. Using a tip from Kathy Millatt's YouTube channel, I coated them with spray glue and applied leaf flock to improve them.







Bushes are also Woodland Scenics products and coated horsehair.

Static grass is from Green Scene, while the tufts and poppies are from the MiniNatur range.

The Nissen huts are modified Ratio kits. Nissen huts were invented during the First World War but did not gain brick ends until the 1930s, so spare corrugated roof material was used for the end walls instead of the supplied brick walls. Yellow bulbs glow behind sacking curtains at the windows, made from dried and painted hand wipes.

The BL 8" MkVI Howitzer is a Roden kit, picked from the available models for its size and range. It is modelled with its tail dug in from firing.

Most of the figures and all of the shells, duck boards, barbed wire, and boxes are from the excellent W^D Models range.

### Locomotives and rolling stock

Not having any suitable stock, I set about acquiring some. As well as the Bachmann ready-to-run Baldwin 4-6-0T, there is a Mosskito Models Protected Simplex, a CW Models 3D-printed Pechot-Bourdon body on a Kato chassis, and a Minitrains ready-to-run Baldwin 2-6-2T. I also have a 3D-printed Simplex body from Shapeways but the chassis will be going into another Mosskito kit.

Bachmann produce the D class bogie wagon and ambulance van as ready-to-run models, and I also dipped into the W^D Models range of kits again and built a trio of A class four-wheel wagons and an F class well wagon. There is also a Dundas Models kit for an E class bogie open wagon with a well, and an officers van from Gramodels.

Above

**An overall view of the scene.**

Below

**The French Pechot-Bourdon (CW Models body on a Kato chassis) departs with a class F bogie well wagon (from a W^D Models kit). The artillery must be using a balloon to assist ranging as well as the observers in the ruined building.**

Photos: Stephen Wright.







## Operation

The headshunt has room for a steam loco and one bogie wagon or a Simplex with two, and trains are drawn forward from the fiddle yard (loop), split, and shunted as the fancy takes me.

I appreciate that supply yards were vast, but this little layout gives a flavour of the War Department Light Railways in an appropriate box. (105mm? Well, the French were metric!)

Right

**The howitzer is being prepared for action.**

Photo: Richard Pike.

Below

**The ruined building is being used as an observation post.**

Photo: Stephen Wright.



Below

**The layout fits snugly into the ammunition box.**

Photo: Richard Pike.







**Graham Lightfoot** discovered an interesting branch in east Germany now operated at weekends as a heritage line.

*Photographs by the author.*

# Buckower Kleinbahn

An unusual electrified local line



Looking through some of my magazines and books about the railways in the former East Germany, I came across an electrified branch line close to the Polish border called the Buckower Kleinbahn (BKB). Since German re-unification a lot of secondary lines in the east have closed, so I was pleased to find it is still open, though now a heritage line.

It runs between a connection with the DB at Müncheberg and Buckow, where the depot is situated. On my trip to Germany in May 2018 I made it my first port of call, as it was only 90 minutes drive from Berlin Tegel airport.

Above

One of the DR-built railcars, 279 006, with driving trailer 279 005, in Müncheberg Bf. The platform is accessed by a tunnel from the DB station (to the right of this view). Note the tramway style posts for the power supply.

Left

279 006 and 279 005 arriving in Buckow from Müncheberg.



## History

The 4.9km long Buckower Kleinbahn opened in 1897 as a 750mm gauge line, built by the Prussian Eastern Railway, and operated by two steam locomotives. In 1930 it was re-gauged to standard and electrified, to cope with the 180,000 passengers using the line each year, mostly Berliners on the way to the summer lakeside resorts in area. The line used three railcars with trailers, operating on 800 volts DC.

After the Second World War, the line was again briefly operated by steam locos due of the lack of a reliable power supply before the electrical network in the area was fully restored in 1947. From 1st April 1949, the railway was nationalised and integrated into the Deutsche Reichsbahn. From an organisational point of view it was under the control of the Berlin S-Bahn, which took over the operation and the maintenance of the railcars at the Reichsbahnausbesserungswerk (railway workshops) in Berlin-Schöneeweide.

Freight traffic ended in 1965, and it was planned to close the line completely the following year. But due to the lack of buses and the poor condition of the roads in the area, it remained open and became one of the best used branch lines in East Germany.

Between 1980 and 1982, three new railcars and trailers were built by RAW Schöneeweide, with the operating voltage reduced to 600 volts DC, and the old railcars were scrapped. The new ones were classified 279, and some are still in service on the line today.

In 1989, upgrading the track was started but due to the political changes only the section from Müncheberg to the midway station at Waldsiedersdorf was completed.

After re-unification the railway lost its importance, mainly due increasing unemployment and growing car traffic, and the DR ceased to supply power to the line on the 22nd May 1993, after which BR778 diesel railcars were used, some working through from Berlin-Lichtenberg.

Following the formation of the Deutsche Bahn AG on 1st January 1994, passenger traffic ended on 30th September 1995. The following winter timetable substituted a bus service. For two years (1996 and 1997) the trains then operated only in the summer months. In 1998, it was summer weekends only, and on 27th July 1998 the final scheduled train ran on the line.

Thanks to the dedication of an association of railway enthusiasts, on 20th June 1999 DB set up a one-off shuttle service between Müncheberg and Buckow, which was well received by the local population and railway enthusiasts



alike. As a result the Eisenbahnverein Märkische Schweiz e.V. was formed to operate the line as a tramway; their first service ran on 14th September 2002, using one of the class 279 railcars (renumbered to its DR identity, having been 479 under DBAG). The only other class 479 railcars still operating are on the Schwarzatalbahn, between Lichtenhain (at the top of the Oberweißbacher Bergbahn funicular from Obstfelderschmiede) to Cursdorf.

Since then the EMS has built up a collection of electric railcars and electric and diesel locomotives, and have a small museum in the old goods shed at Buckow.

The line only operates at weekends between the first weekends of April and October, with seven return workings to Müncheberg which connect with the DB service between Berlin-Lichtenberg and Kostrzyn in Poland. The Berlin-Lichtenberg to Kostrzyn (RB26) trains are currently operated by the Niederbarnimer Eisenbahn (NEB) using class 632 articulated diesel railcars.

On Sunday 12th May I spent five hours first visiting the depot, an hour before the first train was due to leave, then following trains. The staff were very friendly and helpful, with the driver even slowing the train down when he spotted me by the lineside taking photos!

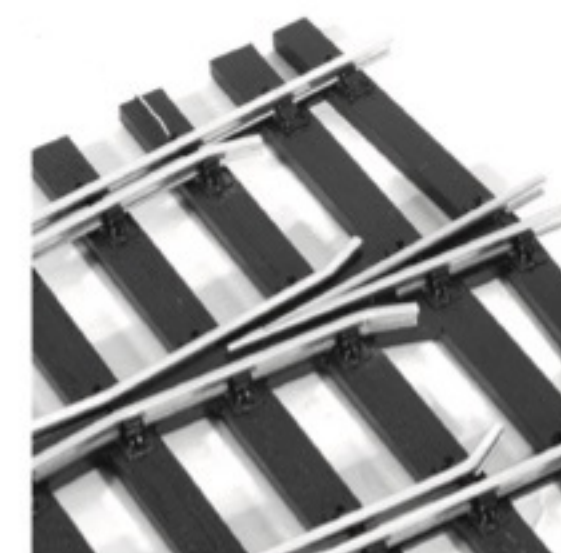
Above  
**279 006 and 279 005 in the woods as train P102 on the way to Buckow. The German and Polish flags on the front signify the area in which the line runs, close to the Polish border.**

Below left  
**One of two steeple-cab electric locos on the line, No.15, a class EL4 built in 1965 by LEW Hennigsdorf for use in a glassworks at Strahlau; it later served on the Strausberger Eisenbahn before moving to Buckow in 2005.**

Below  
**Orbe – Chavornay No.13, a BDe4/4 railcar built in 1920 by SWS of Schlieren, Switzerland, in Platform 1 at Buckow. It has been on the BKB since February 2017.**







**N**

## Meiningen type C fireless 0-6-0 new from Liliput



Fireless steam locos were built for shunting in industrial areas where a conventional machine would have posed a fire risk, or indeed wherever a supply of steam was readily and economically available and they could offer an alternative to diesel power when long range was not an issue. The insulated reservoir was filled with boiling water at high pressure, and the steam drove cylinders in the conventional manner.

Meiningen works in East Germany built just over two hundred of these useful machines between late 1981 and 1986, but demand dropped off after re-unification, and indeed most have since been scrapped.

The new model is spot on according to published dimensions.

Most pipes and handrails are moulded as part of the body, with some added parts – bell, steam filler, brake pump, and exhaust pipe. Under the running plate are the brake cylinder and reservoirs.

The cab glazing has moulded frames, and fits flush.

Three liveries are available: Dresden transport museum, light green; Union Kraftstoff, Weseling, No.5, black, with a ladder to access the sandbox; and Gross Kraftwerk Mannheim No.4, dark green (*illustrated*).

All are very neatly executed, with warning stripes (where relevant) and headlight rims neatly painted, likewise the yellow electrical junction boxes.

The blackened metal motion is commendably fine, and the wheels have the correct number of spokes; the brake shoes are in line with the blackened wheel treads.



The model is powered by a small coreless motor with flywheel, driving the rear axle via a worm and gear; the other

axles are linked by the rods. The centre axle has some vertical play, and is held to the track with two small magnets.

Current collection is by wipers on the back of all flanges, making for as secure a supply as possible with such a short wheelbase.

The model runs very smoothly; the maximum speed (65km/h on full 12 volts) is rather faster than the prototype's 35km/h, which is achieved at around 7 volts, but the loco responds well to the controller and very impressive at walking pace on low voltage – ideal for shunting. A pure DC supply is recommended for the smoothest running and finest control compared to older simple controllers, even those with half-wave facility.

The internal printed circuit board carries a Next18 decoder socket, and the working directional lights are achieved with LEDs, which come on at c.2 volts; the housings are perhaps slightly large and close together.

The model weighs c.35gr; there are no traction tyres but it should have ample pulling – or pushing – power for the likely tasks.

Standard couplings are flexibly mounted at either end.

### Manufactured for

Liliput, Bachmann Europe plc,  
Niederlassung Deutschland,  
Am Umspannwerk 5,  
D-90518 Altdorf bei Nürnberg,  
Germany.  
[www.liliput.de](http://www.liliput.de)

DISTRIBUTED IN THE UK BY  
Bachmann Europe plc,  
Moat Way, Barwell,  
Leicestershire, LE9 8EY.  
[www.bachmann.co.uk](http://www.bachmann.co.uk)

SAMPLE SUPPLIED BY  
Mount Tabor Models,  
Scarthin, Cromford,  
Matlock, Derbyshire, DE4 3QF.  
[www.mount-tabor-models.co.uk](http://www.mount-tabor-models.co.uk)

PRICE ref.161004 £149.00.





## Dual Mode Vectron Bo-Bo new from Hobbytrain

Recently released under the brand name of Hobbytrain, European models made for Lemke, in this case in South Korea, is a new model of the latest addition to the Siemens 'Vectron' Bo-Bo family, as a Dual Mode loco numbered 248 001-0 in the demonstrator livery.

The concept of the Dual Mode type was presented at the InnoTrans trade fair in September 2018. The first unit was produced at the Siemens factory in Allach-Untermenzing, north-west of Munich, and was ready for testing in just six months – the benefit of modular construction with standard components. The 20m long loco has a 2,500-litre fuel tank and weighs 90 tonnes when fully fuelled. The diesel engine is rated at 2,400kW, for a traction power at the rail of 2,000kW. It is also capable of running under 15kV AC catenary. This means both savings on diesel fuel and reduced emissions. The axle load is 22.5 tonnes, and maximum speed 160km/h.

During 2019 the loco was tested in the Czech Republic and at Wegberg-Wildenrath in Germany.

So the model is as up-to-date as the real thing! The finish is good, with all markings neatly printed.

The model is accurate according to published dimensions, and well detailed. The top radiator fan grille and side vents are etched additions, over moulded equipment within. Nose and cab door handrails and cab door handles are moulded in place and neatly picked out in silver. The horn clusters, insulators, and switchgear on the roof are added parts. The pantograph is very fine, and sprung, but not wired for current collection from the overhead.

The glazing fits flush, with the wind-screen wipers printed on and cab door windows mirrored; the cabs have interior detail.

The bogie side frames are moulded with good relief detail, with brake discs on the wheel faces.

The mechanism is built around a split frame cast metal chassis, carrying a central five-pole motor with twin flywheels which drives all axles via worms and reduction gears on the bogies. Current is collected via axle bearings on all wheels.

Operation is smooth and quiet, with good control across the speed range. Running in of half-an-hour in each direction at three-quarter power is recommended. Two traction tyres are fitted, one on each outer axle. With a weight of 70gr, tractive effort should be ample.

The printed circuit board within has a Next-18 (NEM 662) socket for a digital decoder. A sound-fitted model is also available.

Dismantling and installation instructions (in German and English) are included.

There are working directionally-controlled LED white head and red tail lights. In analogue mode, these LEDs at either end can be isolated (for use in multiple consists or with a driving trailer) but this has to be done by removing the body and physically moving the LED boards in the sockets.

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



### Manufactured for

Lemke Collection,  
Schallbruch 34A,  
D-42781 Haan, Germany.  
[www.lemkecollection.de](http://www.lemkecollection.de)

DISTRIBUTED BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemaster.co.uk](http://www.gaugemaster.co.uk)

PRICE ref.H3120 £160.00.  
Digital sound ref.H3120S £255.00.

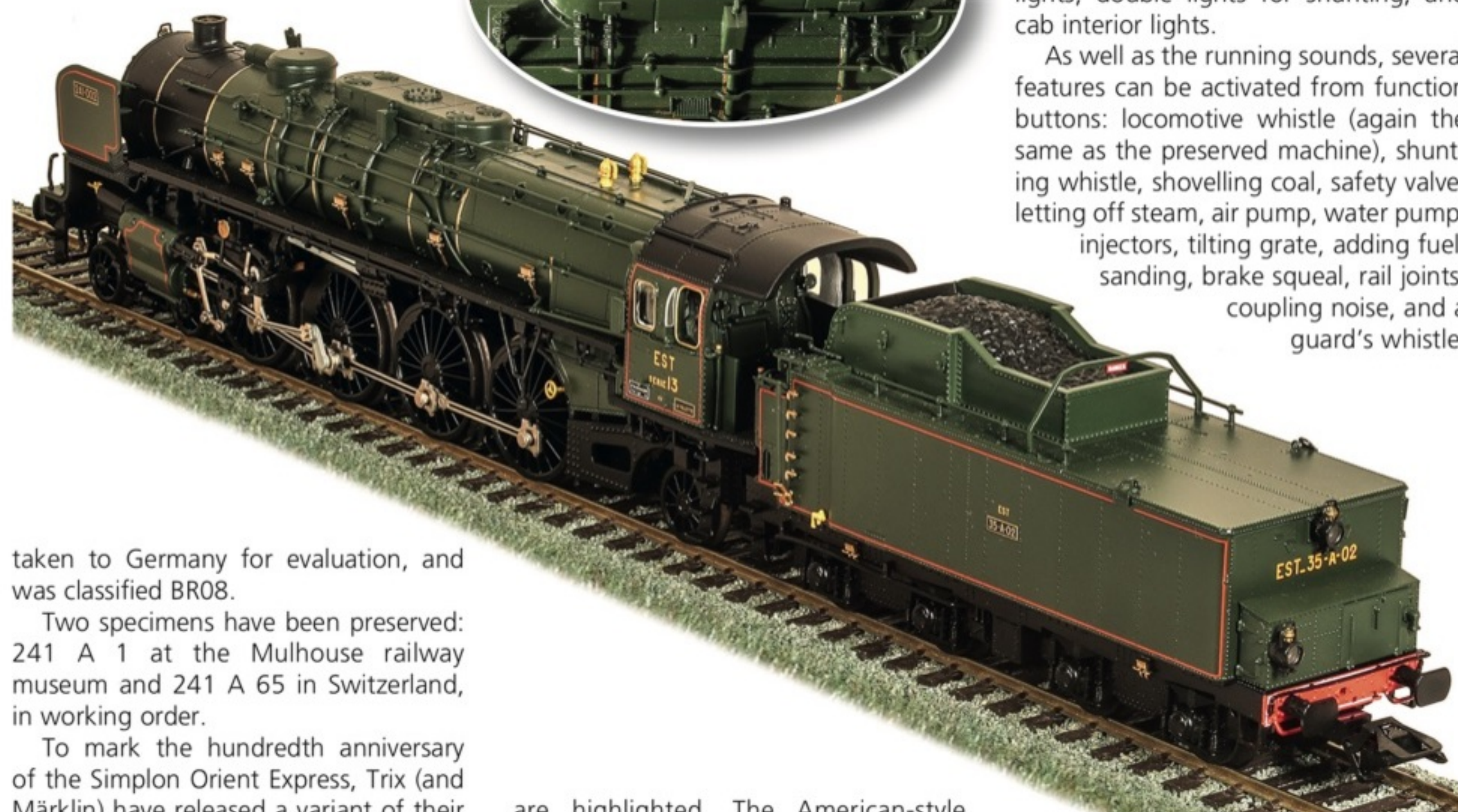




In the early 1920s the French Est (East) railway urgently needed a powerful machine to haul heavy express trains on the Paris – Belfort – Basel route. The specification called for a top speed of 120km/h and the ability to pull a 700 ton train at a constant 115km/h on the level, which required a continuous output of at least 2,720hp. Even more ambitious was the requirement to pull 800 tons at 80km/h on a 1 in 200 gradient. This required around 3,540hp – a major feat for a steam locomotive. A prototype was delivered by Fives-Lille in January 1926; it was the first ‘Mountain’ 4-8-2 in Europe. Following French practice at the time, it was a four-cylinder de Glehn/du Bousquet compound with separate Walschaerts valve gear for the high and low pressure engines. After extensive testing, between 1930 and 1934 another 89 machines (different in some details) were supplied, 40 for the Est (numbered 241 002-041) and 49 for the État. The American pattern boiler with large combustion chamber and Nicholson type thermic syphons was novel for Europe. The inner low pressure cylinders acted on the cranked first axle, the outer high pressure cylinders on the second axle. It was possible to supply high-pressure steam to the low-pressure cylinders during start-up or for more power. At the time they were built they were the largest and most powerful steam locos in Europe.

The Est used them on trains from Paris to Basel via Belfort and Mulhouse, and the État machines made connections with ships arriving from Great Britain and America at Cherbourg or Le Havre. But the Mountains were not popular there because their heavy weight and long fixed wheelbase allegedly caused high rail wear, so the État sold all of theirs to the Est.

In 1938, the SNCF took over all 90 locomotives, which were then numbered 241 A 1-41 (Est locos, in the original order) and 241 A 42-90 (former État engines, in altered order). They were used mainly between Paris and Strasbourg as well as Basel, until they were withdrawn between 1960 and 1965. During the war one example was



taken to Germany for evaluation, and was classified BR08.

Two specimens have been preserved: 241 A 1 at the Mulhouse railway museum and 241 A 65 in Switzerland, in working order.

To mark the hundredth anniversary of the Simplon Orient Express, Trix (and Märklin) have released a variant of their recent model (241 A 65, a couple of years ago) as an Est class 13 as running in 1933, for hauling that prestigious train. Numbered 241 002, it has the correct type of (commendably thin) smoke deflectors (albeit without rivets alongside the edge beading), two headlights (one lamp above and one below), and a modified bunker on the tender.

The finish is excellent, with all markings very nicely rendered, though it is believed that the locos were plain black at this period.

The standard interchangeable tender (TI) has its own identity, which should be on fixed plates on the sides; the loco it is coupled to at the time is indicated by movable plates on the sides and the back. These are not present, and the model has the tender number printed – beautifully – on the back.

Both locomotive and tender are largely made of metal, and the model is very detailed.

Separately applied parts include the whistle, safety valves, generator, speedometer, pipework, pumps, handwheels, handrails, grab handles, lift rings, brake rigging, and lamps. Many ‘brass’ parts

are highlighted. The American-style steam whistle has been wrongly repeated from the preserved example, but fortunately could easily be removed.

To allow the rear truck to swing, the injectors under the cab are mounted slightly further out and the ashpan is cut away; if curves are not an issue, an alternative full rear frame is provided.

Brake hoses, steam heating pipes, and dummy screw couplings are included as accessories for the modeller to fit.

The single headlight on the right of the running plate indicates a train leaving Paris on Line 4; for Line 1, to Strasbourg, it would be on the left.

The directionally controlled lighting is achieved with maintenance-free warm white LEDs, and the model is equipped with a smoke generator as standard.

It also comes fitted with a digital sound decoder; the device and the loudspeaker are in the tender.

There is a high-performance motor, with flywheel, in the boiler, driving via a reduction gearbox onto the fourth axle.

All four driving axles are powered through the rods.

Two traction tyres are fitted, to the rearmost wheelset.

The model runs smoothly, and pulls well – ten bogie coaches should be no problem.

The minimum recommended radius is 437.5mm.

There is a two-position link between loco and tender, and a NEM pocket on a close-coupling mount on the rear of the tender; it comes fitted with a Märklin close coupler.

Length over buffers is 304mm.

The decoder has up to 32 switchable functions, depending on the controller used. These include directional headlights, double lights for shunting, and cab interior lights.

As well as the running sounds, several features can be activated from function buttons: locomotive whistle (again the same as the preserved machine), shunting whistle, shovelling coal, safety valve, letting off steam, air pump, water pump, injectors, tilting grate, adding fuel, sanding, brake squeal, rail joints, coupling noise, and a guard's whistle.

There is also the option of direct control (which overrides the set momentum) and a (reduced) shunting speed.

The smoke generator can be switched from the decoder.

A three-rail AC version of this model can be found in the Märklin HO range (ref.39243).

Two suitable Simplon Orient Express period coach sets have been issued in the Trix HO range (refs.23219 and 23220, five and three coaches respectively). In fact the CIWL teak-bodied coaches were replaced by type S steel stock from April 1929.

So maybe not completely authentic – but beautifully done.

#### Manufactured by

Trix,  
Stuttgarter Straße 55-57,  
D-73033 Göppingen, Germany.  
[www.trix.de](http://www.trix.de)

SAMPLE SUPPLIED BY  
Mount Tabor Models,  
Scarthin, Cromford,  
Matlock, Derbyshire, DE4 3QF.  
[www.mount-tabor-models.co.uk](http://www.mount-tabor-models.co.uk)

PRICE ref.22913 €649.99.





New in the Expert range from Piko is a model of the Deutsche Bahn type Bnrdzf483.1 second class driving trailer, with the angular cab designed and built at the Wittenberg workshops, in contrast to the older rounded design from Karlsruhe.

In the 1990s DBAG required a modernised driving trailer for use with the updated *Silberlinge* stock. Cab control equipment was similar to the BR111 Bo-Bo electric, but also suitable for use with compatible diesel locomotives.

The first version is in DB Regio Epoch VI traffic red – the finish is good, with dense, even main colours, clearly separated, and sharply printed markings. Controls on the underframe are neatly picked out in various colours.

The markings show the coach is based in Ludwigshafen. The destination boards read 'Neustadt'.

The scale length body has most features moulded integrally – e.g. door handles, roof ribs, and roof vents.



Added parts include the corridor connection and fall plate, the buffers, shunters step, front grab handles, multiple unit connectors, windscreen wipers, aerial, and cab door handrails.

As it would be rare to couple a loco to the driving trailer, the cab end comes fitted with an enclosed skirt carrying brake hoses and a dummy scale coupling. An open skirt, with coupling hook, and model coupling are supplied for use if required.

The corridor end has a standard coupler in a NEM pocket on a close-coupling mount.

The glazing is flush, with printed frames. There are interior fittings. An optional internal lighting kit is available (ref.56293, £19.75).

The vehicle has LED white head and red tail lights, and a socket for a digital function decoder (ref.56124, £29.50).

The destination board lights are switchable in digital control.

The underframe has major components (battery boxes, tanks, air reservoirs, brake equipment) moulded in place, with the triple valve and control rods added.

The bogie side frames are in deep relief, with well detailed axleboxes and suspension components, plus sandpipes



and PZB signalling magnet on the leading bogie.

The model rolls freely on blackened metal disc wheels on pinpoint metal axles, insulated one side by a plastic centre bush. It weighs c.170gr, important for stability when being propelled.

The minimum radius curve recommended is R2 (422mm).

## Manufactured by

Piko Spielwaren GmbH,  
Lutherstraße 30,  
D-96515 Sonneberg, Germany.  
[www.piko.de](http://www.piko.de)

DISTRIBUTED BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemaster.com](http://www.gaugemaster.com)

PRICE ref.58520 £99.00.

# Swiss TmIV tractor new from P.i.R.A.T.A.



New from the Italian specialist supplier P.i.R.A.T.A. is a limited edition model of the Swiss TmIV four-wheel diesel shunter. Eighty of these were obtained between 1970 and 1978. The 'IV' indicates the performance class, in this case over 350hp.

Initially, Nos.8751-8797 were intended for shunting at stations while 9651-9685 were used for construction services and in workshops.

Seven identical locos were supplied to other railway administrations and industrial companies. Of a total of 89 built, 82 were used by the SBB.

Power comes from a high-speed eight-cylinder diesel engine via a cardan shaft to a Voith turbo fully automatic hydrodynamic fluid transmission. The transition between shunting and line speed can be switched mechanically, but only when at a standstill. It also has a neutral position, so the shunter can be towed.

The new model is available in SBB Epoch IV red-brown, SBB Epoch V bright red, and track contractors Sersa white (Epoch V/VI) (illustrated).

The markings are neatly printed.

The body shell has been created with

the aid of 3D-printing, augmented with a number of added parts – for example, the very fine handrails and rear walkway.

The mechanism comes from an existing Hobbytrain model, so it is proven volume production technology and as a result the model has very good running characteristics.

The model does not have working lights; that would have been too complicated in such a small housing. However, it does have a socket for a digital decoder. The limited space means a device with a 90° plug is required (for example, the Kühn ref.N025).

The model is also available with a DCC decoder already fitted.

The model is delivered in a foam-lined card box (presumably a standard size) that is rather larger than it needs to be, and without any instructions or documentation.

## Manufactured by

P.i.R.A.T.A.  
21.10 s.r.l.  
Via Montonale Basso 5/G,  
I-25012 Desenzano del Garda  
(Brescia), Italy.

SAMPLE SUPPLIED BY  
Mount Tabor Models,  
Scarthin, Cromford,  
Matlock, Derbyshire, DE4 3QF.  
[www.mount-tabor-models.co.uk](http://www.mount-tabor-models.co.uk)

PRICE ref.PI2134 £175.00.



# new Deutsche Reichsbahn version of BR56<sup>2-8</sup> from Liliput

The Prussian G8<sup>1</sup> (later BR55<sup>25-56</sup>) was a saturated steam 0-8-0 designed for freight working, built between 1913 and 1921 as a heavier and more powerful development of the G8. It proved very successful and approximately five thousand were put into service. Over three thousand passed to the DRG when the railways were nationalised in Germany.

However, the maximum speed was only 55km/h due to the lack of a leading truck, and the high axle load (17.6t) kept it off branch lines. To eliminate these disadvantages, it was decided to reconstruct the machine with a front truck, and the frames and boiler were adjusted so that a maximum speed of 70km/h was allowed, and the loco could now also be used in passenger service.



Between 1934 and 1941, 691 locos were rebuilt and reclassified 56<sup>2-8</sup>. After the Second World War, the Deutsche Bundesbahn inherited 368 of them; they were withdrawn by 1968.

Of course a large number also passed to the Deutsche Reichsbahn in East Germany, where they lasted until 1970.

One very distinctive DR example was 56 765, which had a three dome boiler (with one sandbox moved), no feed-

water pre-heater, a round roof cab, and small Witte smoke deflectors, which were only fitted to locos allocated to Bw.Heringsdorf on the island of Usedom. 56 765 was decorated to honour a local literary celebrity, Fritz Reuter, a famous poet from Mecklenburg in the 19th century.

Liliput have recently issued a new version of their model of the BR56<sup>2-8</sup> specifically depicting 56 765.

As with previous production, the loco body and chassis are mainly metal, enhanced with many metal and plastic detail parts. Piston tail rods are provided for the modeller to fit.

All markings are very neatly printed.

The lights are LEDs, and change according to direction. A Next-18 (NEM 662) socket is provided in the tender for a digital decoder.

The model is driven by a coreless motor with flywheel (in the boiler), and it runs smoothly and quietly, controllable across a realistic speed range. Two traction tyres are fitted (on the rear axle) to optimise adhesion, but the model is quite light (c.50gr) and concerns have been expressed about its haulage capacity on sharp curves and/or steep gradients.

The loco and tender are close coupled, and standard couplings are fitted in NEM 355 coupler pockets front and rear.

The recommended minimum radius is 192mm.

Length over buffers is 114mm.



## Manufactured for

Liliput, Bachmann Europe plc,  
Niederlassung Deutschland,  
Am Umspannwerk 5,  
D-90518 Altdorf bei Nürnberg,  
Germany.  
[www.liliput.de](http://www.liliput.de)

DISTRIBUTED IN THE UK BY  
Bachmann Europe plc,  
Moat Way, Barwell,  
Leicestershire, LE9 8EY.  
[www.bachmann.co.uk](http://www.bachmann.co.uk)

SAMPLE SUPPLIED BY  
Mount Tabor Models,  
Scarthin, Cromford,  
Matlock, Derbyshire, DE4 3QF.  
[www.mount-tabor-models.co.uk](http://www.mount-tabor-models.co.uk)

PRICE ref.L161563 £240.00.



# Vossloh G1000-BB new as ÖBB Rh2070 from Hobbytrain



Recently released under the brand name of Hobbytrain, European models made for Lemke, in this case in China, is a further run of their popular model of the Vossloh G1000-BB diesel hydraulic, built in Kiel since 2002 and supplied to various state railway administrations and private operators.

Our sample represents an Austrian Rh2070 with the Epoch VI ÖBB 'Wortmarke' style logo.

Also available – SBB Cargo Am842 (ref.3071), Rheincargo (ref.3070), ECR (ref.3072), and HUPAC (ref.3073).

The finish is first class, with the main colour even and well defined, and markings nicely printed on sides, ends, and fuel tanks.

The model conforms closely to published dimensions.

The body shell has various grilles and panels neatly moulded; added parts include horns, exhaust, air vents, buffers, and the walkway railings, the latter finely moulded in coloured resilient plastic. Beneath the slightly domed etched metal top grille is a separate fan, visible against a dark background. The side radiator grilles are equally fine etched metal. The steps have chequer plate tread.

Windows are flush glazed, and the wipers are moulded in place and neatly painted black.



At each end is a representation of the bright yellow automatic coupling.

The bogie side frames have good relief detail of the axleboxes and springs, with added sandboxes; the sand pipes are not quite in line with the wheel treads. Wheels are blackened, with a representation of the brake discs.

The mechanism is based on a cast metal frame which carries a central can-type motor with twin flywheels, driving all axles. There is pickup from all wheels. The model weighs only c.40g, and to ensure good pulling power traction tyres are provided on one inner wheel of each bogie. Running for half-an-hour at

three-quarter speed is recommended. Operation is smooth and quiet, with good control across the speed range from a crawl at less than 1 volt to a maximum rather more than the prototype's 100km/h, which is achieved at c.9 volts.

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

The internal printed circuit board has a NEM662 Next18 socket for a digital decoder, and there is space for a loudspeaker in the fuel tank once the ballast weight has been removed. To fit a decoder, it is only necessary to unclip the cab.

Standard couplers are fitted in pockets on the bogie frames. Brake hoses and dummy scale couplings are supplied to fit for display if desired, along with spare auto-couplers and model couplers.

## Manufactured for

Lemke Collection,  
Schallbruch 34A,  
D-42781 Haan, Germany.  
[www.lemkecollection.de](http://www.lemkecollection.de)

DISTRIBUTED BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemaster.com](http://www.gaugemaster.com)

PRICE ref.H3074 £160.00.







The SBB RBe4/4 electric railcars date back to 1959. They had regenerative braking, plus multiple-unit train control for working with other railcars or a driving trailer. They had cabs on both ends to avoid the need for turning. The railcars originally had 64 seats, 32 smoking and 32 non-smoking, and were painted in standard SBB green.

The first six prototypes, 1401 to 1406, were delivered in 1959 and 1960. They had some issues which were fixed before series production was authorised. The series units were four tonnes heavier; 76 were ordered, and put into service between 1963 and 1966.

Most of the technical equipment is installed under the passenger compartment, making the floor level higher than ordinary coaches. Some of the equipment and the toilet is located in the middle of the vehicle.

Starting in 1992, all units (except the prototypes) were modernised to suit the needs of S-Bahn operations. The last units were withdrawn in 2014.

The RBe4/4s were usually used in commuter service with one or more *Einheitswagen* I or II (standard coaches) as well as a Bt second or BDt second baggage driving trailer.

For the Swiss market, Piko has produced Expert series scale length models of the RBe4/4 railcars and EW II driving trailers. The set has a length over buffers of 544mm.

Our sample depicts railcar No.1403 and second baggage driving trailer 82-33 916-6, in green livery with Epoch IV markings and gold doors. By this period this early unit was allocated to the Seetalbahn, so has the red and yellow warning cab at one end. The colours are clearly defined, and all markings are clearly printed.

The models have all the relevant details of their respective prototypes, and convincingly capture the distinctive shape of the cab. Separately added details include the corridor connection, handrails, rear view mirrors, windscreen wipers, whistle, aerial, ventilation grilles, and the insulators, cabling, and switch-gear on the roof. The grilles over the braking resistors are etched metal.

The pantographs are fine, and sprung, but not wired for current collection from the overhead.

The trailer cab comes fitted with an enclosed skirt and brake hoses in place; an open skirt and working model coupler are included if required. Further closed skirts and brake hoses are provided for the purchaser to fit in place of the working couplers on the railcar along with grab irons and a dummy scale coupling if the model is only to be displayed. Electrical cables and route destination boards are also supplied.

Both railcar and trailer have flush glazing and interior detail, and come as standard with lighting in the cab and passenger compartment that can be switched in digital control.

The head and tail lights (three white + one red) change according to the direction of travel on both railcar and trailer; the trailer has its own pickups.



The bogie sideframes exhibit very crisp moulded features.

The underframes are very well detailed with the major features cast or moulded in place, enhanced with added steps, magnetic track brakes (optional on the coach), battery boxes, brake reservoirs, brake cylinder, triple valve, and control rods.

The railcar has a cast metal frame carrying a motor with two flywheels, driving both axles in both bogies via long cardan shafts and reduction gearing. Current is collected by wipers on all wheels.

Two traction tyres (one on each outer axle) ensure more than enough pulling power.

Straight from the box the unit runs smoothly and quietly, and is controllable over a realistic speed range.

The railcar has a NEM 658 PluX-22 socket for a digital decoder, with provision for installing a Piko sound decoder with a large loudspeaker (ref.56426).

The driving trailer can be fitted with a function decoder (ref.56124) to control the lights.

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

The minimum radius recommended is 358mm.

#### Manufactured by

Piko Spielwaren GmbH,  
Lutherstraße 30,  
D-96515 Sonneberg, Germany.  
[www.piko.de](http://www.piko.de)

DISTRIBUTED BY  
Gaugemaster Controls,  
Gaugemaster House, Ford Road,  
Arundel, West Sussex, BN18 0BN.  
[www.gaugemaster.com](http://www.gaugemaster.com)

PRICE ref.96832 £445.00.





Powerline Models have recently released a second run of Victorian Railways S passenger cars, representing vehicles built from 1940 onwards.

The first of these coaches were constructed in 1937 for use on the *Spirit of Progress* between Melbourne and Albury, with more built for other trains until the mid-1950s. They were used on the *Great Northern Limited*, *The Gippslander*, *The Albury Express*, *The Peanut*, and special services.

Two major variants were constructed: AS first class cars with 3+3 seating in each compartment and BS second class cars with 4+4 seating. A handful of others were constructed for various specialist purposes. A number of conversions were carried out in later years, with the addition of beds to some to create sleeping cars, and buffet modules fitted to others to provide on-board catering facilities. The BRS buffet cars were the most recent conversion, in the early 1980s.

The cars saw little use after the early 1990s, due to the introduction of the Sprinter railcars, and most were disposed of. A number were sold to West Coast Railway (WCR), with others being allocated to preservation groups. A handful were retained by V/Line to augment the normal fleet.

Over their life span these coaches had a few minor changes. They have carried several liveries, originally the classic blue & gold which was introduced in 1937 and lasted until c.1981 when Vicrail tangerine came in. The art deco lettering from 1937 was phased out from 1966, replaced by a sans serif font until 1981. The use of the term SECOND was phased out c.1970 and replaced by ECONOMY from c.1974.

All the coaches in this batch were used on the broad gauge. (The models are only produced with 16.5mm gauge wheelsets.)

Using the art deco lettering, there are two types of first, each with three numbers, and two seconds, with three and five numbers. There are also first and second class coaches with the sans serif lettering, each with three numbers (the final second as an economy).

Our sample is 6AS, a side corridor first built in 1940 looking as it would have done from 1953 to after 1966.

The main colour is dense and even, with well defined lining and sharply printed markings.



The scale length body has some features (roof panels, door handles) moulded integrally and many added details – Fletner vents and grab handles on the roof, door handrails, corridor connections, and marker lights with electrical conduit on the ends.

The glazing is flush, and there are painted interior fittings.

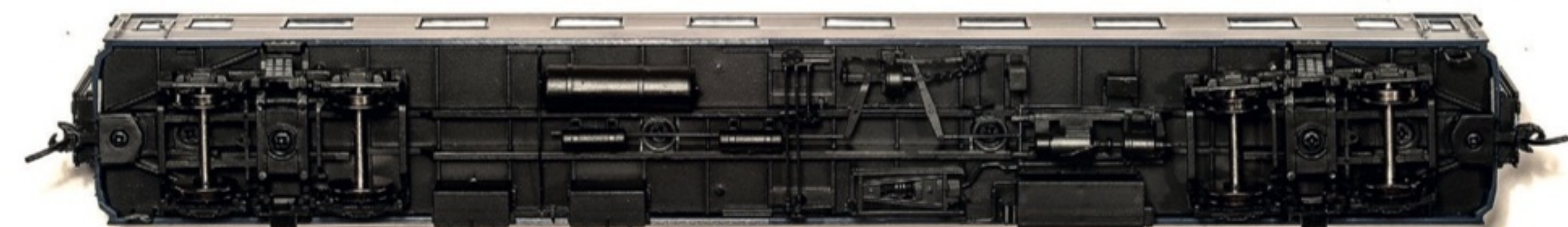
The underframe has major components such as battery boxes, tanks, air reservoirs, generator, and brake equipment added, including real chain from the brake handwheel.

The bogies are one-piece plastic mouldings, with well detailed side frames. They are fitted with blackened metal RP25-110 profile disc wheels on metal pinpoint axles, insulated one side with plastic centre bushes. The brake shoes are slightly outside the tread, i.e. in the accurate position for the broad gauge.

The model is weighted for good trackholding, and rolls freely.

It is fitted with Kadee® working magnetic knuckle couplings, with scale #158 heads, mounted on the frame.

Bogies and couplers are attached with self-tapping screws.



#### Manufactured for

Powerline Models Pty. Ltd.,  
P.O.Box 2100, North Brighton,  
Victoria 3186, Australia.  
[www.powerline.com.au](http://www.powerline.com.au)

SAMPLE SUPPLIED BY  
Trainworld Pty.Ltd.,  
290, Bay Street, North Brighton,  
Victoria 3186, Australia.  
[www.trainworld.com.au](http://www.trainworld.com.au)

PRICE  
A\$160.00 + post & packing.



## MIBA-Planungshilfen 1/2019 Kleine Bahn nach Plan – Vorbilder, Projekte und Anlagen mit Kleinbahnmotiven

by Franz Rittig

VGB – Verlagsgruppe Bahn GmbH,  
Am Fohlenhof 9a,  
D-82256 Fürstenfeldbruck, Germany.  
www.miba.de  
297mm x 210mm 116pp  
Softback €15.00  
ISBN 978-3-89610-727-5  
German text ref.15087616

This latest issue in the *MIBA-Planungshilfen* (planning aid) series is devoted to branch lines, both prototype and model, providing an extensive amount of prototype material with numerous drawings and previously unpublished photographs. Track plans and scale drawings provide colourful inspiration for building a layout.

The first chapter, 'Die Kleinbahnzeit im Trusetal', takes a look at the 750mm narrow gauge line in the Thüringer Wald which closed at the end of the 1960s. Photographs include one in colour from 1967. There are drawings of rolling stock used on the line and a track plan of the station at Trusetal, plus colour images of an HOe layout based on the station at Herges-Vogtei (as it was originally named).

The second chapter, 'Das schmale Karow' describes a layout in HO depicting the terminus of the 6km long branch from Rogäsen, which closed in 1951. An original track plan from 1933 and another as a basis for building a layout are included, plus 1:87 scale drawings of various buildings.

'Kohle mit Überlandbahn' presents the Belgian HOm diorama *Tombroekstraat* by Gerard Tombroek (which was featured in detail in CM August, September, and October 2016).

The fourth section, 'Das ELNA-Refugium Thüringens' offers photos of the prototype station at Schlotheim on the line from Mühlhausen to Ebeleben in north-west Thuringia, with a 1945 map showing the location and a simplified track plan. The line was notable as one of the places to use locos built for industry and private railways.

'Zeitreise nach Ingersleben' has plans for a suggested branchline terminus in HO, with scale drawings for the station building, goods shed, and loco shed.

Next 'Altmärkische Kleinbahnmotive' provides photos of the stations at Arneberg, Klein Rossau, Kalbe (Milde), Badel, and Wernstedt, together with colour track plans for Arneberg, Wernstedt, Groß Schwechten, Flessau, Estedt, and Kleinau West, plus colour photos of some of these stations recreated on an HO layout.

'Putlitz groß und Putlitz klein' takes a look at a small town on the former Ostprignitzer Kreiskleinbahnen with a connection to the Wittenberge – Neustrelitz line, with colour track plans for the stations at Putlitz.

'Die Dampfbahn am Waldrand' covers the metre gauge line from Eisfeld to Schönbrunn, with a map showing the location of the line. As well as black & white prototype photos there is a colour track plan for the terminus as the basis for an HOm layout.

'Kleinbahn zur See in HOe' includes four coloured drawings and two track plans for suggested HOe narrow gauge layouts situated by the sea.

Further suggestions for modelling branch line terminus stations in HO are featured in chapter 10, 'Vorschlag mit Folgen' and 'Alt Warnow und die Heidebahn'. In addition to the track plans there are photos of a number of layouts built using these plans.

The final chapter is entitled 'Vielfalt und Improvisation' and tells the story of how Andreas Schuster's visit to steam operated Deutsche Reichsbahn branch lines in the 1970s inspired him to build his HO layout 'Altdampfleben'.

This handy reference work is thoroughly recommended to anyone wishing to faithfully reproduce a German branch line station in miniature. A good knowledge of the German language will be required to get the best from the text but the wealth of illustrations – over 200 photos, black & white and colour, prototype and model, all well reproduced, plus 25 track plans and drawings – more than adequately show what the modeller can achieve. While most of the examples are 1:87, the schemes could be adapted for other scales.

There some advertisements for other publications from *MIBA* and *Eisenbahn Journal*, and one for Auhagen, many of whose excellent structure kits would be very appropriate for such layouts.



## MIBA-Modellbahn-Praxis 1/2019 Licht und Beleuchtung

by Mark Möritz

VGB – Verlagsgruppe Bahn GmbH,  
Am Fohlenhof 9a,  
D-82256 Fürstenfeldbruck, Germany.  
www.miba.de  
297mm x 210mm 84pp  
Softback €12.00  
ISBN 978-3-89610-726-8  
German text ref.15087257

As soon as it gets dark on the layout, buildings light up, street lights and illuminated advertisements come on, and cars switch on their headlights. LEDs have revolutionised the lighting possibilities on model railways. They are cheap, do not draw much current, do not get hot, and come in small sizes. This publication shows you how all these effects can be created.

The first chapter, 'Bunte Lichtvielfalt dank LED', looks at the variety of different LEDs now available. Colour photos show the effects that can be created, with wiring diagrams, etc.

'Gewusst wie und ganz nah am Vorbild' deals specifically with installing lighting in buildings, using individual LEDs with circuit boards and controllers to achieve prototypical effects.

## Loco-Revue – Hors Serie 69 La signalisation du réseau

by Jean Cuynet

Éditions Loco Revue,  
BP 30 104, F-56401 Auray Cedex, France.  
www.locorevue.com  
297mm x 210mm 100pp  
Softback €15.00  
ISSN 0024 5739 French text

This new special from the leading French model railway magazine *Loco-Revue*, dated 10/2019, is concerned with signalling. Signals are an essential element of railway operation, yet on layouts they are so often relegated to being items of vertical scenery, even if they work (by moving or lighting up), with little or no relation to the railway operation they are supposedly controlling. The correct choice, placement, and use of signals can make all the difference to the authenticity of a layout, contributing considerably to the definition of place and period. Understanding what the signals do should also enhance the pleasure of operating a layout, in a realistic manner, even if space restrictions impose practical limitations on most layouts.

After an introduction to the general principles of railway signalling, and how it developed, there are major sections on the main rules of signalling according to the Code Verlant, the French railway signalling regulations, supplementary signals (e.g. for shunting, route indication, or speed limits), with examples applying to various situations – station approaches, station departure, blocks between stations, and junctions. Small stations get special attention, and there are seven 'typical' stations (of various sizes) as case studies. There is a section on how signals are installed and operated,

and a chapter on appropriate accessories – wire runs, cable ducts, junction boxes, track sensors, treadles, safeworking equipment, etc.

Both mechanical and colour light systems are covered, along with the related signs, warning and advisory. The variations between the pre-SNCF independent companies are also illustrated.

As the signalling depends on the track plan, there is rarely an 'off the shelf' solution but this book should help modellers apply the basic principles to achieve a plausible result.

The book is rounded off with suppliers for the products mentioned, sources of reference, and a list of relevant articles in recent editions of *Loco-Revue*.

The presentation is in the usual clear style, generally straightforward (bar the affectation of chapter titles in two fonts), with large illustrations. There are occasional tinted panels with tabular information, but few highlighted tips in orange circles or pull quotes (more or less significant sentences repeated in large coloured type for emphasis).

There are many appropriate archive photos, some black & white, some colour; a wealth of explanatory diagrams, some from official sources old and new, many especially drawn for the book; and a large number of examples observed on layouts – the author is a member of the Club Ferroviaire de Franche-Comté, noted for the *La Bosse* HO layout (see CM December 2012, January, February, and March 2013), and now with *La Praz (Maurienne)* on the exhibition circuit. All images are well reproduced on good quality glossy paper.

The author suggests that the book may not cover every aspect or unusual particular case, but we believe it should provide the information for most modellers of



the French scene to place and use signals authentically and convincingly.

A passable command of French will help to get the most from it but the high visual content makes it very useful.

The book includes three pages of advertisements for appropriate products and other LR Presse publications. Warmly recommended.





'Licht und Schatten' covers lighting on streets and at railway stations and yards, including level crossings and signal boxes.

'Nachts auf Achse' takes a look at how LED lighting can be added to road vehicles and traffic lights, etc.

'Lichter in der Stadt' returns to the subject of fitting lights in buildings, particularly in towns. Also featured is the installation of LEDs in buses and trams, and using LEDs to make 'burning building' cameo scenes. A list of all the products used in this section is given in a table.

In 'Die Modellbahn im Schrank' a diorama with lighting effects is described and illustrated.

The final chapter, 'Perfektes Licht im Modellbahnzimmer' considers finding the right lighting for the layout room.

The work is rounded off with a list of model manufacturers and electrical component suppliers.

Over 250 illustrations support the work.

This is a handy reference for anyone wishing to add realistic lighting and special effects to a layout. It can be thoroughly recommended. Much of the content is, however, quite technical in places and so a good knowledge of German will be required. However, the wealth of illustrations show what the modeller can achieve.

There are advertisements for other model railway publications from VGB and *Eisenbahn Journal*, as well as for firms such as Auhagen, ESU, Tams Elektronik, and Uhlenbrock.

## A selection of French railway stations

by Peter Smith

47, Kestrel Road, Melton Mowbray,  
Leicestershire, LE13 0AY.

peter.smith5547@gmail.com

www.kirtleymodels.co.uk

280mm x 215mm 112pp

Softback £15.95

ISBN 978-1088860-42-7

As a companion to his collection of buildings from French narrow gauge railways (see CM September 2019), this new book offers a selection of highly detailed scale drawings of station buildings (some with attached goods shed) found on French standard gauge railways.

They are mostly for relatively small wayside installations – very practical for most layouts.

Once again the drawings have been produced using a computer drawing program and are not only fully coloured but in many areas have simulated texture.

There are eighteen in all, from all over France with a fair geographical spread, with all the major companies represented as well as some smaller independent concerns. The collection is prefaced with a departmental map of the country, with the chosen locations marked but no key to indicate which is which. (As an aside, it would be interesting to know why the *départements* are coloured as they are!)

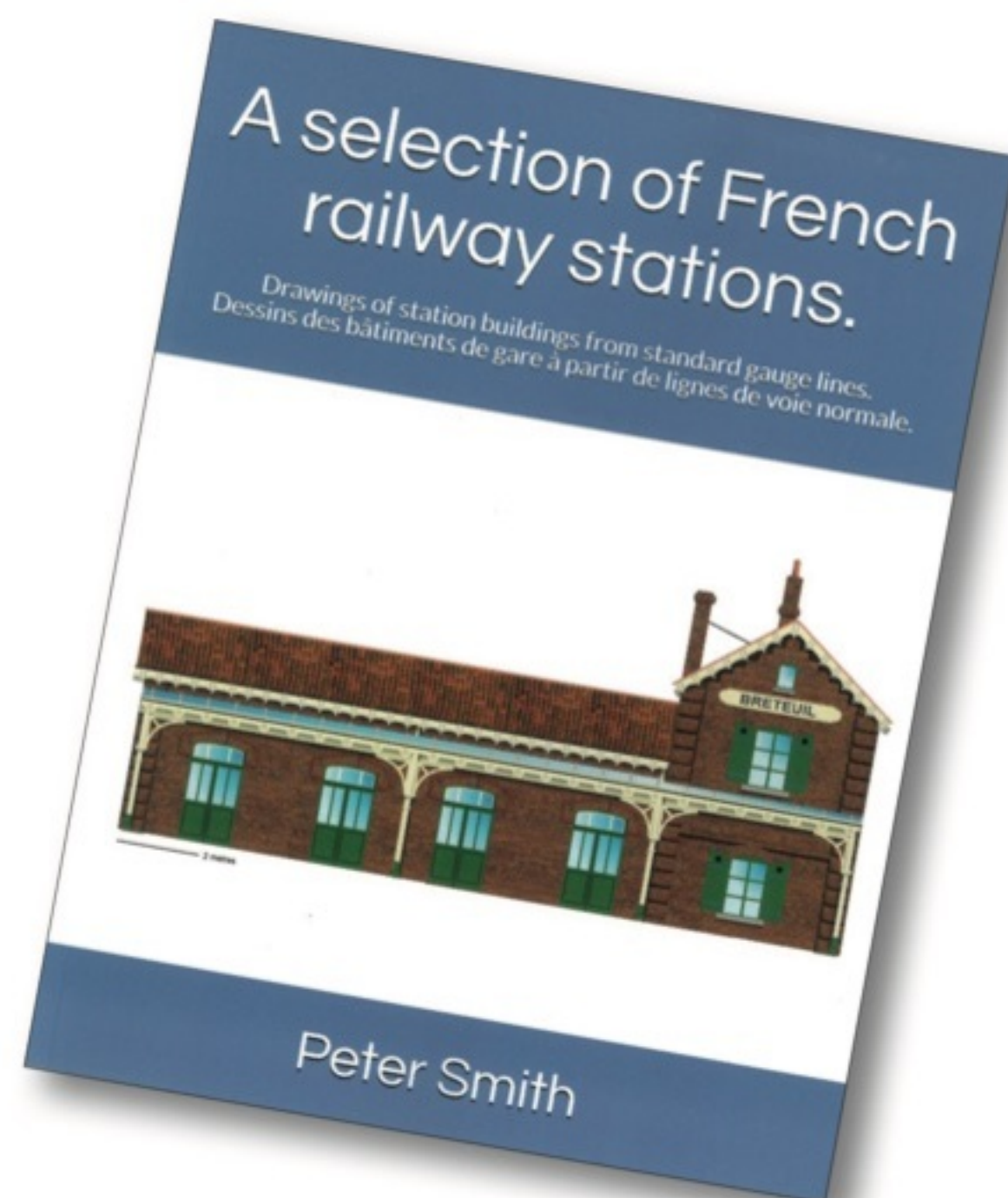
Both side and both end elevations are given in most cases, but (with two exceptions, Noyelles and Passy-Domancy) there are no ground plans. Some details are shown separately, and a couple of the structures are shown at different stages of development.

No dimensions are marked, and the plans are not presented to a consistent scale, rather adjusted to fit the page, but each drawing has a 2m scale bar.

Several of the drawings are augmented with old postcards, occasionally also more recent pictures, and one (Noyelles) also reproduces an old track plan.

The title for each structure gives the location, the operating company, the route, and its dates of opening and (if relevant) closing; occasionally there are notes on other points of interest.

The collection is prefaced with remarks on source material – surviving buildings, original plans, and old



(sometimes tinted) postcards, plus the paint colours likely to have been used originally.

Throughout, the text is parallel in English and French. The French was produced with the use of an on-line translation program, and even our limited ability detected a number of wayward turns of phrase or odd use of words. However, this has no effect on the quality of the drawings or their potential usefulness to modellers.

They could be copied onto suitable card, adjusted to the required scale in the process, and used as the basis for models, or simply enjoyed as the products of informed research combined with technical skill and a degree of artistry. In short, they look very nice, and are highly likely to prompt modelling projects.

The images are well reproduced on good quality matt paper; the covers are a heavier stock.

The book is rounded off with a list of the author's own previous publications.

The last four pages and the inside covers are blank, save for the production imprint right at the end.

The book was published by the author and is available from Amazon.

## Australian Journal of Railway Modelling No.12

Edited by Stephen Ottaway

Branchline Modeller Publications,  
P.O.Box 31, Red Rock,  
New South Wales 2456, Australia.  
www.ajrm.com.au

275mm x 210mm 52pp  
Softback A\$15.00

ISSN 1326-2742

We were delighted to receive a new issue of AJRM: it is hard to believe that the previous edition, No.11, appeared as long ago as 2011! We fully understand how life gets in the way of the things one does as a hobby – it is worth remembering that this magazine is largely a volunteer part-time effort, and the appearance of a new edition is not unconnected to the publisher and editor's retirement from full-time work!

We are pleased to note that the formula – and the quality – is much as before. The magazine has also retained the byline 'Capturing the essence of the railways', and continues to achieve this with carefully observed prototype background information and high quality modelling. As before, the focus of attention is New South Wales, and while dealing with specific examples, some of the techniques could be more widely applicable.

The main article is an account of the *Bowen Creek* layout by Andrew Campbell and Ian Millard, unusual for being fine scale P87, with all aspects superbly modelled.

Other features include: working corridor gangway connections for specific ready-to-run and kit coaches

(but easily adaptable using techniques); making transition link couplers on the basis of a Kadee knuckle; building a Victorian Railways yard gate in brass; modifying cast whitmetal kits for New South Wales station seats; using aerosol paint primer as a filler for fine faults; New South Wales track vehicles (1950 – 1985); imitating safe-working on the layout with a replica staff and ticket system, plus examples of prototype New South Wales staff and ticket boxes; and types of barriers for exhibition layouts, including one without legs.

There are no reviews of new products or publications.

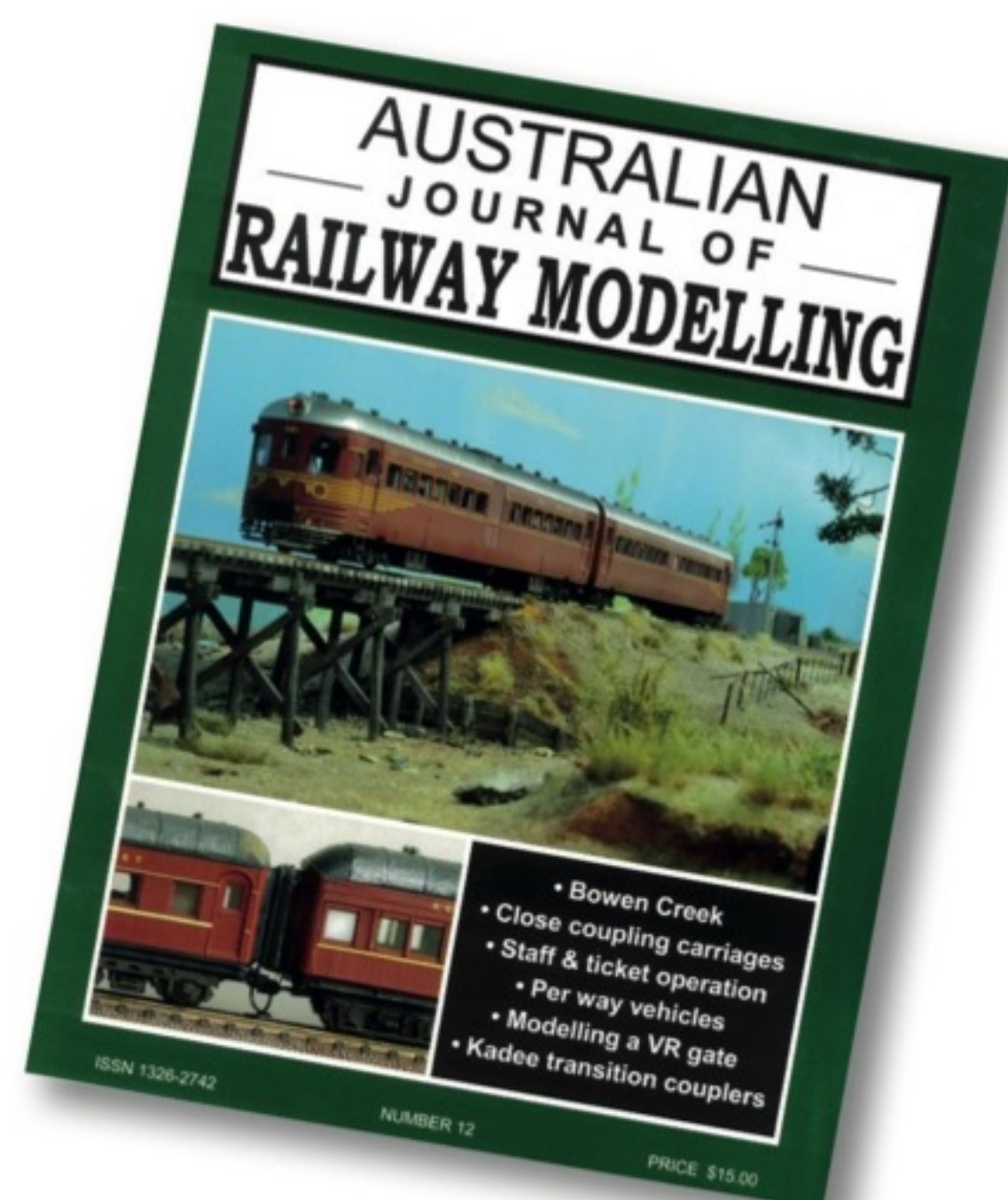
The Point of View column makes some interesting observations about the popularity of Australian-outline layouts among local modellers, while the Editorial ponders questions of wider significance about the direction of specialist hobby publications in print, and a reader writes to highlight the problem of copyright material being posted on the internet by a third party without permission.

As can be seen, the subjects are varied, but all the work shown here is of a high standard, and the effect is to encourage rather than intimidate – they invite you to give it a go (even if picking up your modelling tools means putting down the magazine!).

The articles range in length from one to nine pages.

The presentation is simple and straightforward, without excessive use of fancy fonts or graphic devices. Most of the photographs are now in colour with some black & white (mainly details or construction sequences), all reproduced well. The articles are augmented with plans and line diagrams of a very high standard.

The magazine is supported by five pages of advertisements from specialist suppliers catering mainly for the local market – it is good to see the 'kits & bits' trade



still seems to be quite active alongside an increasing range of high quality ready-to-run offerings.

Anyone who appreciates quality modelling, well presented, whatever the prototype, should find in AJRM something of interest.

Postage for a single copy is A\$5.00 airmail overseas. Payment may be made by PayPal. Previous issues 6 to 11 are still available as back numbers.



## Eisenbahn-Journal Sonderausgabe 2/2019 Main-Weser-Bahn Frankfurt(M) – Gießen – Kassel

by Joachim Seyferth

VGB Verlagsgruppe Bahn GmbH  
Am Fohlenhof 9a,  
D-82556 Fürstenfeldbruck, Germany.  
www.vgbahn.de  
297mm x 210mm 92pp  
Softback €12.50  
ISBN 978-3-89610-716-9  
German text ref. 531902

The 200km main line from Frankfurt am Main via Gießen and Marburg to Kassel was an important route for rail freight traffic during the 1950s and 1960s as the Nord-Süd-Strecke (literally north-south line) via Bebra was at full capacity. South of Gießen goods trains from the Ruhr area to southern Germany were routed over the Main-Weser-Bahn. At one time long-distance passenger services were also to be seen on the Main-Weser-Bahn, such as the named expresses *Roland*, *Senator*, and *Komet*.

The coverage opens with several double-page photos of passenger and freight trains from 1958 through to 1990.

The main line is then thoroughly described, with old photos and postcard images of the stations at Wilhelmshöhe, Kassel, Treysa, and Wabern, together with a map of the route and an extract from a timetable page showing passenger services between Wiesbaden Hbf. and Bad Nauheim in the summer of 1926. A table shows the distances along the line from Kassel Hbf. to Frankfurt (Main) Hbf.

'Mit Volldampf durchs 20. Jahrhundert' gives an account of the variety of passenger and freight traffic to be seen on line, from 1914 to the 1990s. Trains are worked predominantly by steam, but later also diesel and electric motive power.

The next chapter, 'Block Wasserscheide', includes photos of steam and electric-hauled passenger services taken at the Wasserscheide Blockstelle (block section), the watershed between the Weser and Rhine, situated between Neustadt (Kreis Marburg) and Stadtallendorf.

The fourth section, 'Lokstation', takes a detailed look at some of the locomotive depots along the route, Frankfurt (Main) 1 and 2, Friedberg, Gießen, Marburg, Treysa, Wabern (a sub-shed), and Kassel-Bahndreieck. Steam and diesel motive power is seen at these facilities, and there are track plans for Frankfurt (Main) 2 as at 1976, Friedberg as at 1978, Gießen as at 1968, Marburg as at 1953, Treysa as at 1965, and Kassel-Bahndreieck as at 1965. Track plans for the station at Wabern dated 1879, 1910, and 1993 are also featured, together with an extract of a working diagram for Kassel-based oil-fired BR01<sup>10</sup> Pacifics.

'Stolze Schwäne' ('Proud Swans') features one black & white photo of streamlined Pacific 10 002 on an express passenger train in the summer of 1964, together with a colour picture of a postage stamp with a BR10 dating from 1968. These locos, along with the BR01<sup>10</sup>s, were stars of Kassel depot. A short extract of a working diagram for the class also included.

The next section looks at the 32km-long line from Friedberg to Hanau. A track plan of the Hanau depot as at 1972 is also featured.

The final chapter, 'Viergleisig in die Zukunft', shows the line as it is today and how it will look in the future, covering the boom in regional passenger services and the quadrupling of the section from Frankfurt am Main



to Friedberg, due for completion in 2025.

This is a highly recommended work on the history of an important rail route. Whilst a good knowledge of the German language will be required to get the best from it, the pictures and track plans (c.140 illustrations in all) show the varied and changing scene, and it should appeal to all those with an interest in German railways.

There are a number of advertisements for other publications and DVDs from *Eisenbahn Journal* and Verlagsgruppe Bahn (VGB), plus a list of selected model railway shops in Germany and Switzerland.

## Mallet locomotives of western Europe: narrow gauge

by John Organ

Mainline & Maritime  
3, Broadleaze, Upper Seagry,  
near Chippenham, SN15 5EY.  
www.mainlineandmaritime.co.uk  
297mm x 210mm 68pp  
Softback £12.95  
ISBN 978-1-900340-57-1

The title of this interesting new book is clear and self-explanatory. The Mallet is a semi-articulated compound design, with high pressure cylinders on the rear fixed frames and low pressure on the moving front unit. It was developed and patented in 1884 to provide more powerful locomotives for steeply graded and sharply curved lines, and examples have been built for various gauges from 500mm to broad, ranging in size from tiny to massive.

Opening with consideration of early developments and smaller types, there are specific sections on:

- Switzerland: a brief flirtation on the Rhätische Bahn, subsequently sold to Spain, Brasil, and Madagascar;
- France: Vivarais, Réseau Breton, and P-O Corrèze, all metre gauge, and the sole Heilbronn example on the 700mm gauge Abreschviller forestry line;
- Germany: not just the Harz but also several other metre gauge lines, and a number on 750mm gauge;
- Portugal: various types, most supplied by Henschel;
- Spain: imported RhB refugees plus some large North British and Haine St.Pierre examples;
- Italy and its satellites;
- Sweden: with contrasting machines on 891mm (three Swedish feet) and 600mm gauges.

The work also encompasses machines built for export, primarily Asia, though admits that the coverage is not exhaustive; all the same, it seems a good representative selection, showing sugar cane and palm oil plantations in Java and Sumatra, plus some large machines on the 3'6" gauge state railways.

This is mainly a photo album, with an introductory text for each section, of different lengths and level

of detail. The presentation is straightforward, with detailed captions.

The photos have been supplied mostly by enthusiasts, from various periods, from the 1960s through to the present day; several well-known names have contributed. There has been little recourse to archives, which may explain some odd gaps – original Decauville, older Rhätische Bahn, the 760mm Steinbeisbahn in the Balkans, and 950mm gauge in southern Italy (rather than the survivors in Eritrea). There is some repetition – the same machine, sometimes but not always seen on different occasions and/or at different locations. There is a pleasing variety of on shed and in action views.

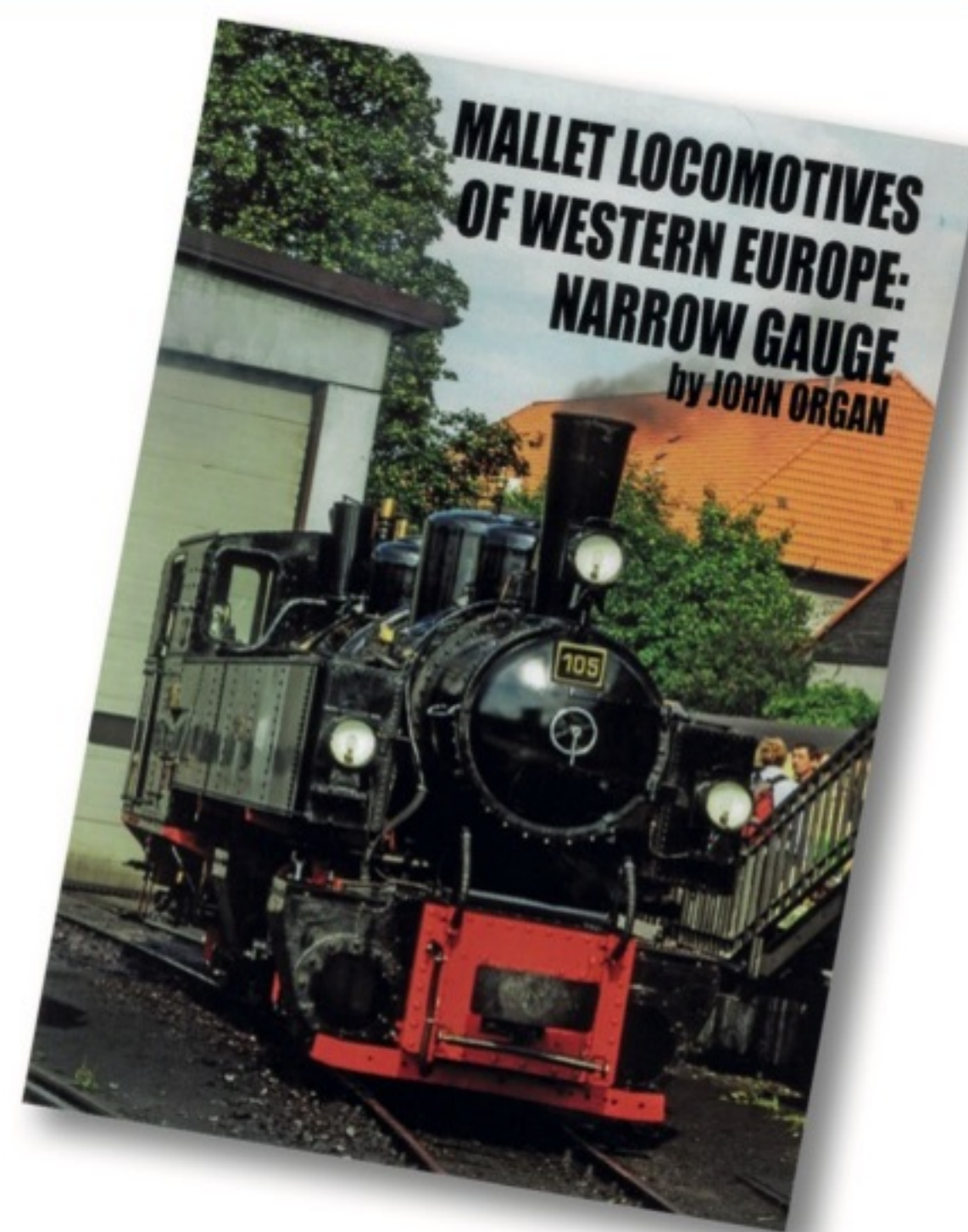
The majority of the photos are in colour, and generally reproduced well, at quite large sizes – usually just two to a page, occasionally three. The covers use heavier glossy paper while the pages within have a pleasing satin finish which seems to enhance the images whether black & white or colour.

Some dimensions are given in the text or captions, but a table of comparative data would have been nice.

The author will be recognised as having compiled several Middleton Press albums; no doubt he appreciates the larger format of this publication.

There are no advertisements.

An interesting if selective survey based on a good collection of illustrations which can be considered good value.



Below  
Gordon Gravett's 1:50 model of Réseau Breton  
Piguet 0-6-6-0T No.E.415. Photo: Gordon Gravett.





## Die V160-Familie Band 3 Die Serienlokomotiven der Baureihe 218

by Josef Högemann, Roland Hertwig,  
and Peter Große

EK-Verlag GmbH

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

297mm x 210mm 424pp

Hardback €49.90

ISBN: 978-3-8446-6014-2

German text ref.6014

The series production BR218 diesel-hydraulic locomotives have been in service for a good forty years and they are still indispensable. However, the use of 218s by DB Regio is declining rapidly and numerous members of the class have found new duties, such as rescue locomotives for failed ICE trains with DB Fernverkehr, and on the 'Sylt-Shuttle' car-carrying services with DB AutoZug. A number of 218s have also found new homes with private operators, and some have been saved for posterity as *Museumsloks*.

This final volume in the V160-family trilogy is devoted to the series production 218s. Over 640 photographs are featured, along with drawings and diagrams which present a fascinating documentation that leaves hardly any question about the class unanswered.

Following the Foreword, the first chapter is entitled 'Entwicklung und Bau der 218-Serienlokomotiven' (development and construction). There is a list of all built, from 218 001 (in the pre-series batch) through to 218 499 and those rebuilt from classes 210 and 215.

This is followed 'Technik der 218-Serienlokomotiven'. As well as photos there are numerous scale drawings and diagrams. Many of the black & white photos show close-up views of the cabs, bogies, power units, transmissions, cooler groups, and arrangement of exhaust outlets and exhaust deflectors (*Abgashutzen*). This subject is covered in greater detail, covering no less than eighteen different roof varieties! Colour photos document all the liveries to have been carried by the 218s.

In 'Umbauten der Baureihe 218' we take a look at the rebuilds to 218.8 (*Abschlepplokomotiven*) for rescuing failed ICE sets and those 218.4 locomotives renumbered as 210.4 during the period 1996-1999.

The fourth chapter is entitled 'Chronik der Baureihe 218': the years in service are examined, right up to

2019, showing allocations for each year.

Chapter 5 lists each locomotive built from 218 101 through to 218 499, showing all the depots to which they were allocated, and, where applicable, their date of withdrawal and fate.

The sixth chapter is entitled 'Heimatsdienststellen der 218-Serienlokomotiven' and gives a detailed account of all the depots where 218s were based and the services they worked within each *Bahndirektion* (railway division), including those in former East Germany, with extracts from working diagrams from Bw.Braunschweig and Bw.Haltingen.

Chapter 7 is entitled 'Die 218 bei DB-Töchtern, Privatbahnen und Museen' and looks at all the 218s used by DB AutoZug, DB Fernverkehr, DB Regio, DB Fahrwegdienst, DB Bahnbau Gruppe, Deutsche Bahn Gleisbau, DB Netz, and private railway companies, together with those now preserved.

'Einsätze im Ausland' gives details of the workings by 218s outside Germany, namely Denmark, Belgium, France, Lichtenstein, The Netherlands, Austria, Poland, Switzerland, Czechoslovakia/Czech Republic, Hungary, and Slovakia. There is an extract of the working diagram for the class from Bw.Hagen-Eckesey showing services worked into The Netherlands. Also included is a map of the Hungarian network showing the lines worked by 218 431 on double-deck stock in 2006.

A sub-section entitled 'Die 218-Serienloks in Farbe' includes colour photos of 218s in a variety of different liveries with Deutsche Bundesbahn, DB AG, and some private railway companies, including the Brohltalbahn's 218 396 and the Railsystems RP locomotive 218 469.

The next chapter is entitled 'Unfälle' and gives a list of every 218 to have suffered accident damage, with in each case details of the incident, the extent of damage, and the date repairs were carried out.

'Die Diesellok-Ausbesserung' gives details of the work carried out on 218s at the main works in Nürnberg and Bremen, as well as Werk Stendal. The types of repairs and overhauls undertaken are listed.

'Ein Blick in Betriebsbücher' includes extracts of the log books from a number of 218s and details any repairs or power unit changes, etc.

'Projekte für Nachfolgebaureihen' tells the story of how, even during the delivery of the V160-family to Deutsche Bundesbahn, possible successors were already being developed, including the MaK Projekt G2200 B-B as a freight alternative to the V160, their G2500 B-B as an alternative 218, and their Projekt G5000 B-B BR209, an articulated double V160. There



are drawings of these proposed locomotives which were never built.

'Nachträge zum Band 2' and 'Ergänzungen nach Redaktionschluss' includes information which has come to light since the publication of volume 2 and includes details of further accidents involving 218.0 and 218.9 locomotives. Also reported are two further roof and exhaust outlet variations, complete with drawings, relating to 218 441 and 218 485, along with a list of other alterations and modifications carried out on 218s at main works.

The work is completed with sources of information.

As one would expect from this well-known railway publishing house, this is a thoroughly researched and well detailed work on a dependable locomotive type; it can be heartily recommended to all those with an interest in diesel locomotives and their development in Germany.

A good knowledge of the German language will be required to get the best from this publication but the pictures alone adequately show the varied and changing scene in the history of these V160-family locomotives and are particularly useful for the modeller.

## Goods Wagons of the NSW Railways 1855 – 1905

by Ian A. Dunn

Eveleigh Press

P.O.Box 345, Matraville,

New South Wales 2036, Australia.

www.australianmodelrailways.com

305mm x 215mm 368pp

Hardback A\$110.00 + p&p.

ISBN 978 1 876568 55 9

This substantial new book continues the Eveleigh Press long-term series on the rolling stock of New South Wales (already consisting of three volumes on the passenger stock) with comprehensive coverage of the goods wagons from the first half century of the state's railway history, from just 52 wagons at its inception to over 12,600 vehicles by 1905. Locomotives and, to some extent, passenger carriages may attract more attention but it is the humble goods wagon that forms the basis of most railway traffic.

The first wagons were imported from British suppliers, but it was not long before local companies were supplying the government railways.

To set the traffic patterns and wagon types in context, the book opens with an interesting overview of the system, and then analyses the 1889 report on the rolling stock by the Chief Mechanical Engineer, William Thow.

There are detailed sections on wagon design and construction, brakes, coding (class type) and number-

ing. Some of the principal personalities are identified.

The main body of the work describes the wagons by class and type, from class A four-wheel flat wagons through to service vehicles such as water tanks, gas reservoirs, breakdown cranes, and workmen's vans. For each type there are full lists, as far as known.

The book is completed with a short section on the companies which built the wagons, and rounded off with an index.

The work is illustrated with a remarkable collection of black & white archive photographs, reproduced as well as the originals will allow with the benefit of modern methods. In many cases a specific vehicle is extracted and enlarged from a wider image. All are fully captioned.

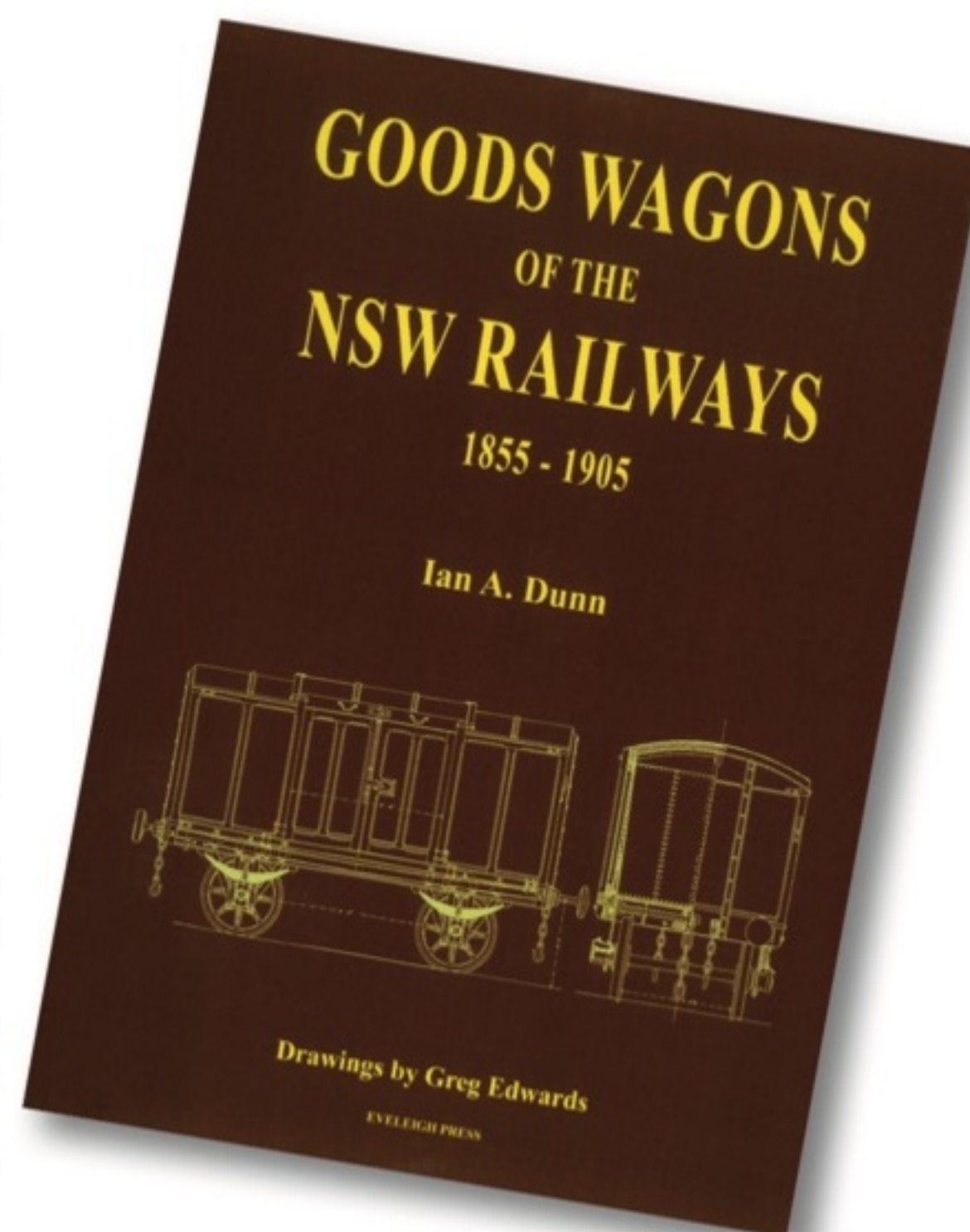
Supplementing the photos are 85 superb scale drawings by master draughtsman Greg Edwards, all reproduced to 1:87, with several as colour renderings.

The photos and drawings are augmented by period documents such as correspondence and specification sheets, etc., in facsimile.

The presentation is clear and conventional, uniform with other Eveleigh titles, and eminently appropriate for works of historical record.

The author was assisted by notes from research in primary sources from Don Estell and Robert Merchant.

This is essential reading for those who wish to understand the development of the NSWGR and its goods wagon fleet in the 19th century. It is another remarkable achievement in research and compilation, destined to be the standard reference, for which author and publisher must be commended. The amount of detailed information from such an early period is



astounding, and one can only wonder what will appear in future volumes as the documentation is continued through later periods with better records.

Note this is a large and heavy tome and postage will be expensive.



## New Peco publications!



Peco have two brand new publications available in time for readers to enjoy over the forthcoming festive period.

Firstly there is *Your Guide To Modelling French Railways*. Following the success of the American, European, German and Swiss titles in this series, France was chosen for the next country-specific guide. From the earliest period to the latest high-tech trains, from rural backwaters to busy main lines, there is plenty of inspiration in this 124-page CM Special (ref.PM-211). All the features are new and previously unpublished; most come from modellers in France.

The second new title is the *RAILWAY MODELLER 2020 Extra*. Featuring all new and previously unpublished material, this 124-page publication is full of exciting features. These include a 'French connection' – a step-by-step constructional article for *Train'In Box*, a complete project supplied with everything needed to build a French-outline HO layout, produced by LR Presse.

These essential additions to your modelling library are available now from selected branches of WHSmiths, from all Peco stockists, and direct from Peco. They are priced £6.99 each.

CM subscribers are eligible to purchase these publications at the reduced price of just £4.99 each (including postage) when ordering direct by telephone.

Peco Publications & Publicity Ltd.  
01297 20580  
[www.pecopublications.co.uk](http://www.pecopublications.co.uk)



## Expo Narrow Gauge awards

The Greenwich & District Narrow Gauge Railway Society staged its annual Expo Narrow Gauge event in Swanley on Saturday 26th October 2019. Two awards were presented during the day.

The *David Lloyd Memorial Award* (effectively 'best in show', presented in memory of the former editor of CONTINENTAL MODELLER) went to Steve Waterfield (right) for 'Clearwater Harbor', an American On30 layout which was the Plan of the Month in our September 2019 issue.

The *Reinier Hendriksen Trophy* (for imaginative but plausible freelance modelling, in memory of a talented Dutch modeller) was won by Jamie Warne for his atmospheric OO9 seaside layout 'Sandy Shores' (which we hope will be featured in a future issue of RAILWAY MODELLER).

## Cobbled surfaces new by Noch



New for HO from the German scenic specialist are two styles of cobbled street surface sheets. Manufactured using natural quartz sand and mineral powder, and supplied with a thin fabric backing, the flexible sheets can be cut to shape easily and glued in place using a suitable adhesive.

The two styles available are labelled as 'Town Square' (ref.60325) and 'Village Square' (ref.60326). The sheets measure 210mm x 155mm.

[www.noch.com](http://www.noch.com)  
[www.gaugemaster.com](http://www.gaugemaster.com)



## New loco kits from Narrow Planet



Amongst the projects being developed by Narrow Planet is a kit for a Romanian-built Resita 0-8-0T, designed by James Hilton to fit on a Minitrains 'Brigadelok' mechanism. It is planned to offer the kit in both HOe (1:87) and OO9 (1:76). Price T.B.A.

New under the Euro Narrow Gauge label is a 1:76 scale kit for a C50 four-

wheel diesel from Hungary (£45.00). It consists of a 3D-printed plastic body shell, a fret of etched details, and a fret of 3D-printed details; it is designed to fit the Bachmann USA 'Rusty' chassis.

Narrow Planet  
P.O. Box 297,  
Bexhill-on-Sea, TN40 9HF.  
[www.narrowplanet.co.uk](http://www.narrowplanet.co.uk)





## Rapido announces Alco PA and PB in HO

Rapido Trains has announced that it will be producing all-new Alco PA and PB locomotives in HO.

The PA and PB locomotives were built by a partnership of the American Locomotive Company and General Electric between 1946 and 1953. The first offering was the PA-1 and PB-1, introduced in 1946. These were powered by a 16-cylinder 244 diesel engine rated at 2,000hp. In 1950 Alco upgraded the prime mover to 2,250hp and introduced the PA-2.

Alco offered a few options on the PA, dynamic brakes and second headlights chief among them. However, as the units ran in service most railroads made numerous small changes that made their units unique, including changes to the number boards, multiple unit equipment, and side grilles.

The PAs were designed to compete with General Motors EMD E-units in the passenger locomotive market. However, poor reliability in service meant that the 244 prime movers could not unseat the EMD 567, and the PAs were demoted to secondary service on many lines. Most were retired as passenger services declined in the 1960s, and nearly all were scrapped.

Four retired Santa Fe units were bought by the Delaware and Hudson in 1974 and sent to Morrison-Knudsen for rebuilding and upgrading with Alco 251 V-12 engines. These four units were used on the Amtrak *Adirondack* for several years and also saw service on Boston area commuter trains. All four eventually ended up in Mexico. Two have since been brought back to the United States, one residing at the Museum of the American Railroad in Frisco, Texas, while the other is privately owned and is being restored to operating condition as Nickel Plate #190.

In 1947 the American Heritage Society put together the American Freedom Train. This train toured all 48 states and carried numerous historic artifacts including the Declaration of Independence. A PA-1 locomotive was chosen to pull the train and was painted in a patriotic red, white, and blue scheme and numbered 1776. Between 1947 and 1949 the train ran over 40,000 miles on 52 different railroads. Rapido is offering #1776 as a conditional release, production being dependent upon sufficient orders being placed.

The Rapido model is being developed using a 3D laser scan of a surviving



example and will cover prototype-specific details including dynamic or non-dynamic brake versions, where appropriate. The detail specification is set to include underbody piping and conduits; separate grab irons and handrails installed at the factory; etched metal grilles, where appropriate; illuminated number boards, headlights, and green and white class lights; illuminated control stands and full cab interior; and operating Gyalite or red Mars light, as appropriate.

Planned paint schemes include Santa Fe, Delaware and Hudson, Denver & Rio Grande Western, Lehigh Valley, New Haven, New York Central, Nickel Plate

Road, Pennsylvania Railroad, Southern Pacific (Daylight) and Southern Pacific (bloody nose).

DC/silent (21-pin DCC Ready) or DC/DCC/sound options will be available.

The model will have the option of TCS sound decoders featuring Rapido's own Alco 244 recordings. These decoders are being customised for Rapido to be fully compatible with its existing range of ESU LokSound decoders.

The order deadline is 22nd May 2020, with tooling planned to be under way from 1st March 2020.

For further details, including prices: [www.rapidotrains.com](http://www.rapidotrains.com)

## Rhätische Bahn Ge4/4" in Nm ready-to-run from AB-Modell



The German small series manufacturer AB-Modell is offering ready-to-run models of the Rhätische Bahn Ge4/4<sup>II</sup> Bo-Bo electric, the largest class on the system. The model was launched as a kit by the Dutch company N-Track at the beginning of this year after a development process lasting several years.

This beautiful 78mm long replica is exactly to 1:160 scale, for use on 6.5mm gauge track. (Versions for 9mm track are not possible.)

The model has a milled brass chassis. All four axles are driven by a central Faulhaber motor with a large flywheel. A Zimo MX616 decoder ensures excellent running characteristics and maintains the specified speed, whether running up or down hill. The decoder is programmed to also work perfectly on analogue supplies, on a minimum of 6 volts.

Authentic trains of six long standard coaches have been extensively operated on the manufacturer's test layout on a 3% gradient with a minimum radius of 195mm.

The snow plough is fixed under the frame and also carries the standard Micro-Trains® coupling used for Nm.

The body is made up of a large number of nickel-silver parts, carefully assembled. It shows the loco after conversion to rectangular headlights but before fitting the new multiple control.

The separate cab door steps are painted silver.

Chassis and frame are correctly in different shades of grey. The numbers are represented with decals. Note the raised lettering on No.615 *Klosters* and No.618 *Bergün/Bravuogn*, which is done with etched nickel-silver components.



Depending on the time of conversion to the rectangular headlights, some versions are offered with the RhB logo, others only with the lettering, as well as numbers either high or low on the sides, and with or without the Graubünden emblem.

The windows are individually fitted with transparent 'glass' which is neatly glued in. This includes the rather fiddly corner windows, so that there is no magnifying glass effect. The black rubber surround is also reproduced.

In the machine room are simplified control cabinets and equipment, painted in different colours. All wiring is hidden behind these cover plates.

Handrails, heating cable, brake hoses, and windscreen wipers are separately applied, and fixed so they cannot get lost.

To reproduce the complex shape of the roof at the ends exactly, the roof consists of nickel-silver and 3D-printed parts. The resistance cover is etched and allows space for the decoder installed as standard. The ventilator grilles simulate a slightly dirty condition.

The pantograph is the current type with three contact strips, the middle one slightly longer. They are even detailed with the red warning arrow on a yellow background. The pantograph has no

function and must not be connected to an overhead wire, as there is a risk of snagging.

The model is delivered in a sturdy plastic box, protected by a thin foil and a shaped foam insert.

The multi-page instruction manual provides brief information about the model and detailed technical data, and a limited edition certificate is included.

This is a real delight both technically and visually; the level of detailing would stand comparison with models in significantly larger scales.

Five numbers/names are available in the red livery:

Nm-221.1 615 *Klosters*, raised coat of arms and the name of the municipality, €869.00.

Nm-222.1 616 *Filisur* €859.00.

Nm-223.1 618 *Bergün/Bravuogn*, raised coat of arms and the name of the municipality, €869.00.

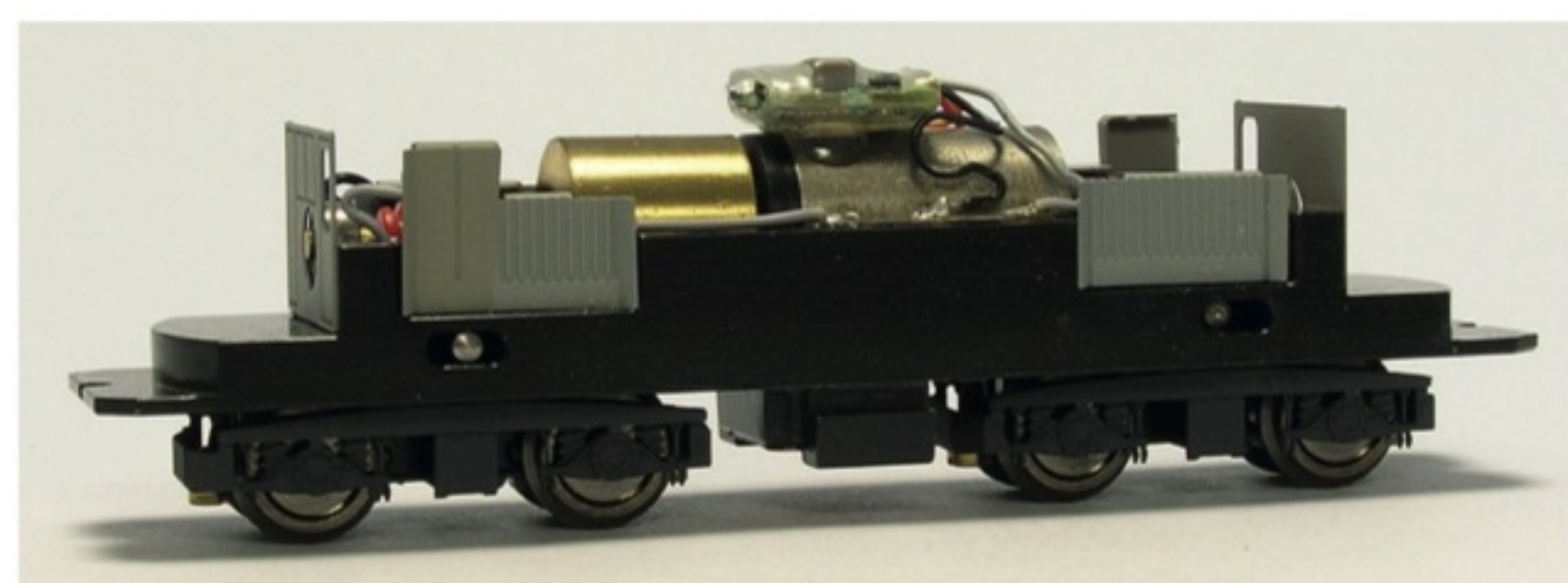
Nm-224.1 622 *Arosa* €859.00.

Nm-225.1 623 *Bonaduz* €859.00

Note that all models are only manufactured to order; delivery time is approximately twelve months.

AB-Modell

Anja Bange Modellbau,  
Im Stuckenbahn 6,  
D-58769 Nachrodt, Germany.  
[www.n-schmalspur.de](http://www.n-schmalspur.de)





# Exhibition Diary

Dates, events, and information

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 23 & Sunday 24 November NATIONAL EXHIBITION CENTRE

**Organiser:** Warley MRC.

**Venue:** Hall 5, National Exhibition Centre, adjacent to Birmingham International station, Birmingham Airport, and Junction 6 M42.

**Open:** 0945 – 1800 Saturday  
0945 – 1700 Sunday

(advance tickets 0915 both days)

**Admission:** on the door – adults £17.50 one day, £32.00 two days; children (5 – 16, accompanied by an adult) £1.00 one day, £2.00 two days. Under 5s free. Tickets also available from the NEC Ticket Factory by credit/debit card – 0844 581 0737 or [www.theticketfactory.com](http://www.theticketfactory.com) (a fulfilment fee applies).

**Amenities:** charged parking on site and nearby (pay & display); full disabled facilities; hot & cold food, snacks, licensed bars.

**Features:** over 90 layouts, including around fifteen overseas prototypes, some being brought from the continent: *Deinsdorf and Düsseldorf* (German HOe), *Süd Harz Eisenbahn* (German HOm, CM November 2019), *Santa Maria* (Swiss HOm), *Maredval* (Belgian HOm, CM May 2012), *Belgomine Travaux* (Belgian HO, CM November 2019), *Zlata Vychod* (Czech HO, CM April 2017), *Japanese Bullet Trains* (Z), *Beijiao* (Chinese HO, below), *Habbaniya, Iraq 1941* (CM March 2019), *Solent Summit* (US N), *Mauch Chunk, PA.* (US HO, CM January 2018, above), *NorthEast Corridor* (US HO, CM November 2019), *New Sharon* (US On2), and *Coyote Canyon* (US On30, CM November 2019). Plus heat- and final-winning layouts from Series 2 of *The Great Model Railway Challenge*. Beer Heights Light Railway loco on the Peco stand (anticipated to be No.12 Jools). Demonstrations, kids' kit construction area, societies, trade.  
**Contact:** [www.thewarleyshow.co.uk](http://www.thewarleyshow.co.uk)

## Saturday 30 November ARLESEY, Bedfordshire

**Organiser:** Letchworth MRS.

**Venue:** Etonbury Academy, Stotfold Road, Arlesey, Bedfordshire, SG15 6XS.

**Open:** 1000 – 1630

**Admission:** adults £5.00, concessions £4.00, accompanied children under 16 free.

**Amenities:** parking; disabled access; refreshments.

**Features:** layouts include *Grazeller Bahn* (HOe), *Achalraj* (Indian OO9, CM March 2019), *Dobris* (Czech HO), *Norge – a taste of Norway* (HO, CM September 2019), *Elmwood Yard* (US HO), and *Mosquito Falls* (US On30). Trade.  
**Contact:** [www.letchworthmrs.org.uk](http://www.letchworthmrs.org.uk)

## Saturday 30 November EATON BRAY, Bedfordshire

**Organiser:** Bedfordshire 16mm Narrow Gauge Modellers.

**Venue:** Eaton Bray Village Hall, Church Lane, Eaton Bray, near Dunstable, LU6 2DJ.

**Open:** 1000 – 1600.

**Admission:** £5.00, accompanied children under 16 free.

**Amenities:** free parking; full disabled access; refreshments all day.

**Features:** large scale layouts, 32mm and 45mm gauges, live steam and electric. Trade, members' sales.

**Contact:** Chris Pretty 01442 244345  
[www.bag16mm.org.uk](http://www.bag16mm.org.uk)

## Saturday 30 November RAINHILL, Merseyside

**Organiser:** Rainhill MRC.

**Venue:** Rainhill Village Hall, Weaver Avenue, Rainhill, Merseyside, L35 4LU.

**Open:** 1000 – 1700.

**Admission:** adults £3.50, children £4.00 (includes a visit to and gift from Santa).

**Amenities:** full disabled access; refreshments.

**Features:** Christmas model railway show, with club and members' layouts, plus Merseyside & Southwest Lancashire OO9 Group. Trade.

**Contact:** Brian Davis 01925 226266  
[www.rainhillmrc.org.uk](http://www.rainhillmrc.org.uk)

## Saturday 7 & Sunday 8 December MANCHESTER

**Organiser:** Manchester MRS.

**Venue:** Barnes Wallis Building, University of Manchester, Altrincham Street, Manchester, M1 7JA.

**Open:** 1000 – 1730 Saturday  
1000 – 1630 Sunday

Advance ticket holders admitted at 0945 each day.

**Admission:** adults £10.00 (£8.50 if booked in advance via website). Children free, provided they are accompanied by an adult (maximum three per adult). Wheelchair users' carer free.

**Amenities:** three minutes walk from Piccadilly station; catering.

**Features:** layouts include *Marx Engels Platz* (German N, CM September 2019), *Ulvaryd Stand* (Swedish HOe, CM November 2019), and *Kozel Cement* (Czech HO, CM March 2013). Societies, demonstrations, and trade.  
**Contact:** [www.mmrs.co.uk](http://www.mmrs.co.uk)

## Saturday 14 & Sunday 15 December HIGHBRIDGE, Somerset

**Sedgemoor Rail**

**Organiser:** Burnham & District MRC.

**Venue:** King Alfred School, Burnham Road, Highbridge, Somerset, TA9 3EE.

**Open:** 1000 – 1600 both days.

**Admission:** adults £5.00, family £10.00.

**Amenities:** free car parking; step-free access; Country Bumpkins catering.

**Features:** layouts from OO9 to O, including *Beckenvick* (Swiss HOm, CM September 2012). Trade.

**Contact:** [www.bdmrc.co.uk](http://www.bdmrc.co.uk)

## Sunday 15 December BEXLEYHEATH, Greater London

**Organiser:** Selkent MRC.

**Venue:** Bexleyheath Academy, Graham Road entrance (behind Asda), Bexleyheath, Greater London, DA6 7EG.

**Open:** 1000 – 1600 (pre-booked ticket holders admitted 0945)

**Admission:** pre-booked tickets via website – adults £4.95, seniors and children £3.95, family £12.00. On the door – adults £6.00, seniors and children £5.00, family £12.00.

**Amenities:** free onsite parking; full wheelchair access; café.

**Features:** 19 layouts, including *Knuddestein* (N) and *Bitterfeld* (HO). Trade.

**Contact:** 07710 916343  
[www.modelrailwayexhibition.com](http://www.modelrailwayexhibition.com)

## Club news

Folkestone, Hythe & District Model Railway Club has a new contact e-mail address:  
[secretaryfmr@yahoo.com](mailto:secretaryfmr@yahoo.com)

## Meetings

### Tuesday 26 November – 14.00 RCTS – Welwyn Garden City

*The Railways of Western France* by Michael Bunn.

**Venue:** The Methodist Church, junction of Ludwick Way and Cole Green Lane, AL7 3PN.

**Contact:** R.McAdam 0131 669 7503

### Friday 29 November – 19.00 SLS – Newcastle upon Tyne

*New French Light Rail Systems in the Twenty-First Century* by Graham Jellett.

**Venue:** The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67, Westgate Road, Newcastle upon Tyne, NE1 1SG.

**Contact:** [www.slsnewcastle.org.uk](http://www.slsnewcastle.org.uk)

### Monday 2 December – 19.30 Plymouth Railway Circle

*The World of Steam in Sound and Ciné* by Barry Stirman.

**Venue:** St.Edward's Church Hall, Home Park Avenue, Peverell, Plymouth, PL3 4PG.

**Admission:** visitors £2.00.

**Contact:** S.Hammond 07814 821116

### Friday 6 December – 19.30 RCTS – Bristol

*The Right Kind of Snow in the UK, North America, Ukraine, and China* by Terry Nicholls.

**Venue:** St.Peter's Church Hall, Church Road, Filton, BS34 7BX.

**Contact:** R.McAdam 0131 669 7503

### Monday 9 December – 19.30 SLS – Ardrossan

*A Canadian Excursion* by Gerry Harwood.

**Venue:** Lauriston Hotel, 15, South Crescent Road, Ardrossan, KA22 8EA.

**Contact:** 01294 822303

### Tuesday 10 December – 19.30 RCTS – Hitchin

*Cane Train Odyssey – The Cane Tramways of Queensland and Fiji* by Patrick Keef.

**Venue:** Tilehouse Street Baptist Church, Upper Tilehouse Street, SG5 2EE.

**Contact:** R.McAdam 0131 669 7503

### Wednesday 11 December – 19.00 Swiss Railways Society – London

*Quiz Night* by Neil Wheelwright.

**Venue:** Meditation Room, YMCA King's Cross 1, 120, Cromer Street, London, WC1H 8BS.

**Contact:** [london@swissrailsoc.org.uk](mailto:london@swissrailsoc.org.uk)

### Saturday 14 December – 11.00 Swiss Railways Society – West of England

*On Swiss Rails along the route of the Rhône* by Mervyn Kendall.

**Venue:** The Keyberry Hotel, 17, Kingskerswell Road, Newton Abbot, TQ12 1DQ.

**Contact:** [wofe.branch@swissrailsoc.org.uk](mailto:wofe.branch@swissrailsoc.org.uk)





## Free admission for children at Manchester exhibition



The Manchester Model Railway Society will be staging its 82nd model railway exhibition over the weekend of 7th and 8th December 2019, once again at The Barnes Wallis Building, University of Manchester Northern Campus, Altrincham Street, Manchester, M1 7JA. Opening times are 10.00am to 5.30pm on Saturday and 10.00am to 4.30pm on Sunday.

Due to its city centre location, the event is ideal for arriving by public transport, either by tram or train; the venue is only a three minute walk from Manchester Piccadilly railway station. There is also ample parking in the venue's own multi-storey carpark (sat-nav postcode M1 3BB).

Amongst the twenty layouts booked to appear, covering a range of scale/gauge combinations, eras, and prototypes, is *Kozel Cement* (pictured), which was featured in our March 2013 issue.

This Czech HO layout was constructed by Alan Wardman but was subsequently sold and has been significantly remodelled by the current owner.

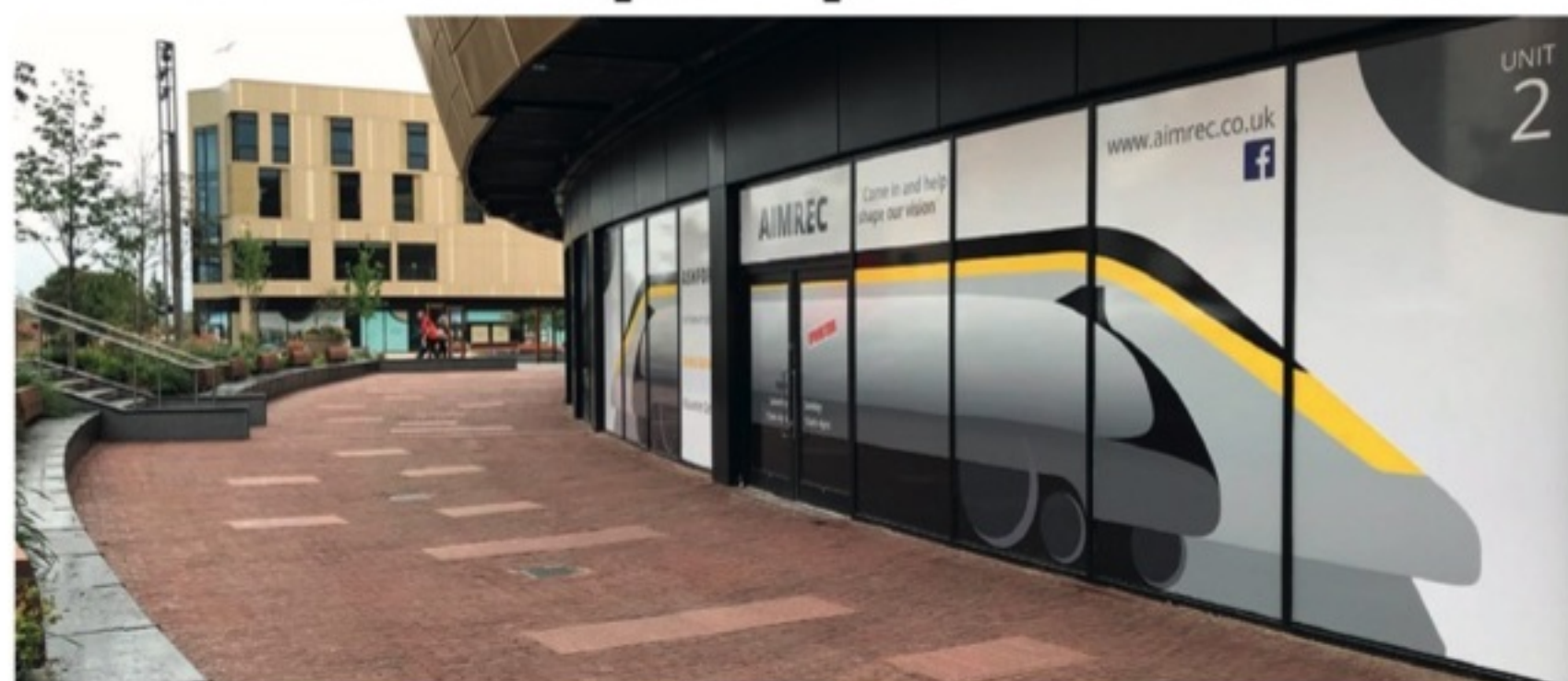
Other highlights for foreign fans are *Marx Engels Platz* (German N, by Bill Roberts, CM September 2019), and *Ulvaryd Stand* (Swedish HOe, by Charles Insley, CM November 2019).

The show aims to cater for the whole family, with a number of activities for children, including opportunities to operate trains and lorries on one of the MMRS layouts, and take part in a treasure hunt to win a prize.

On the door tickets are £10.00 for adults, with up to three accompanied children admitted free. Advance tickets are available at the discounted price of £8.50 (including a free exhibition guide and affording entry to the show early, from 9.45am) through the website:

[www.mmrs.co.uk/exhibition](http://www.mmrs.co.uk/exhibition)

## AIMREC to open preview suite



The ambitious project to establish a permanent model railway and exhibition centre in the vicinity of Ashford International station in Kent will achieve a significant milestone on Saturday 7th December. As a prelude to their long-held vision of securing permanent premises, those behind the Ashford International Model Railway Centre (AIMREC) project will be welcoming visitors to a new preview suite.

The premises will be used to display a selection of sample model railway layouts in various scales, along with display information panels showing the public (as well as potential investors and sponsors of the project) the aims and vision for the planned 38,000sqft Centre, which is planned to be located in the adjacent County Square.

Situated at Unit 2, Elwick Place, Elwick Road, Ashford, Kent, TN23 1AE, the suite will be open every weekend until further notice from 10.00am to 4.00pm. Admission is free.

Attending the opening weekend will be the 'Railmen of Kent', the winning team from Series Two of *The Great Model Railway Challenge* on Channel 5. Team members will be exhibiting the layouts they created for the programme and talking about their experiences.

There are also volunteering opportunities to assist with operating the layouts and explaining the AIMREC vision to visitors. To find out more:

[friends@aimrec.co.uk](mailto:friends@aimrec.co.uk)

[www.aimrec.co.uk](http://www.aimrec.co.uk)

## Coming next month

out 19th December

# CONTINENTAL MODELLER

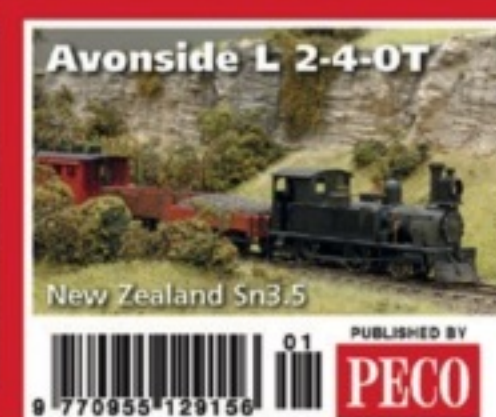
JANUARY 2020 £5.20 (UK)

[www.pecopublications.co.uk](http://www.pecopublications.co.uk)

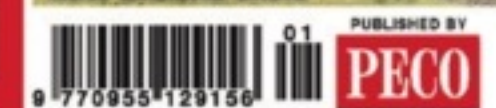
FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH



Also in this issue...



Latest Reviews ... and much more



### • Reckingen

Jean-Pierre Muratore has a new Swiss HOm layout, designed for easy transport and set up at exhibitions, depicting a passing station on the Furka Oberalp.

### • Le Bois

On a board just 1.51m x 1.08m, Peter Marriott created a compact Epoch V French HO layout located somewhere the Rhône Alpes region.

### • Zweifelsfall

Lucien Eijdens chose to model in HOe a rural narrow gauge terminus somewhere in Germany, using a space-saving sector plate as a loco release.

### • New Zealand L class 2-4-0T

Celyn Bennet scratchbuilt an Avonside tank loco of 1878 in Sn3½ (1:64 scale on 16.5mm gauge) making use of photo-etching and 3D-printing.

### • Schnell amoll a Hells

Jürgen Heinrich built a diminutive diorama in Oe depicting a rail-served brewery in Bavaria.

... and much more!





## Spanish van model prompts family memories

Enrique Fernández Picazo writes, from Spain:

Thanks to seeing a picture on the internet, I found out that Peco manufactured a private owner van (ref.NR-P969) with the name of my great-grandfather's company!

The company was started at some point at the end of the 19th century by my great great grandfather (José María Picazo). After him, my great grandfather (José María Picazo) and, later, his brother (Herminio Picazo) continued the family business. The main activity was the manufacture of wine in bulk for other cellars. One of its main clients was González Byass, the most important manufacturer of sherry in Spain.

In order to transport its goods through Spain, the company owned at least twelve 'fudre' wagons according to the register of RENFE, the state-owned company which operates freight and passenger trains in Spain. Many of these wagons were built at the beginning of the 20th century and the last ones were in use until the end of the 1960s. The use of tank wagons and the development of the road transport caused their progressive disappearance. As they were generally owned by the wineries, not the railway companies, these wagons were painted and customised by each wine-maker. For this reason, these wagons were very showy.

The company sadly closed almost a hundred years ago: my great grandfather and his brother were killed at the beginning of the Spanish Civil War (on 23rd August 1936) and the company was sold in the aftermath of the war.

Almost no documents about the winery have been preserved, but during my research I did find a piece of the company's official notepaper where, by chance, a drawing of a similar wagon is part of the letterhead.



Also, the Basque Railway Museum were able to provide me with copies of some photographs of the wagons. The lettering was slightly different on the two examples.

Through the model our family has remembered our great grandfather. The model has made an entire family happy.



*Editor's note:* the idea for this wagon, and for several others, came from the Peco importer and distributor for Spain, Comercial BritLine in Barcelona. They wanted to be able to offer a range of Spanish wagons in N gauge and so researched the prototypes and proposed many examples, including this one. A photograph was found in a book published by *Maquetren* in Spain about the company that built rolling stock, Mariano de Corral-Amurrio. This and other information was used to create the artwork for the model, an existing Peco product which was similar to the original though not an exact replica. (The arrangement of the rather small sliding side doors at one end on the originals is unusual; it is assumed that within the van body there was a large container, with pipe connections, so there was no need for larger doors to load barrels or crates.)

Although produced by Peco in the UK, the Spanish wagons and vans are exclusive to Comercial BritLine and only available from retailers in Spain.

[www.comercialbritline.com](http://www.comercialbritline.com)

Our thanks to *Maquetren* and the Basque Railway Museum for permission to use the photographs.



## Faller Create

Faller are offering online design and production for individual 1:87 structures.

Faller Create is an impressive new online facility for serious modellers who want a structure that is not available commercially. Easy-to-use intuitive software helps

with every step of the process of designing detailed high quality buildings. It offers the highest degree of freedom with regard to the design, colour, and specific accessories to make a unique personalised structure. The model will then be produced in a recyclable bio-plastic to the most accurate scale standards using state-of-the-art 3D-printing.

Faller Create reduces the time required for the design, production, and shipping to a minimum; the model will be delivered within a few days. This is scratchbuilding, but with modern technology.

The Faller Create team will be happy to help and advise.

[www.faller-create.de](http://www.faller-create.de)



## CONTINENTAL MODELLER Classified Advertisements

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**, Parris, 252 London Road South, Kirkley for MODELLING MATERIALS and PECO PRODUCTS 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](http://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](http://www.plusdaughters.co.uk)

### Trade Sales

**NEW WEBSITE:** [www.zetlandmodelrailways.co.uk](http://www.zetlandmodelrailways.co.uk)  
Good quality second-hand North American, Continental and British, "O", "HO", "OO", "N" and "Z" scales. email [Bob@zetlandmodelrailways.co.uk](mailto:Bob@zetlandmodelrailways.co.uk)

### 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 £3 per issue plus £2 postage sent Airsaver Post and rest of the World £3.00 per issue plus £3 postage sent Airsaver Post. Airmail – please enquire.

### Wanted (Trade)

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](http://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](mailto: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](mailto:anoraksanonymous@googlemail.com)

### Holiday Accommodation

#### HOLIDAY LET AVAILABLE IN BEER, DEVON

**NEAR PECORAMA.** Portland Heights is a stunning property offering a balcony with spectacular views overlooking Lyme Bay. Sleeps 6. Available all year round. All bookings made through JEAN BARTLETT COTTAGE HOLIDAYS, website: [www.jeanbartlett.cottageholidays.co.uk](http://www.jeanbartlett.cottageholidays.co.uk) or telephone: 01297 23221.

### Fairs, Sales and Swapmeets

November 2019

#### 24 November (Sun) 10am-2pm

**CATTERICK FAIR**, Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children and Seniors £2. Early entry £5. Free parking. JIM CORR. Tel: 0750 403 5955 email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk) for further information.

December 2019

#### 1 December (Sun) 10.30am-3.30pm

**KEMPTON PARK TOY AND 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, Concessions £3.50, Children £1, early entry buyers £10 (from 8.30am). London's No1 Sunday Toy and Train Collectors Fair. RM TOYS LTD. Tel: 023 923 815 29 or 07957 823 507.

#### 14 December (Sat) 10am-3pm

**GATESHEAD INTERNATIONAL STADIUM**, Neilson Road, Gateshead, NE10 0EF (just off Felling by pass, A184) Admission £3, Concessions £2. JIM CORR. Tel: 0750 403 5955 email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk)

## Private

### Property for Sale

Cut the expense of moving house by advertising your property in the RAILWAY MODELLER or CONTINENTAL MODELLER for just 15p a word its great value for money!!

### Private Wanted

#### G SCALE AND OTHER GARDEN RAILWAYS

**WANTED.** Gauge 1, SM32, Bachmann, LGB, Piko, Accucraft, Roundhouse etc. Locomotives, rolling stock, track, points and accessories all required. Tel: 01302 371623 email: [sophiecul99@gmail.com](mailto:sophiecul99@gmail.com)

### Wanted Clubs and Societies

#### NARROW GAUGE STOCK WANTED BY THE 009

**SOCIETY**, collections, locos, rolling stock, readymade BEMO, LILLIPUT, ROCO etc or kit and scratchbuilt. Contact: 009 Society, 5 Quarry Road, Colehill, Wimborne. BH21 2NP. Email: [members-sales@009society.com](mailto:members-sales@009society.com) for society details see [www.009society.com](http://www.009society.com)

## OPPORTUNITY YOURS

CM Classified Advertisement Order Form — last date for receiving copy for February 2020 issue is 5th December 2019

Please insert advertisement under the section headed:.....

**PLEASE NOTE:** If you do wish to renew an existing advert, phone, write, fax or email within 3 months of the original advert being placed.

**MINIMUM CHARGE £4.20 per advert (£3.50 + 70p VAT)**

Prices below do not include VAT. Please add 20% VAT to total.

Rates per word: Private 15p, Trade 25p, Swapmeets 40p.

Box number £5.50 extra.

Tick if a box number is required ☐

Advertisements without a box number must include your name, address or telephone number. We would recommend stating gauge. Standard abbreviations (LMS, META, 0-6-0), normal hyphenations (O-gauge, 2-rail, pre-war) and prices count as one word. Telephone numbers, whether exchange or all figure, count as two words.

**CONDITIONS OF ACCEPTANCE:** All copy is subject to our approval. We reserve the right to request amendments.

Scale or gauge should be mentioned when referring to models. Swapmeets and other events must include a telephone number at which the organiser can be contacted.

Advertisers are expected to acknowledge all enquiries that enclose an SAE (even if the item has already been sold).

Advertisers are reminded of the Trade Descriptions Act and must avoid misrepresentation of goods offered. The Business Advertisements (Disclosure) Order 1977 requires all who sell goods in the course of a business to indicate this clearly in the advertisement.

I enclose cheque/PO for £.....  
(made payable to Peco Publications).

It is unwise to send coins or banknotes either in payment for the advertisement or goods.

Name.....

Address.....

.....

..... Postcode.....

Please send remittance to: Classifieds Department, Peco Publications, Beer, Seaton, Devon, EX12 3NA

Alternatively you can telephone: 01297 21542, fax: 01297 20229 or email: [classifieds@peco.co](mailto:classifieds@peco.co)

This form may be copied to save cutting the page



## FLEISCHMANN N GAUGE

|  |                                                             |
|--|-------------------------------------------------------------|
|  | 7170 DB Class<br>011 Pacific Loco<br>(MB) .....£139.00      |
|  | 7171 DB Class<br>012 Pacific Loco<br>(MB) .....£139.00      |
|  | 7179 DB Class<br>50 2-10-0 Loco<br>(MB) .....£139.00        |
|  | 7380 DB Class<br>151 Electric Loco<br>(MB) .....£129.00     |
|  | 7430 DB Class<br>614 Car DMU<br>Pack (MB) .....£139.00      |
|  | 8170 SJ Express<br>Baggage Coach<br>(MB) .....£27.50        |
|  | 8899 DB 1st/2nd<br>Silverfish Coach<br>(MB) .....£37.50     |
|  | 9350 Lufthansa<br>Airport Express<br>Pack (MB) .....£245.00 |

**Many more coaches  
and wagons at marcway.net**

Visit our spacious shop ★ 1200 square feet of sales area.  
WORLDWIDE MAIL ORDER SERVICE & ALL MAJOR CREDIT CARDS TAKEN  
**598-600 Attercliffe Road,  
Sheffield S9 3QS**

**T: 0114 2449170 Open 10.00-4.00**  
**Closed Wednesday and Sunday**  
**www.marcway.net**  
Situating 2 miles from M1 Junc 34 (Meadowhall Exit)  
200 yards from Attercliffe Tram Stop  
**0114 244 9170**  
**FAX: 0114 261 9729**

## THE FRENCH RAILWAYS SOCIETY

### MODEL RAIL SHOW & WINTER RÉUNION

SUNDAY 9th FEBRUARY 2020 (10:00 – 16:30)

LENHAM COMMUNITY CENTRE,  
LENHAM, KENT ME17 2QT

Model railway layouts in various scales.  
Sales and second-hand stands.  
Railway Societies' stands.  
Display of railway ephemera and photographs.  
Programme of talks and slideshows

Full details on Society's website [www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org)

## Scale & HiRail by American Models

22 Steam and Diesel Engines.  
25 Freight, Passenger Cars and Caboose.  
Realistic Track.  
Tomalco Scale Track.  
Over 30 year reputation.  
Email or send SAE for stock list.  
Catalogue – £3 incl p&p UK

Des Browne, 20 Priory Manor,  
HOLYWOOD, BT18 0LD  
[browne151@btinternet.com](mailto:browne151@btinternet.com)

## THE GERMAN RAILWAY SOCIETY

QUARTERLY JOURNAL ↔ LOCAL GROUPS ↔ EXPERT HELP

See us at:  
**Warley National Model Railway Exhibition**  
Saturday 23rd and Sunday 24th November

**WWW.GRS-UK.ORG**

For details e-mail [memsec@grs-uk.org](mailto:memsec@grs-uk.org)  
or send an A5 SAE to: Membership Secretary: B Tozer,  
49 Queens Road, St George, Bristol BS5 8HT. Telephone: 0117 954 2424

## Strictly Continental

For every  
European  
railway  
enthusiast

**ONLY  
£6.99**

From and all good model shops, by post direct\*  
(address below), or via our website  
[www.pecopublications.co.uk](http://www.pecopublications.co.uk)  
\*Please add £1.50 towards P&P.  
**PECO PUBLICATIONS & PUBLICITY LTD, BEER,  
DEVON EX12 3NA, ENGLAND**

## The European Railways Association

For a FREE copy of our magazine "Eurorail"  
ask [editor@eurorail.org.uk](mailto:editor@eurorail.org.uk)

Two e-Magazines      Local Meetings  
Many information sources      Annual Show

With a month off in December members will hopefully be  
doing some modelling and having a well earned rest  
after our busy and successful year.  
We wish a Peaceful Christmas to Members and Friends.

Worldwide subscription is still only £11.50.  
Contact [membership@eurorail.org.uk](mailto:membership@eurorail.org.uk) for information.  
**WWW.EURORAIL.ORG.UK**

## SWISS RAILWAYS SOCIETY

We wish everyone a very Happy Christmas  
and what better Christmas present to  
yourself or a loved one than joining us!  
UK membership is only £20.00 per year for  
a quarterly full colour A4 magazine and a  
nationwide network of Branches

For joining details please e-mail: [membership@SwissRailSoc.org](mailto:membership@SwissRailSoc.org) .uk  
Or write to: SRS MEMBERSHIP SECRETARY (CM)  
55 The Boulevard, Sutton Coldfield, B73 5JB. Or check our website:  
**[www.swissrailsoc.org.uk](http://www.swissrailsoc.org.uk)**

## THE HOBBY SHOP

Est. 1988

[www.hobb-e-mail.com](http://www.hobb-e-mail.com)    01795 531666    [info@hobb-e-mail.com](mailto:info@hobb-e-mail.com)

85 Preston Street, Faversham, Kent. ME13 8NU

TRY OUR SAME-DAY DESPATCH MAIL ORDER SERVICE.  
ALL MAJOR CREDIT/DEBIT CARDS ACCEPTED.

## mkn      Märklin Repairs

**digital**      ABN : 13693291720

**H0 and OO 1947 to 2020**  
**Servicing, Digital Conversions and Advice.**  
**Quality Workmanship.**

From \*800, 30\*/31\* to 36\*, 37\*/39\* series locomotives undertaken.  
AC to MM2 or MFX formats with/without sound. Reverse Units.  
Large range of Märklin spares and decoders kept in stock.  
Proprietor: David Neale  
P.O. BOX 40 BOWRAL NSW 2576 AUSTRALIA  
Mobile : 0414 309 120    Telephone : (02) 4861 1761  
Email : [mkn\\_digital@bigpond.com](mailto:mkn_digital@bigpond.com)    Website : [mkn-digital-train-repairs.com](http://mkn-digital-train-repairs.com)

**Australia Wide Märklin Model Train Repairs**



# Kent Garden Railways

## 16mm and G Scale Specialists

Whether its live steam, battery or electric for your garden we have the stock to get you going



LGB \* Accucraft \* Peco \* Piko \* Bachmann \* Trainline \* Roundhouse \* Pola \*

## Great Stocks of On30, OO, HO, OO9/HOe & N

We have large stocks from the leading manufacturers



Hornby \* Bachmann \* Peco \* Minitrains  
Gaugemaster \* Metcalfe \* Heljan  
Graham Farish \* Dapol \* Woodland  
Scenics \* Kato \* Walthers \* Kadec  
Expo \* Noch \* Oxford Diecast \* Kestrel  
Atlas \* Parkside \* Oxford Rail \* Ratio  
Wills \* Modelscene and much more



Piko G Scale DR BR95 Steam Locomotive



Roundhouse 16mm Darjeeling B - live steam locomotive



933-3094 Walthers HO Union Station Kit



LGB G Scale 23530 RhB Class G 4/5 Steam Loco



Walthers HO Mainline GE ES44AH Evolution Series GEVO Locomotive

## Kent Garden Railways

66 High Street, St Mary Cray, Orpington, Kent, BR5 3NH

Tel 01689 891668 email sales@kgrmodels.com [www.kgrmodels.com](http://www.kgrmodels.com)

Shop open 0900-1700 Tuesday to Saturday

# OSBORN'S MODELS

DOING 'N' SCALE  
on a  
BIG SCALE

**KATO**  
PRECISION RAILROAD MODELS



7 HONESTONE ST, BIDEFORD, N.DEVON, EX39 2DL 01237 423453

[www.osbornsmodels.com](http://www.osbornsmodels.com)



## BETWS-Y-COED LL24 0AL

STEAM & DIESEL LOCOS OPERATING OUR  
7 1/4" SCENIC RAILWAY. 10 MINUTE RIDE

MUSEUM WITH MODEL RAILWAY LAYOUTS

- 'OO' Hornby - Bachmann Branchline - 'N' Gauge - 'Z' Gauge
- IN STOCK 'N', 'HO' & 'G' GAUGE CABLE CARS
- 'O' Gauge Bassett-Lowke Locos and Rolling Stock
- Large stocks 'G' Gauge - Roundhouse Live Steam
- NOW IMPORTING FULL RANGE LIVE STEAM WILESCO
- Excellent stocks of Peco - 009 - 'HO' - Scenery
- Brawa, Marklin, Trix and TrixTwin

Mail Order Tel: 01690 710568 Fax: 01690 710132

OPEN DAILY ALL YEAR 10.00am to 5.00pm Large Car Park

e-mail: [info@conwyrailwaymuseum.co.uk](mailto:info@conwyrailwaymuseum.co.uk)

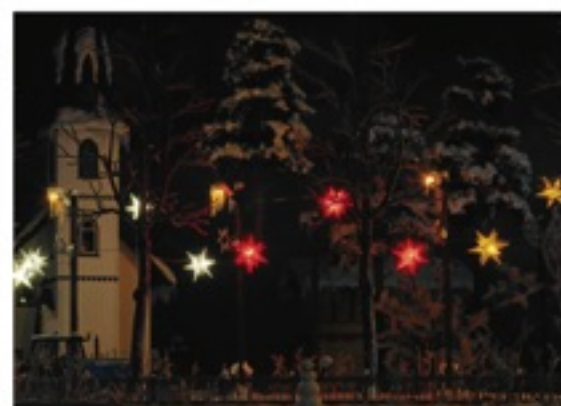
web site: [www.conwyrailwaymuseum.co.uk](http://www.conwyrailwaymuseum.co.uk)



GOLDEN VALLEY HOBBIES



Busch  
1143 Icicles  
£4.55



Busch 5416  
3 Red Star Decorations  
£20.90



Busch 89010  
3 Snowy Cars  
£20.50



Busch 7855  
Action Set: Ice Rescue  
£16.90



Busch 7856  
Action Set: Slipped  
£9.10



Busch 7858  
Accident With Snowy Car  
£16.90



Busch 5409  
Snow Covered Tree & Lights  
£18.20



Busch 7170  
Glittering Snow Powder  
£7.10



Busch 6465  
10 Snowy Trees & Snowman  
£14.60

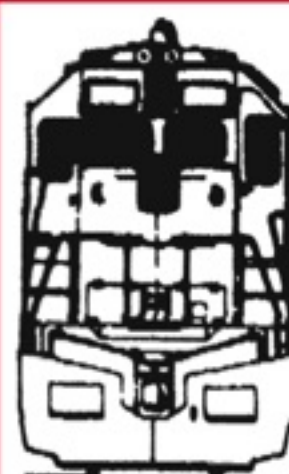
[www.GoldenValleyHobbies.com](http://www.GoldenValleyHobbies.com)

Unit 1 Pontrilas Business Park, Pontrilas, Herefordshire, HR2 0AZ

See our website, write or call to order. Trade enquiries welcome. 01981 241 237

Prices are correct at time of print and are subject to change.

Diesels  
Steam Engines  
Books  
Buildings  
Freight Cars  
Passenger Cars



## THE AMERICAN RAILROAD CENTRE

Specialist Importers and Retailers of  
American Model Railroad Equipment

15 Lower Bore Street, Bodmin,  
Cornwall PL31 2JR

Telephone: (01208) 72025 Ext 1

E Mail: [americantrains@aol.com](mailto:americantrains@aol.com)



Tuesday-Friday 10am-4pm  
Saturday 10am-3.30pm ★ Closed Monday



Trucks & Cars  
Signals  
Backscenes  
DCC  
DVD  
Trackwork  
Scenics  
Magazines  
Detailing Parts

Visit us Online at:

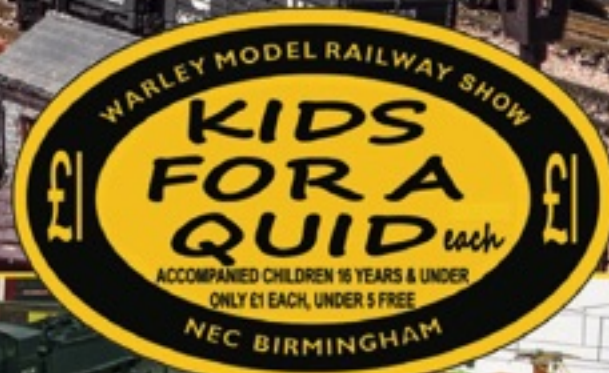
[www.americanrailroadcentre.com](http://www.americanrailroadcentre.com)





# WARLEY NATIONAL 2019

at the NEC Birmingham  
Sat 23rd & Sun 24th November 2019



**Saturday 23rd & Sunday 24th November 2019**  
Sat 9.45am - 6pm & Sun 9.45am - 5pm Advance ticket holders 9.15am Sat & Sun

- 90 Model Railway Layouts - Gauges Z to I and Bigger
- Over 150 Specialist Trade Stands
- Modelling Demonstrations
- Most Major Scale & Gauge Societies
- Preservation & Specialist Interest Societies
- Full Size Centrepiece Locomotive Display
- Centrepiece Locomotive Transport Sponsored by Squires Model & Craft Tools

TICKET HOTLINE  
Tel: 0844 5810737  
Booking fee applies

See our website for more details  
[www.thewarleyshow.co.uk](http://www.thewarleyshow.co.uk)

Sponsored by:  
GRAHAM FARISH by BACHMANN  
BACHMANN  
RAILWAY MODELLER PECO CONTINENTAL MODELLER  
HORNBY  
Crécy

Photos: courtesy Railway Modeller

the 'MUST GO TO SHOW'

## DCC Supplies

Excellence in model control

Email: [info@dccsupplies.com](mailto:info@dccsupplies.com) Website: [www.dccsupplies.com](http://www.dccsupplies.com)  
Telephone: 01905 621999



- We take the time to find the right product for you
- Our own range of innovative products
- All encompassing range of stock products
- Wide range of Dapol Products (**price match** on locos & wagons)
- Special Commissions, Limited Editions
- DCC installations, service and repairs for any gauge
- Expert friendly customer support
- Informative DCC Workshops
- Teaching you the facts since 2006
- Visit us at our shop and try the demo facilities

### Shop Opening Times:

- Mon- Thur 10am-5pm, Fri 12pm-5pm
- Sat 10am-4pm

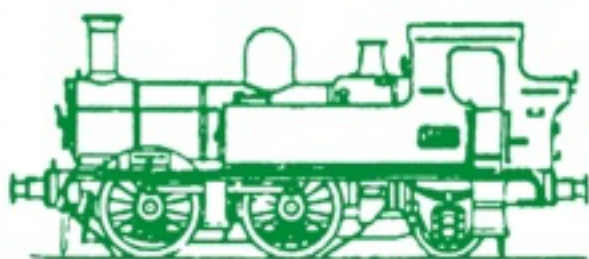
### Phone Opening Times:

- Mon-Fri 10.30am-12pm & 2pm-4.30pm

Unit 17A Top Barn Business Centre, Holt Heath, WR6 6NH UK



## KITTLE HOBBY



★ ACCESS : VISA : SWITCH CUSTOMERS ORDER BY 'PHONE.

RHONGYR UCHAF HOUSE, off Penwyllt Rd, Penycae, Swansea SA9 1GD

(Callers welcome by appointment please)

All correspondence to Kittle Hobby/Banks of Kittle

P.O. Box 05, Ystalyfera, Swansea SA9 1YE

★ NON E.E.C. CUSTOMERS OVER £50 VAT FREE.

Tel. 01639 731005

E-mail: [kittlehobby@gmail.com](mailto:kittlehobby@gmail.com)

Website:  
[www.kittlehobby.com](http://www.kittlehobby.com)

### American N Gauge post & packing £3.99



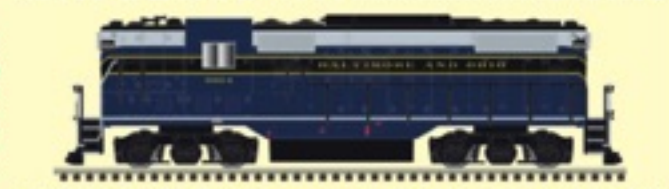
K402 FEF Union Pacific .....£190.00



A3792 Union Pacific MP15 .....£115.00



A3640 L & N VO-1000 .....£100.00



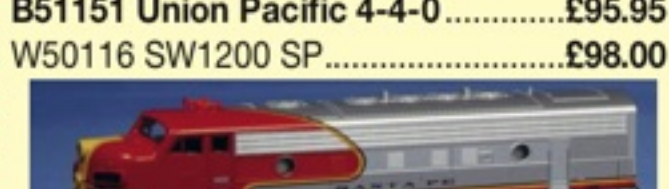
A2955 GP9 Baltimore & Ohio .....£108.95



A2896 S2 Baltimore & Ohio .....£108.95



B51151 Union Pacific 4-4-0 .....£95.95



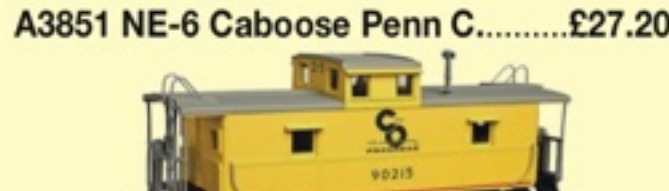
W50116 SW1200 SP .....£98.00



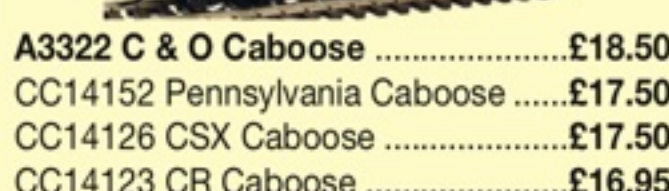
K2121 F7 A unit ATSAF .....£82.00



A3851 NE-6 Caboose Penn C .....£27.20



A3322 C & O Caboose .....£18.50



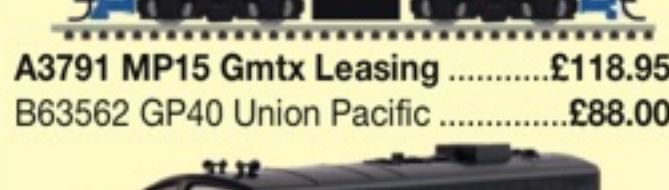
CC14152 Pennsylvania Caboose .....£17.50



CC14126 CSX Caboose .....£17.50



CC14123 CR Caboose .....£16.95



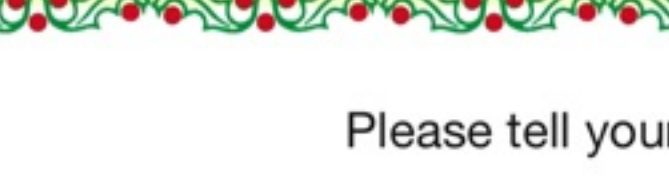
CC14156 GN Caboose .....£18.75



A3791 MP15 Gmtx Leasing .....£118.95



B63562 GP40 Union Pacific .....£88.00



K2301 FP7A Milwaukee .....£100.00



B51572 Southern 2-6-2 .....£95.00



B60053 Plymouth AT & SF .....£56.70



K9212 SDP40F ATSF .....£110.00



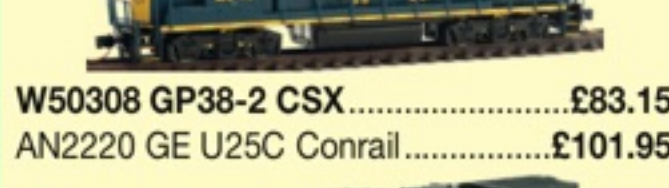
K8932 GE ES44AC GEVO UP .....£106.00



A2533 MP15 Union Railroad .....£115.00



W50308 GP38-2 CSX .....£83.15



AN2220 GE U25C Conrail .....£101.95



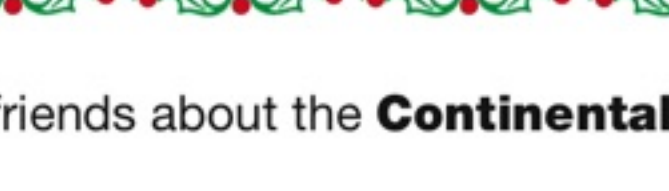
K7035 C & NW AC4400CW .....£108.00



K8931 ES44AC BNSF .....£108.00



HN2317 GE U28C BN .....£100.00



MT280 Heinz 36' Wood Box Car .....£29.95



A3195 Tank 'Eastman Chemicals' .....£16.90



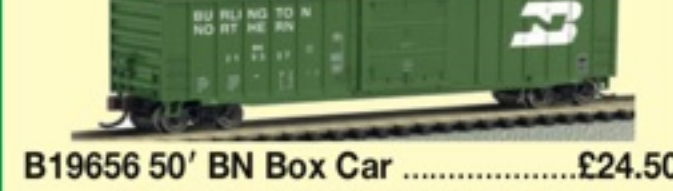
A2676 GTW 40' Reefer .....£23.90



B71052 SF 50' Box Car .....£19.95



40' Wood Reefer 'Multibestos' .....£28.50



B19656 50' BN Box Car .....£24.50



IM65760 UP 1937 Box Car .....£26.75



MT410 34' Ice Reefer Heinz .....£33.60



MT040 50' Union Pacific Box Car .....£35.00



MT280 Heinz 36' Wood Box Car .....£29.95



A3195 Tank 'Eastman Chemicals' .....£16.90



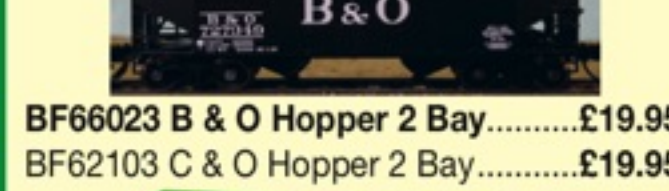
A3195 Tank 'Eastman Chemicals' .....£16.90



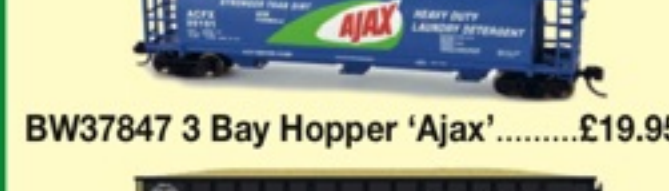
BW Reading 'Blue Coal' Hopper .....£20.95



BW 2 Bay Hopper 'Waddell Coal' .....£20.00



BF66023 B & O Hopper 2 Bay .....£19.95



BF62103 C & O Hopper 2 Bay .....£19.95



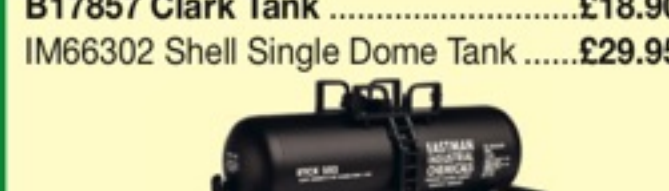
BW37847 3 Bay Hopper 'Ajax' .....£19.95



BF14251 NYC Woodchip Hopper .....£12.90



Tank Car 'Transcontinental' .....£19.95



B17857 Clark Tank .....£18.90



IM66302 Shell Single Dome Tank .....£29.95



A3195 Tank 'Eastman Chemicals' .....£16.90



A3195 Tank 'Eastman Chemicals' .....£16.90



# N Scale AMERICAN TRAINS



**www.nscaleamericantrains.co.uk**

One of the largest stockists of Kato N Scale Unitrack in the UK

68 Lucas Avenue Harrow HA2 9UJ Tel: 020 8868 4851

*Christmas Tradition  
Choo Choo Train Under  
Every Christmas Tree*



**czech-house.com**



**Let Santa Fay  
treat you to  
something  
lovely this  
Christmas**

|                  |                                              |                    |         |
|------------------|----------------------------------------------|--------------------|---------|
| Piko 59990       | DB-AG Class 440 4-section e.m.u.             | <del>£240.00</del> | £180.00 |
| Roco 73830       | NS Class 1200 Electric, Era IV Yellow/Grey   | <del>£265.00</del> | £210.00 |
| LS12218          | SNCF Class 18.2 Electric, Era VI Grey Livery |                    | £227.05 |
| Roco 73818       | BLS Re4/4 Electric, Era IV/V Brown Livery    | <del>£235.00</del> | £209.40 |
| ACME 60416       | SNCF Fret Class 186 Electric, Era VI Silver  | <del>£213.60</del> | £159.00 |
| Roco 73482       | SNCF 2D2, Era IV Green Livery                | <del>£230.00</del> | £204.00 |
| Roco 73543       | ÖBB Class 1044, Era VI Word Logo, SOUND      | <del>£235.00</del> | £198.00 |
| Roco 72040       | DB-AG ICE3, 4 Car-Set, Era VI                | <del>£375.00</del> | £335.10 |
| Roco 72042/72044 | ICE3 2-Coach Add-on Sets                     | <del>£140.00</del> | £125.65 |
| ACME 60152       | FS Class E645 Electric, Era III Brown        |                    | £194.10 |
| Roco 73587       | CFL Class 4000 Electric, Era VI Grey/Maroon  | <del>£180.00</del> | £144.00 |
| Jouef HJ2365     | SNCF BB36000 Electric, Red/Grey Livery       | <del>£184.99</del> | £153.60 |
| Jouef HJ2366     | SNCF BB36000 Electric, Green/Grey Livery     | <del>£184.99</del> | £153.60 |
| LS10052S         | Channel Tunnel BB22400TTU x2, DCC SOUND      |                    | £656.95 |
| Roco 73921       | Lokomotion Class 193 Vectron, Era VI         | <del>£190.00</del> | £167.50 |

1 Crosby Street, Carlisle CA1 1DQ

Tel: 01228 514689, Tues > Sat 10a.m. > 5p.m.

<https://candmmodels.co.uk> [sales@candmmodels.co.uk](mailto:sales@candmmodels.co.uk)

American Model Railroading in HO

Worldwide Shipping

Locomotives

Freight Cars

Books

Paints & Adhesives

Passenger Cars

Scenics

Styrene Plastics

Vehicles

Tools



9 Miles from Heathrow Airport

DCC Systems

High Quality Pre-Owned Models

Buildings

Couplers/Trucks/Wheels

Detail Parts

Magazines

Everything You Need To Go Model Railroading

Thousands Of Items In Stock

Website Only Shows In Stock Items and Clearly Marked Advance Reservations

Our Yeovil Road shop is open Tuesday to Friday 10.00am to 4.00pm, Saturday 10.00am to 1.00pm (Closed Bank Holidays)  
Shop open 5 days a week - Website 24/7 - 916 Yeovil Road, Slough Trading Estate, Berkshire, SL1 4JG

**www.modeljunction.info**



# THE ULTIMATE DAY OUT FOR RAILWAY MODELLERS

**PRICES**  
IN ADVANCE £9.00  
ON THE DOOR £10.00

WARNER'S SHOWS

BRM

30+ LAYOUTS • 100+ TRADERS/SOCIETIES • LEARN FROM EXPERTS

RMweb

NVR

**TICKETS ON SALE!**  **MODEL-RAILWAY-SHOWS.CO.UK**

Sat 10am - 5pm & Sunday 10am - 4pm. Advance ticket holders 9.30am Sat & Sun

East of England Arena & Events Centre, Peterborough, PE2 6XE |

Ticket hotline 0844 581 0816 | Booking closes 12 noon 6th Dec

**Supported by Market Deeping Model Railway Club**



**ONLINE SHOP LENDONS** OVER 70 YEARS IN BUSINESS EST. 1944  
Suppliers of Model Railway Locomotives, Coach and Wagon Stock. Accessories and parts for all popular gauges.

**Hornby Collectors Centre and Hornby Warranty Repair Centre**  
Large selection of spares

192 Fidlas Road, Llanishen, Cardiff CF14 5LZ  
029 2075 2563 9am-5pm [www.hornbyinternationaluk.co.uk](http://www.hornbyinternationaluk.co.uk)

## INDEXES

PLEASE SEND SAE FOR DETAILS OF  
AVAILABILITY AND CHARGES:

PECO TECHNICAL ADVICE BUREAU, BEER,  
NR SEATON, DEVON EX12 3NA

See us at WARLEY  
and **SAVE £15**  
on Annual Membership

Join online at <https://www.nmrabr.org.uk/amember/signup>



## Scandinavian Railways Society

Discover the Railways and models of  
Scandinavia. Visit our STAND B073 on  
Saturday 23rd and Sunday 24th November at the  
WARLEY MRC EXHIBITION, Birmingham NEC.  
For more details visit

[www.scanrailsoc.org.uk](http://www.scanrailsoc.org.uk) &  Scanrailsoc

## MAC'S MODEL



## RAILROADING

4-8 Reform Street Kirriemuir  
Scotland DD8 4BS

Authorized Exactrail Dealer, Railflyer Prototype, Kato, Gaugemaster,  
Digitrax, Broadway Limited, Woodland Scenics

## BRITISH, AMERICAN AND CONTINENTAL OUTLINE

To contact us: email is best or mail to the above address.

[ian@ecscenics.co.uk](mailto:ian@ecscenics.co.uk) [www.macsmodels.co.uk](http://www.macsmodels.co.uk)

**Telephone 01575 572397**

Payment:- £4.95 PER ORDER. Overseas at cost.  
Postal orders, Cheque, IMO (stirling),  
All Major Credit Cards & Debit Cards

**Opening Hours Monday - Saturday 10.30 - 5.00pm**

Closed Thursday

Our full terms & conditions are available on our website or by  
sending us a SSAE





**3 WAYS TO  
SHOP**  
CALL CLICK VISIT

**ALL ABOARD**

est. 1975

# Downunder's Best European Model Shop



**ONLINE • SHOWROOM • PHONE**  
**www.allaboardeexclusive.com.au**

**44 years of service in the model railways business in Australia**

68-72 Old Hume Hwy Nth Mittagong/Braemar NSW 2575. Email: vic@allaboard.com.au

PO Box 388 Mittagong 2575. Ph: (02)4871 2966. Open 9.30-4.30. Closed Sundays, Public Holidays



**The U.K.'s Premier North American Model Railroad Store**

'Bricks & Mortar' store with **FREE** parking, tea & coffee

Extensive stock of **HO, N & Z** scales, including hard to find product

We are stockists / dealers for most American brands

Official dealers for: -

**Broadway Limited Imports & ScaleTrains.com**

**Official  
ScaleTrains  
Dealer**  
For both HO and N scales



ScaleTrains HO and N scale Tier 4 in Navajo Mining livery



Broadway HO Union Pacific Challenger with sound and smoke

**MECH MODELS**

Unit 9, Lancaster Park, Newborough Road, Burton on Trent, DE13 9PD  
www.mech-models.com admin@mech.co.uk 01283-575444



## Unit 2, 48-52 Tomline Road, Ipswich IP3 8DB

Opening Hours: 1000-1600 Mon-Fri, 1000-1300 Sats. Closed Sun & Bank Hols

Phone: 01473 252009. Email: scograil@btinternet.com Web: www.scograil.co.uk

UK Delivery: Orders under £100 = £3, £100 - £195 = £4, Free if over £195

|                                                                                                 |                                                                                                                  |                                                                                     |
|-------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------|
|                                                                                                 |                                                                                                                  |                                                                                     |
| Fleischmann 737215<br>N Gauge SBB Cargo Ae6/6<br>Electric Loco VI <b>£149.95</b>                | Fleischmann 738903<br>N Gauge LTE BR187<br>Electric Loco <b>£129.95</b>                                          | Fleischmann 738973 N Gauge<br>LTE BR187 Electric Loco -<br>DCC Sound <b>£185.95</b> |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Fleischmann 881814<br>N Gauge SBB Express<br>Coach Set (2) <b>£51.00</b>                        | Fleischmann 881903 N Gauge<br>National Express Coach Set (3) VI<br>(DCC-Fitted) <b>£103.50</b>                   | Fleischmann 881813<br>N Gauge SBB Express<br>Coach Set (3) <b>£75.95</b>            |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Piko 52860 HO Gauge<br>Expert PKP SU46 Diesel<br>Loco <b>£143.95</b>                            | Piko 59191 HO Gauge<br>(Expert) ZSSK Vectron<br>Electric Loco <b>£147.95</b>                                     | Piko 96308 HO Gauge<br>Expert PKP SP45 Diesel<br>Loco <b>£135.95</b>                |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Rivarossi HR4259<br>HO Gauge DR, 3-unit set coaches,<br>green/ivory livery <b>£131.75</b>       | Rivarossi HR4260 HO Gauge DR,<br>3-unit set coaches, green/ivory<br>resp. red livery <b>£131.75</b>              | Rivarossi HR4261 HO Gauge<br>DR, Salon Coach, brown/ivory<br>livery <b>£45.00</b>   |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Rivarossi HR4274 HO Gauge FS,<br>set of 4 Gran Confort Coaches<br>in XMPR Livery <b>£137.70</b> | Rivarossi HR6419 HO Gauge SBB,<br>4-axle sliding walls wagon Habis-x,<br>grey livery, MIGROS aproz <b>£28.00</b> | Roco 05216<br>HO Gauge Tanktainers<br>(3) pack <b>£22.95</b>                        |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Roco 05217<br>HO Gauge Containers<br>(3) Pack <b>£18.95</b>                                     | Roco 72146<br>HO Gauge SNCB Serie 25<br>Steam Loco <b>£219.95</b>                                                | Roco 73268 HO Gauge<br>SBB Re465 016 Stockhorn<br>Electric Loco <b>£189.00</b>      |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Roco 73269 HO Gauge SBB<br>Re465 016 Stockhorn Electric<br>Loco - DCC Sound <b>£261.00</b>      | Roco 73464<br>HO Gauge ÖBB Rh1245<br>Electric Loco <b>£157.50</b>                                                | Roco 73465 HO Gauge<br>ÖBB Rh1245 Electric Loco -<br>DCC Sound <b>£229.50</b>       |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Roco 73782<br>HO Gauge BLS Re4/4 194<br>Electric Loco <b>£211.50</b>                            | Roco 73783 HO Gauge BLS<br>Re4/4 194 Electric Loco -<br>DCC Sound <b>£283.50</b>                                 | Roco 76044<br>HO Gauge PKP Gondola<br>Set (2) <b>£47.50</b>                         |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Roco 76245 HO Gauge<br>DBAG Rnoos644 Bogie<br>Stake Wagon <b>£39.95</b>                         | Roco 76401<br>HO Gauge VTG Swing<br>Roof Wagon <b>£34.95</b>                                                     | Roco 76719<br>HO Gauge Transfesa Bogie<br>Tank Wagon <b>£21.95</b>                  |
|                                                                                                 |                                                                                                                  |                                                                                     |
| Roco 76874 HO Gauge<br>SBB Flumroc Hbbilns Sliding<br>Wall Wagon <b>£23.85</b>                  | Roco 76786<br>HO Gauge Transfesa<br>Sliding Wall Van <b>£20.95</b>                                               | Roco 76418 HO Gauge<br>AAE Geest Articulated<br>Pocket Wagon <b>£79.20</b>          |

**We will be at the National Festival  
of Model Railways at Peterborough  
on 7th and 8th December 2019**

# Mount Tabor Models

Come and visit Mount Tabor Models, the friendly model shop, based in the heart of the Peak District, where there is plenty for the rest of the family to do and see while you look round our shop.

If you can't visit simply phone, Fax or E-mail your requirements.

## NEW IN STOCK

### RIVAROSSI HO

|        |                                                     |         |
|--------|-----------------------------------------------------|---------|
| HR4267 | Henschel Weggmann 5 coach rake purple cream DRG Ep2 | £249.00 |
| HR2641 | FS S100 ex USATC steam loco black livery Ep3        | £140.00 |
| HR6417 | SNCB, 2, 4 axle flats Rmms + Remms, brown, Ep4/5    | £49.00  |
| HR6431 | NS, 2 closed wagons Gs, "van Gend + Loos" brown Ep4 | £51.00  |
| HR6412 | DB, 2 axle flat Kls, loaded + drum load SIEMENS Ep4 | £31.50  |

### LILLIPUT HO

|         |                                                     |        |
|---------|-----------------------------------------------------|--------|
| L230153 | 2 coil wagon set "ThyssenKrupp" Sahimms-u Ep6       | £79.00 |
| L235778 | Coil transport wagon type Sahimms-u DB Schenker Ep5 | £39.75 |
| L132476 | SNCF Diesel shunter 2060-060-2 white/blue livery    | £97.00 |

### LILLIPUT HOe

|         |                                                           |         |
|---------|-----------------------------------------------------------|---------|
| L340501 | 2 Unit set VS7 and B4 34 Ziller coach and driving trailer | £114.00 |
| L340502 | VS102 "Zell am See" + VBs 201 SLB coach set Ep6           | £114.00 |
| L340500 | Ochslsbahn rake of 3, 2 axle coaches                      | £74.00  |
| L141487 | Austrian U class 0-6-2 tank engine in DRG livery          | £138.00 |
| L142108 | D15 B B Zillertal diesel "Black Beauty"                   | £127.50 |

### N GAUGE MINITRIX

|        |                                                 |         |
|--------|-------------------------------------------------|---------|
| T16681 | SBB Ce6/8 III electric loco DCC Sound green Ep6 | £360.00 |
|--------|-------------------------------------------------|---------|

### LILIPUT

|         |                                                    |         |
|---------|----------------------------------------------------|---------|
| L161001 | Fireless steam loco Meiningen type C Ep5 preserved | £165.00 |
| L161003 | Fireless steam loco Meiningen type C Ep5 UK5       | £165.00 |
| L161004 | Fireless steam loco Meiningen type C Ep5 GKW       | £165.00 |

### FLEISCHMANN

|          |                                                           |         |
|----------|-----------------------------------------------------------|---------|
| Fl709903 | Bavarian GtL 4/4 branch line tank analogue green Ep1      | £162.00 |
| Fl822301 | Bavarian type "H" pair, log transport wagons Ep1          | £26.00  |
| Fl823606 | Bavarian "Sml" 2 axle rail transport wagon with rails Ep1 | £28.00  |
| Fl826003 | Bavarian "VO" open livestock wagon with cattle Ep1        | £24.00  |
| Fl835705 | Bavarian "G" braked 2 axle van green Ep1                  | £23.00  |

### MARKLIN AND ROKUHAN Z GAUGE

|           |                                                          |         |
|-----------|----------------------------------------------------------|---------|
| M88780    | DB Br218 286-3 Diesel traffic red experimental paint Ep4 | £199.00 |
| RH7297028 | Small oval ballasted track pack A                        | £31.00  |
| RH7297062 | Double ballasted track oval set C with 2 points          | £135.00 |

### SEE OUR TRADE STAND NEXT AT:

**30th November** Letchworth MRS Exhibition,  
Etonbury Academy, Stotfold Road, Arlesey,  
Bedfordshire SG15 6XS

Shop open Tuesday and Thursday afternoons 1 pm till 5 pm other times by appointment.

Mail order continental model railway specialists.

Mount Tabor Models, Scarthin, Cromford, Matlock, Derbys DE4 3QF

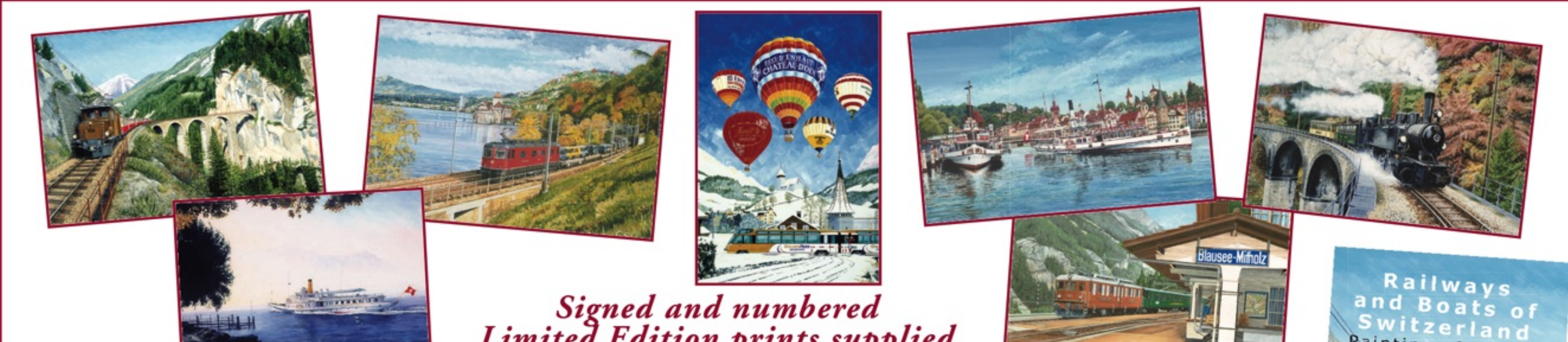
Phone & Fax 01629 822294

E-mail: [mount.tabor@btopenworld.com](mailto:mount.tabor@btopenworld.com)



# Railways and Boats of Switzerland

Limited Edition Prints and Paintings by Gerald Savine NDD, GRA



*Signed and numbered  
Limited Edition prints supplied  
in heavy weight 3" postal tubes.*

**£30.00 each incl. p&p (UK). £35.00 each incl. p&p (Overseas).**  
**See all the prints on:- [www.geraldsavine.co.uk](http://www.geraldsavine.co.uk)**  
 or send a S.A.E. for the **8 page leaflet** showing all the prints.  
**The original paintings are for sale. Prices and details on request.**

Swiss prints sizes:- Paper size- 420mm high x 597mm wide;  
 Image size 297mm high x 420mm wide.  
 There are slight differences in some the sizes of the images.

English prints are:- Paper size- 297mm high x 420mm wide;  
 Image size 210mm high x 297mm wide.

**Wentworth Wooden Jigsaw Puzzles**  
 'Ticino Gotthard', 'The 17.30 to Swanage' and 'Corfe Station' are still available. **Price £25** plus p&p **£5** UK & Europe, **£10.00** rest of World  
 'Corfe Castle Crossing', a 500 piece puzzle from Gibson Puzzles. [www.gibsonsgames.co.uk](http://www.gibsonsgames.co.uk). Swanage Railway paintings also available as prints.

**Gerald Savine** NDD, GRA.  
 The Studio, Bridge House, Waterside, Upton-upon-Severn, Worcestershire, WR8 0HG  
 Telephone: 01684 591122 E-mail: [geraldsavine@btconnect.com](mailto:geraldsavine@btconnect.com)  
 Website: [www.geraldsavine.co.uk](http://www.geraldsavine.co.uk)

**MORRIS MODELS**  
 NORTH LANCING

80 Manor Road, North Lancing,  
 West Sussex, BN15 0HD  
 Tel 01903 754850  
[www.morris-models.co.uk](http://www.morris-models.co.uk)  
[info@morrismodels.co.uk](mailto:info@morrismodels.co.uk)

Your nearest Continental Model Railway Shop to Brighton & Worthing

**FLEISCHMANN**

NOW IN STOCK



Fleischmann N Gauge: 733675:  
 National Express Holding  
 GmbH BR110 Electric Loco: Era 6

Digital with Sound: **£235** +p&p

**BICYC-LED**



OO/HO & N  
 Cycles &  
 Motorcycles  
 with working  
 lights



Cycles £16 each; M/cycles from £17 each  
 Police Motorcycles – incl 3 flashing blue lights  
 and control unit – £50 (N & OO/HO)  
 (all + postage & packing)

Selection of designs available including  
 Scooters, Mopeds and Motor-cycles  
 For full details of range – visit our website

In shop digital demonstration layout – N & HO/OO gauge – Decoder fitting service

We stock the following ranges:

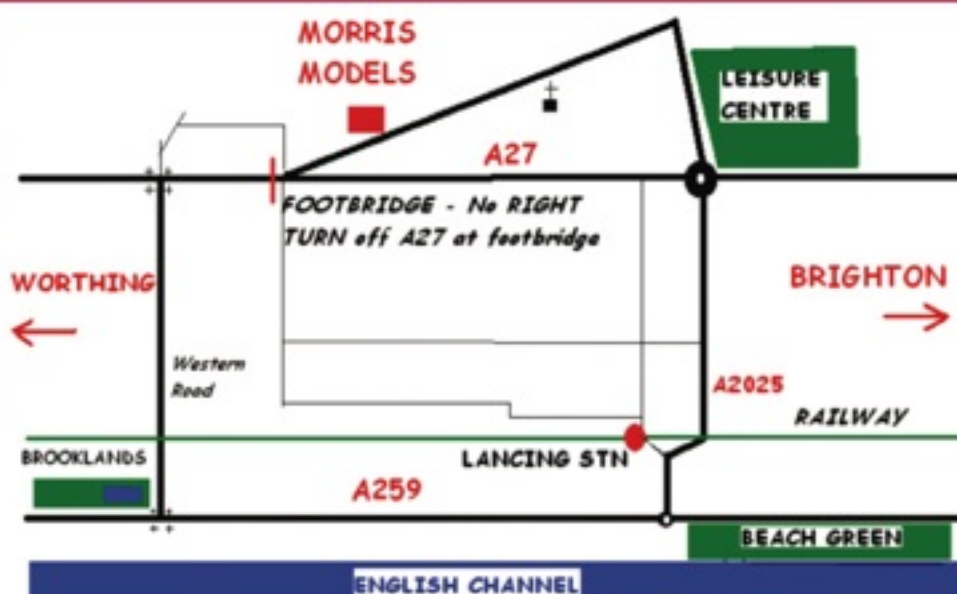


We also stock other scenics and N & HO/OO diecast road vehicles.

NEW ONLINE SECURE WEB SHOP – [www.morris-models.co.uk](http://www.morris-models.co.uk)  
 All major credit/debit cards accepted



We are just off A27 between Brighton  
 & Worthing just west of Shoreham  
 Airport – easy free parking.  
 Open Mon – Sat 9.30 to 5.00



## CONTINENTAL MODELLER Digital Only Edition

For your PC, Mac, laptop, iPhone, iPad or  
 other Android device including Kindle Fire.

**Subscribe  
 Today!**

**Free trial before you buy!**

Just follow this link:

[www.pecopublications.co.uk/digital-only-subscription.html](http://www.pecopublications.co.uk/digital-only-subscription.html)

► Same content as the magazine  
 including the adverts

► Access back issues from  
 January 2011 onwards

► Great space saving solution

► Download/view on the day  
 of publication – no more  
 waiting for the postman

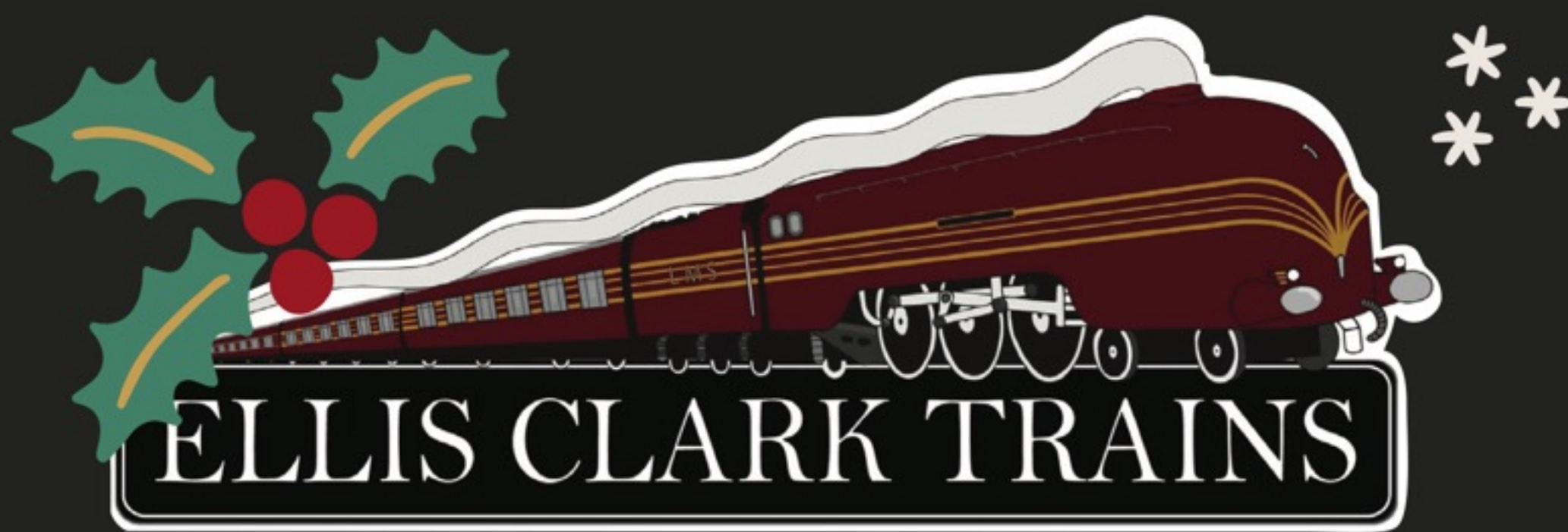
► Never miss an issue  
 – even when you're  
 away from home

**ONLY  
 £39.99  
 a year**

Technical Advice Bureau  
 Peco Publications & Publicity Ltd,  
 Beer, Devon EX12 3NA, England  
 Tel: 01297 21542







ELLIS CLARK TRAINS

Unit 1 Toller Court  
Shortbank Road, Skipton  
North Yorkshire BD23 2HG

WANTED

VISIT our  
O GAUGE &  
LARGER gauge  
SHOWROOM

LOOKING TO SELL  
YOUR COLLECTION?

WE HIGHLY VALUE YOUR MODELS

- ◆ Full/part collections purchased
- ◆ No need for a list - we travel and view/collect
- ◆ Everything purchased - railways, die-cast & Railwayana
- ◆ All gauges and ages, including continental & US
- ◆ Upfront payment by cash, bank transfer or cheque
- ◆ Vast experience in purchasing large collections
- ◆ Friendly and professional service
- ◆ Specialised interest in 7mm O gauge

GET IN TOUCH

[ellisclarktrains.com](http://ellisclarktrains.com)

01756 701451

[ellis@ellisclarktrains.com](mailto:ellis@ellisclarktrains.com)

CONTACT ELLIS OR ALBERT





# BEAT THE PRICE INCREASE!

## Only £49 for 12 issues

**20%  
SAVING**  
off the cover price

Also includes:  
Delivery direct  
to your door  
Free Digital  
Edition Access\*  
UK only offer

### CONTINENTAL MODELLER

NOVEMBER 2019 £5.20 (UK)  
www.pecopublications.co.uk

FEATURING RAILWAYS FROM AROUND THE WORLD EACH MONTH

**Süd Harz**  
German HOm

CONTINENTAL  
MODELLER  
Celebrating  
40  
years

Also in this issue...

**Ulvaryd Strand**  
Swedish HOe

**Belgomine Travaux**

Belgian HO

**Coyote Canyon**

US On30

Latest Reviews ... and much more

9 770955 120150 PUBLISHED BY PECO

**OVERSEAS  
SUBSCRIPTIONS**  
only £79  
for 12 issues

\*Worth £39.99. Available for your PC, Mac, tablet or mobile device. Fully searchable back issues starting from Jan 2011. Access to digital content available only while subscription is active.

visit [www.pecopublications.co.uk](http://www.pecopublications.co.uk) or call **01297 626203**





**RAILS OF SHEFFIELD**

[railsofsheffield.com](http://railsofsheffield.com)



Corporate Partners of

**RAILWAY MUSEUM**

# WANTED

## CASH OR EXCHANGE

WE WANT **ANYTHING** MODEL RAILWAY RELATED,  
ANY AGE, ANY GAUGE, FROM A SINGLE ITEM TO A  
LIFETIME COLLECTION. DISTANCE NO OBJECT.  
PLEASE TELEPHONE, OR EMAIL YOUR LISTS TO  
[SECONDHAND@RAILSOFSCHEFFIELD.COM](mailto:SECONDHAND@RAILSOFSCHEFFIELD.COM)

**BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE**

**RAILS OF SHEFFIELD VALUE YOUR SECOND HAND COLLECTION VERY HIGHLY**

**LOCOS - COACHES - WAGONS - TRACK-WORK - CONTROLLERS - ACCESSORIES  
DIE-CAST - LORRIES - BUSES - PLANES - SOLDIERS - RAILWAYANA - AND MORE**

**DECEASED ESTATES - EX SHOP STOCK A SPECIALITY  
FAST SERVICE WITH COMPLETE DISCRETION ASSURED**

**— NO COLLECTION IS TOO LARGE —**

**FOR LARGER COLLECTIONS WHERE IT IS IMPOSSIBLE TO LIST ALL ITEMS - WE CAN ARRANGE A PERSONAL VISIT**

**IMMEDIATE PAYMENT BY BANK TRANSFER OR CASH  
OR WHY NOT TRADE YOUR ITEMS IN FOR EXCHANGE FOR AN EVEN BIGGER ALLOWANCE**

**We URGENTLY require collections of any size, featuring products from the following manufacturers:**



WE ALSO BUY RAILWAYANA

SIGNAGE AND TOTEMS

AND MORE...

Telephone our Second Hand team on: (0114) 255 1436 or email: [secondhand@railsofsheffield.com](mailto:secondhand@railsofsheffield.com) - Ref: CM2019

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://www.twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)





RAILS OF SHEFFIELD

railsofsheffield.com



Corporate Partners of

RAILWAY MUSEUM

WE VALUE YOUR  
**PRE-OWNED &  
SECOND HAND**  
MODEL COLLECTION  
**VERY HIGHLY!!**

ALL BRANDS

FOR CASH

**CONTACT US**

get in touch by email,  
phone or post with  
your list of items



STEP  
01



STEP  
02

**WE MAKE AN OFFER**

our friendly, experienced staff  
review your list and make an  
honest valuation and offer



**BRING, SEND OR COLLECT**

either visit the shop, send us your  
items, or for larger collections we will  
arrange collection for you

STEP  
03



STEP  
04

**PAYMENT MADE!**

we confirm the offer and make  
a fast, secure payment via your  
choice of payment method

**TOP  
GUARANTEED  
PRICES  
PAID**

**FAMILY  
BUSINESS  
FRIENDLY  
SERVICE**

FOR MORE DETAILS see our website: [railsofsheffield.com/wanted](http://railsofsheffield.com/wanted)

**FULL COLLECTIONS PURCHASED  
UK & WORLDWIDE COLLECTION AVAILABLE**

**BUY · SELL · EXCHANGE · ANY GAUGE · ANY AGE**

TELEPHONE OUR SECOND HAND TEAM ON: (0114) 255 1436  
OR EMAIL: [SECONDHAND@RAILSOFSHEFFIELD.COM](mailto:SECONDHAND@RAILSOFSHEFFIELD.COM)

21-29 Chesterfield Road - Sheffield - South Yorkshire - S8 0RL - UK - Tel: (0114) 255 1436 - Fax: (0114) 255 5982

Email: [info@railsofsheffield.com](mailto:info@railsofsheffield.com)

Web: [railsofsheffield.com](http://railsofsheffield.com)

[railsofsheffield](https://www.youtube.com/railsofsheffield)

[railsofsheffield](https://www.facebook.com/railsofsheffield)

[railssheffield](https://twitter.com/railssheffield)

[railsofsheffield](https://www.instagram.com/railsofsheffield)







See us at the following events:  
**15th-17th Nov @ Wakefield MRS and  
 7th & 8th Dec @ Blyth & Tyne MRC**  
**Open Weekend, North Shields.** 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.

| FLEISCHMANN N (NEW UNUSED COLLECTION)                          |  |             |
|----------------------------------------------------------------|--|-------------|
| 7025 DB 80 030, 0-6-T                                          |  | €55.00      |
| 7030 DB 91 1001, 2-6-T                                         |  | €55.00      |
| 7077 DB 78 510, 4-6-4-T                                        |  | €75.00      |
| 7084 DB 86 457, 2-6-T, blackened wheels                        |  | €90.00      |
| 7096 DB 94 1730, 0-10-0-T                                      |  | €75.00      |
| 7098 DB 86 457, 2-6-T, blackened wheels                        |  | €90.00      |
| 7155 DB 55 275, 0-6-0                                          |  | €90.00      |
| 7157 DB 58 2659, 2-6-0                                         |  | €95.00      |
| 7163 DB 38 3884, 4-6-0                                         |  | €90.00      |
| 7165 DB 38 3865, 4-6-0                                         |  | €90.00      |
| 7166 DB 38 2208, 4-6-0 with hub tender                         |  | €95.00      |
| 7401 DB 86 Railbus, maroon                                     |  | €90.00      |
| 7401K DB Railbus trailer, maroon                               |  | €30.00      |
| 7251K DB 221 137-3 diesel, 1/b                                 |  | €75.00      |
| 83737K SB 103 110-3 electric, TEE, red/cream                   |  | €75.00      |
| 7231 DBAG 122 248-9, 1/b                                       |  | €75.00      |
| 811098 DR 98 812, 0-6-0-T                                      |  | €75.00      |
| 811099 all black 4-6-0 (ex B39)                                |  | €165.00     |
| 7899 KPEV 2-6-T + 2 x 4wh coach + 3 wagon, Ltd Ed.             |  | €125.00     |
| 7898 KPEV 4-6-0 + 3 x 6wh + 1 x 4wh coach, Ltd Ed set          |  | €165.00     |
| 807156 KPEV 31672, 2-6-0 and photography                       |  | €90.00      |
| 725033 MAV M62 230 diesel, red                                 |  | €95.00      |
| 907156 LbH Loko 1498 651-3, grey                               |  | €95.00      |
| 917320K MTHb LokoPac 1498 652-1, grey                          |  | €75.00      |
| 967385NEM SB Logistic 185 544-4, black                         |  | €95.00      |
| 7323KANEM SBB Cargo Re481 005-7, blue/red                      |  | €75.00      |
| 7305 Edelweissbahn 0-6-0 Jackstrack rail electric.             |  | €55.00      |
| 967385NEM LokoPac 185 532-9, green/silver                      |  | €95.00      |
| 867385NEM LokoPac 185 532-9, green, ex1                        |  | €165.00     |
| 8070K DB 4wh clerestory postbag, green                         |  | €140.00     |
| 8659K DR LWB 4wh 3rd, gondola end, green                       |  | €140.00     |
| 8660K DR LWB 4wh postbag, green                                |  | €140.00 (2) |
| 8661K DR LWB 4wh 2nd, green                                    |  | €120.00     |
| 8662K DR LWB 4wh 1st, green                                    |  | €120.00     |
| 8244K DR 2nd, express door, green                              |  | €140.00     |
| 7174NEM DR 01 1059 4-6-2 streamline (Digital TCS chip)         |  | €135.00     |
| 7035 DR 81 001, 0-8-0-T                                        |  | €80.00      |
| 7075 DB 91 011, 4-6-4-T, blackened wheels                      |  | €90.00      |
| 7141 DR 24 047, 2-6-0, blackened wheels                        |  | €70.00      |
| 7063 DRG 64 365, 2-6-2-T                                       |  | €90.00      |
| 7099 DRG 98 812, 0-8-0-T                                       |  | €75.00      |
| 8572602 EVB 420 11, diesel, red/white/black                    |  | €75.00      |
| 731112 waco Lokopack electric ES64 -U2-034, blue/silver/orange |  | €90.00      |
| 7821 KPEV 0-6-0 95239, green                                   |  | €90.00      |
| 7821 KPEV 4-6-4-T, green                                       |  | €90.00      |
| 7913 KPEV 4-6-4-T, green                                       |  | €90.00      |
| 827320K MTHb Lokopack 488 651-3                                |  | €100.00     |
| 733230K NAG 481 004-0, blue/white/green                        |  | €120.00     |
| 733230K basket electric, red                                   |  | €90.00      |
| 7341 SBB Re44-1, red/cream                                     |  | €90.00      |
| 7385K SBB Cargo Re481, blue/red                                |  | €65.00      |
| 7386K SBB Cargo Re482, blue/red                                |  | €65.00      |
| 7344 SOB Re44-1, red                                           |  | €75.00      |
| 907330K Swiss Mittelthurgau/Bahn Lokopack, electric.           |  | New price   |
| 725021K 0108 BCR 2000, 2-6-0                                   |  | €90.00      |
| 726001K Regental Cargo 2016, diesel, blue                      |  | €90.00      |
| 726001K RAG 145-C120, silver/blue                              |  | €95.00      |
| 827321K Tc Logistic 145c1 031, silver                          |  | €95.00      |
| 827321K IMOTRANS 211 136-5 diesel, blue                        |  | €75.00      |
| 827321K TCS 145C1, green/red                                   |  | €115.00     |
| 867420K CONNEX Doreto Railcar, blue/grey                       |  | €95.00      |
| 8899 DB 1st/2nd Silverfish, blue skirt, Fleischmann DAs        |  | €150.00 (3) |
| 881008 DB Tm Netztagt set x 4 coach, ex1                       |  | €90.00      |
| 80526K DB Baggage van, 4wh, green, ex1                         |  | €150.00     |
| 80718K DB 1st/2nd, 6wh, Clerestory, green                      |  | €150.00     |
| 863601K DB Recesit 4wh, 4wh, green                             |  | €160.00     |
| 863601K DB Bogie postbag, green                                |  | €180.00     |
| 878063K DB works, 4wh, gondola ends, blue                      |  | €150.00     |
| 8074K DB 2nd, 6wh, Clerestory, green                           |  | €140.00     |
| 8126K DBAG 1st/2nd D Silverfish, green                         |  | €140.00     |
| 8126K DBAG 1st/2nd D Deck, green/grey (DOC fitted)             |  | €120.00     |
| 8126K DBAG 2nd D Silverfish, grey tone green                   |  | €180.00     |

Please Note loads more stock available in HO European, HO USA, HOm, N European and USA. Z. Please write, ring or e-mail for details.

---

Please Note! Our stock is changing regularly. if you do not see what you require give us a ring or write. We may be able to help and we always enjoy chatting to fellow enthusiasts.

---

**WANTED:** We specialise in buying and selling secondhand equipment. Top quality only please in Gauges Z, N, HOe, HOm, HO urgently required. Part exchange a pleasure. Same day quotations. As fellow enthusiasts we pay good prices for European and American Outline. Brass and high quality kit built of all types always wanted. Simply telephone or write with details. We rarely disappoint. Why not 'Spring Clean' the collection and make cash on those surplus items. Part exchange a pleasure – so give us a try. We are particularly interested in any Z, HO, N or Narrow Gauge as well as European Brass in good condition. European and American 'O' scale always required.

*Just the ticket for modelling enthusiasts!*



**PECORAMA • BEER • DEVON • EX12 3NA • t: 01297 21542 • [www.pecorama.co.uk](http://www.pecorama.co.uk)**   





**White Rose Modelworks**  
Unit 10, Bedale Station,  
The Bridge, BEDALE,  
North Yorkshire DL8 1BZ  
Tel: +44 (0)1677 422444

**Check our new website:**  
**[www.whiterosemodelworks.co.uk](http://www.whiterosemodelworks.co.uk)**  
**Email your enquiries:**  
**[info@whiterosemodelworks.co.uk](mailto:info@whiterosemodelworks.co.uk)**



**Modular Laser Cut Baseboards**  
**40 Standard Sizes to Suit Your**  
**Space & Needs**  
**Control Shelves and Backscenes**  
**Unique Plug and Latch System for**  
**Easy Joining**

**Laser Cut Helixes in 4 Standard Sizes**  
**Also Stretched & Bespoke Helixes**  
**All Baseboards & Helixes Made from**  
**Baltic Birch Plywood**

**Tracklaying, Electrics and Scenics**  
**Control Systems for DCC & Analogue**



**Available in Kit Form, Built-up Boards**  
**or Fully Assembled Railway**

# INDEX TO ADVERTISERS

## A

All Aboard, Australia.....25a  
**[www.allaboardeexclusive.com.au](http://www.allaboardeexclusive.com.au)**  
American Railroad Centre, Cornwall.....21a  
**[www.americanrailroadcentre.com](http://www.americanrailroadcentre.com)**

## B

Bachmann Europe Plc .....35a  
**[www.bachmann.co.uk](http://www.bachmann.co.uk)**  
Des Browne.....20a  
**email: [browne151@btinternet.com](mailto:browne151@btinternet.com)**

## C

C&M Models, Carlisle .....23a  
**[www.candmmodels.co.uk](http://www.candmmodels.co.uk)**  
Contikits (m).....32a & 33a  
**[www.contikits.com](http://www.contikits.com)**  
Continental Modeller Subscriptions.....29a  
Conwy Valley Railway Museum .....21a  
**[www.conwyrailwaymuseum.co.uk](http://www.conwyrailwaymuseum.co.uk)**

## D

DCC Supplies.....22a  
**[www.dccsupplies.com](http://www.dccsupplies.com)**

## E

Editorial .....3a  
Eisenbahn, Canada.....12a  
**[www.eisenbahncanada.com](http://www.eisenbahncanada.com)**  
Ellis Clark Trains .....28a  
**[www.ellisclarktrains.com](http://www.ellisclarktrains.com)**  
European Railways Association.....20a  
**[www.eurorail.org.uk](http://www.eurorail.org.uk)**

## F

Features .....4a & 5a  
French Railways Society .....20a  
**[www.frenchrailwaysociety.org](http://www.frenchrailwaysociety.org)**

## G

Gaugemaster/Faller.....10a  
Gaugemaster/Marklin.....6a  
Gaugemaster/Noch.....8a  
Gaugemaster/Piko .....7a  
Gaugemaster/Preiser .....9a  
Gaugemaster/Roco.....11a  
Gaugemaster/Trix.....OBC  
**[www.gaugemaster.com](http://www.gaugemaster.com)**  
German Railway Society .....20a  
**[www.grs-uk.org](http://www.grs-uk.org)**  
Golden Valley Hobbies.....21a  
**[www.goldenvalleyhobbies.com](http://www.goldenvalleyhobbies.com)**

## H

Hattons Model Railways .....14a  
**[www.hattons.co.uk](http://www.hattons.co.uk)**  
Hobby Shop Faversham .....20a  
**[www.hobb-e-mail.com](http://www.hobb-e-mail.com)**  
Hornby Hobbies International.....13a  
**[www.hornby.com](http://www.hornby.com)**

## K

Kato.....17a  
**[www.unitrack-kato.com](http://www.unitrack-kato.com)**  
Kent Garden Railways.....21a  
**[www.kgrmodels.com](http://www.kgrmodels.com)**  
Kernow Model Rail Centre, Cornwall .....15a  
**[www.kernowmodelrailcentre.com](http://www.kernowmodelrailcentre.com)**  
Kittle Hobby, Swansea.....2a & 22a  
**[www.kittlehobby.com](http://www.kittlehobby.com)**

## L

Lendons of Cardiff.....24a  
**[www.lendons.co.uk](http://www.lendons.co.uk)**

## M

Mac's Model Railroading, Kirriemuir .....24a  
**[www.macsmodels.co.uk](http://www.macsmodels.co.uk)**  
Marcway Models & Hobbies, Sheffield .....20a  
**[www.marcway.co.uk](http://www.marcway.co.uk)**  
MECH Models, Burton on Trent .....25a  
**[www.mech-models.com](http://www.mech-models.com)**  
MERKUR Tinplate O Gauge Model Trains.....23a  
**[www.czech-house.com](http://www.czech-house.com)**  
MKN Digital/Marklin Repairs .....20a  
**[www.mkn-digital-train-repairs.com](http://www.mkn-digital-train-repairs.com)**  
Model Junction .....23a  
**[www.modeljunction.info](http://www.modeljunction.info)**  
Morris Models, West Sussex .....27a  
**[www.morris-models.co.uk](http://www.morris-models.co.uk)**  
Mount Tabor Models, Matlock .....26a  
**email: [mount.tabor@btopenworld.com](mailto:mount.tabor@btopenworld.com)**

## N

The National Festival of Railway Modelling,  
Peterborough .....24a  
**[www.model-railway-shows.co.uk](http://www.model-railway-shows.co.uk)**  
The NMRA British Region .....24a  
**[www.nmrabr.org.uk](http://www.nmrabr.org.uk)**  
N Scale American Models.....23a  
**[www.nscalearicantrains.co.uk](http://www.nscalearicantrains.co.uk)**

## O

Osborn's Models.....21a  
**[www.osbornsmodels.com](http://www.osbornsmodels.com)**

## P

PECO Digital Editions .....27a  
PECO Lectrics.....16a  
PECO Strictly European.....20a  
PECO Subscriptions .....29a  
PECO Twist Lok .....page 817  
PECORAMA .....33a

## R

Rails of Sheffield .....30a & 31a  
**[www.railsofsheffield.com](http://www.railsofsheffield.com)**  
Railway Modeller January Issue Free Gift..18a  
Railway Modeller Extra .....18a  
Railways & Boats of Switzerland .....27a

## S

Gerald Savine.....27a  
**[www.geraldsavine.co.uk](http://www.geraldsavine.co.uk)**  
Scandinavian Railways Society .....24a  
**[www.scanrailsoc.org.uk](http://www.scanrailsoc.org.uk)**  
Scograil, Ipswich.....26a  
**[www.scograil.co.uk](http://www.scograil.co.uk)**  
Swiss Railways Society .....20a  
**[www.swissrailsoc.org.uk](http://www.swissrailsoc.org.uk)**

## W

Warley National 2019 .....22a  
**[www.thewarleyshow.co.uk](http://www.thewarleyshow.co.uk)**  
White Rose Modelworks .....34a  
**[www.whiterosemodelworks.co.uk](http://www.whiterosemodelworks.co.uk)**





# FIELD SYSTEM

A complete system for modelling natural fields and grassy locations

The **Field System** makes it easy to add texture and dimension while modelling meadows, fields and pastures with incredible realism. A wide range of colours and textures allows you to model any season or grassy landscape. All products are designed to work together, and each one includes simple-to-follow instructions to make modelling easy.

## Static King™ WFS639

Static King makes it easy to model large grassy areas and ensures Static Grass is applied vertically. The Static King has an ergonomic design and can be placed upside down for easy filling. It comes with different Sieve sizes for creating a varied effect using 2-12mm lengths of Static Grass. A divider allows the use of multiple colours and sizes at the same time for modelling realistic fields and other tall grasses.

- Clear hopper
- 360° Power Indicator Light
- Power via Power Supply or Batteries
- Non-slip rubber grip
- Divider allows use of multiple colours & sizes
- Easily interchange twist-lock Sieve
- Automatic discharge after each use



### Also Available

- **Static Grass** in a variety of lengths and colours
- **Field Grass** to model tall grass, field grass and weeds
- **Flowers** includes four shades of colour
- **Plant Hues** includes four shades of colour
- **Briar Patch** to add brambles, thickets and shrubbery
- **Static-Tac, Tuft-Tac & Spray-Tac**
- **Model-Vac** for picking up loose landscape material
- **Accent Shakers** help easily apply Plant Hues & Flowers



## AVAILABLE IN THESE STORES:

AGR Model Railway Store - Bedfordshire  
Model Railways Direct - Bristol  
Berkshire Dolls House Company - Berkshire  
Trident Trains Model Shop - Cheshire  
Kernow Model Rail Centre - Cornwall  
Broughton Newsagents - Cumbria  
Jackson's Models & Railways - Cumbria  
Rhuddlan Models - Denbighshire  
Malc's Models - Derbyshire  
A2B Model Railways - Derbyshire  
South Devon Railway - Devon  
Youings Toymaster Model Shop - Devon  
Shady Lane - Devon  
Buffers Model Railways - Devon  
Colletts Model Trains - Devon  
Bekra Models - Devon (Newton Abbot)  
Setchfield's - Dorset  
Model Railway Solutions - Dorset  
Bluebell Railway - East Sussex  
Train Times - East Sussex  
John Dutfeld - Essex  
Flair Rail - Essex  
Cheltenham Models - Gloucestershire  
Bourton Model Railways - Gloucestershire  
Sawyer Models - Greater Manchester  
Arcadia International Model - Greater Manchester  
Ron Lines - Hampshire  
AC Slotcars - Hampshire  
Test Valley Models - Hampshire  
Alton Model Centre - Hampshire  
Hampshire Models - Hampshire  
The Model Shop - Hampshire  
Wicor Models - Hampshire

Upstairs Downs - Isle Of Wight  
Mark's Models - Ireland (Dublin)  
Times Past Antiques - Ireland (Louth)  
Dream Steam - Kent (Aylesford)  
Hobby Shop - Kent  
Rochester Games & Model - Kent  
Kent Garden Railways - Kent  
Gravesend Games & Models - Kent  
Maidstone Games & Models - Kent  
Clarks Hardware Model Train Shop - Lancashire (Nelson)  
Carnforth Models - Lancashire (Carnforth)  
D K G Hobbies - Lancashire (Southport)  
The Signal Box - Leicestershire  
Ashtree Enterprises - Lincolnshire  
DB Models - Lincolnshire  
Mad About Trains - Lincolnshire  
Digitrains - Lincolnshire  
MRSG - Lincolnshire  
4D Modelshop Limited - London  
Bure Valley Railway - Norfolk  
Great Eastern Models - Norfolk  
A & H Models - Northamptonshire  
The Railway Conductor - Northamptonshire  
J & J Models - Northumberland  
Arcane Scenery and Models - Nottinghamshire  
DJ & F Benham - Nottinghamshire  
The Goods Yard Ltd - Nottinghamshire  
Trains4U - Peterborough  
Macs Model Railroading - Scotland (Forfar)  
Strachan's - Scotland (Aberdeenshire)  
Scoonie Hobbies - Scotland (Fife)  
Signals - Midsummer Norton (Somerset)  
Hollylovestoys - Somerset

Frome Model Centre - Somerset  
Topp Trains - Staffordshire  
Model Junction - Suffolk  
Flair Rail - Suffolk  
Orwell Model Railways - Suffolk  
Roxley Models - Surrey  
Kernow Model Centre - Surrey  
Compass Models - Sussex  
Redcar Models & Hobbies - Teeside (Redcar)  
Peters Spares Model Railways - Teeside (Middlesbrough)  
KDC Hobbies - Wales (Ammanford)  
Pontypool & Blaenavon Railway - Wales (Blaenavon)  
Rhuddlan Models - Wales (Rhuddlan)  
Lord & Butler Model Railways - Wales (Cardiff)  
Firestorm Games - Wales (Cardiff)  
Tony's Trains at Barby Model Rail - Warwickshire  
Our Place - Warwickshire  
Ian Allan Ltd Birmingham - West Midlands  
Hobbyrail - West Midlands  
Salisbury Model Centre - Wiltshire  
Spot On Models - Wiltshire  
Green Scene - Worcestershire  
Worcester War Games - Worcestershire  
DMB/Footplates - Worcestershire  
Going Loco - Yorkshire (Wakefield)  
The Model Centre (TMC) - Yorkshire (Whitby)  
Panda Models - Yorkshire (Doncaster)  
FMR Scale Models Ltd - Yorkshire (Bradford)  
Rails of Sheffield - Yorkshire (Sheffield)  
Monk Bar Model Shop - Yorkshire (York)  
Millennium Models - Yorkshire (Leeds)



Please visit [www.bachmann.co.uk](http://www.bachmann.co.uk) to find a retailer and view tutorial videos

Model • Collect • Create



# TRIX



## N and HO Scale Continental Specialists

### MINITRIX N 1:160 Scale

Minitrix produce an extensive range of German locomotives and rolling stock, from the steam age to the modern era.

N Scale gives you the flexibility to build a complex layout in a relatively small area.



### TRIX HO 1:87 Scale

The Trix range covers the majority of Europe in HO Scale, but especially Germany, spanning multiple eras and embracing DCC sound technology. A full range of locomotives and rolling stock is available.



### HO 1:87 Scale C-Track

The Trix C-Track range is a robust, pre-ballasted track system that simply clips together giving a firm, reliable electrical contact between track sections - simply clip together and get your locomotives running.



TRIX PRODUCTS ARE DISTRIBUTED IN THE UK BY GAUGEMASTER CONTROLS LTD. AND ARE AVAILABLE FROM YOUR LOCAL MODEL SHOP, OR, IN CASE OF DIFFICULTY, DIRECT FROM OURSELVES.

**GAUGEMASTER** Controls Ltd., Ford Road, Arundel, West Sussex, BN18 0BN, UNITED KINGDOM

tel - 01903 884488 fax - 01903 884377 email - [sales@gaugemaster.com](mailto:sales@gaugemaster.com) [www.gaugemaster.com/trix](http://www.gaugemaster.com/trix)