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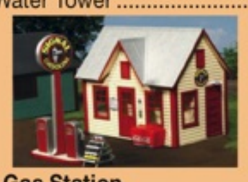
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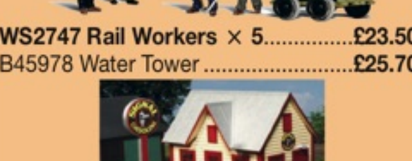


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Volume 42
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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday
of the preceding month.



Cover
The *Glacier Express* passes through Reckingen on the Furka Oberalp, hauled by HGe4/4II No.101 *Ville de Sion / Sitten*.
Photo: editor.

Happy New Year!

As this issue will appear just before the festive season, we would like to repeat our best wishes to all for a happy Christmas and a peaceful and prosperous New Year.

Warley show success at NEC

We are completing this issue just after the Warley show at the NEC. Once again, an extremely busy weekend. No doubt due to increased awareness as a result of the recent second series of *The Great Model Railway Challenge* television programme, not to mention the extra publicity from the astounding national and international media interest in the feature on Sir Rod Stewart's layout in the December RAILWAY MODELLER, with coverage in newspapers, radio, and television here and abroad, attendance was certainly increased. While it is unlikely that either influence will have converted those with no prior interest in railway modelling, it is clear that both have helped to re-awaken those whose active participation had lapsed, for whatever reason. Can we hope that our hobby will at last be seen by others in its true light, as a creative and satisfying pastime?

Thanks to all readers and contributors who visited the Peco Publications stand, and our apologies if the crowds prevented long or detailed conversations!

CM Cup competition 2019

It is that time of year again! We invite you to make your choice for the CM Cup competition. As before, we want to know the three articles you found most inspiring from all the 2019-dated editions. Remember all articles are eligible. We realise it may be a difficult task to choose just three, but we hope you will have a pleasant time leafing through the back issues trying to decide!

The CM Cup for 2019 will be presented to the author of the article that gains the most votes. Full details and an entry form can be found on page 69. We do appreciate your votes – without them we could not award the Cup with the same significance. And someone has to win the draw prizes ...

CM binding

Readers who wish to have their 2019 issues of CONTINENTAL MODELLER stitched and case-bound, complete with index, should place an order before Monday 17th February.

Binding, without covers and advertisements, costs £49.50 (including VAT and P&P), or £55.50 (including VAT & P&P) with covers and advertisements. Note that prices are unchanged again for this year.

Please remove all unwanted pages before sending the volume to:
Peco Publications & Publicity Ltd., Underleys, Beer, Seaton, Devon, EX12 3NA.

Callum Willcox joins the team

Peco Publications is delighted to welcome Callum Willcox to the team in the full-time role of editorial assistant, based at our headquarters in Beer.

Callum may already be familiar to many as the captain of the Railway Video Division team which competed in the first series of *The Great Model Railway Challenge*. His modelling interests are wide and varied (he completed a First World War OO9 layout, *Amiens 1918*, to mark the centenary of the Armistice in 2018) and he is also a prolific publisher of videos on his own YouTube channel.

Expanding the editorial team should enable us to develop our publications, in particular ensuring that RM maintains its position as Britain's best-selling railway modelling title.

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The PIKO N Scale (1:160) range features a modest selection of locomotives and stock, as well as a range of building kits.
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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.
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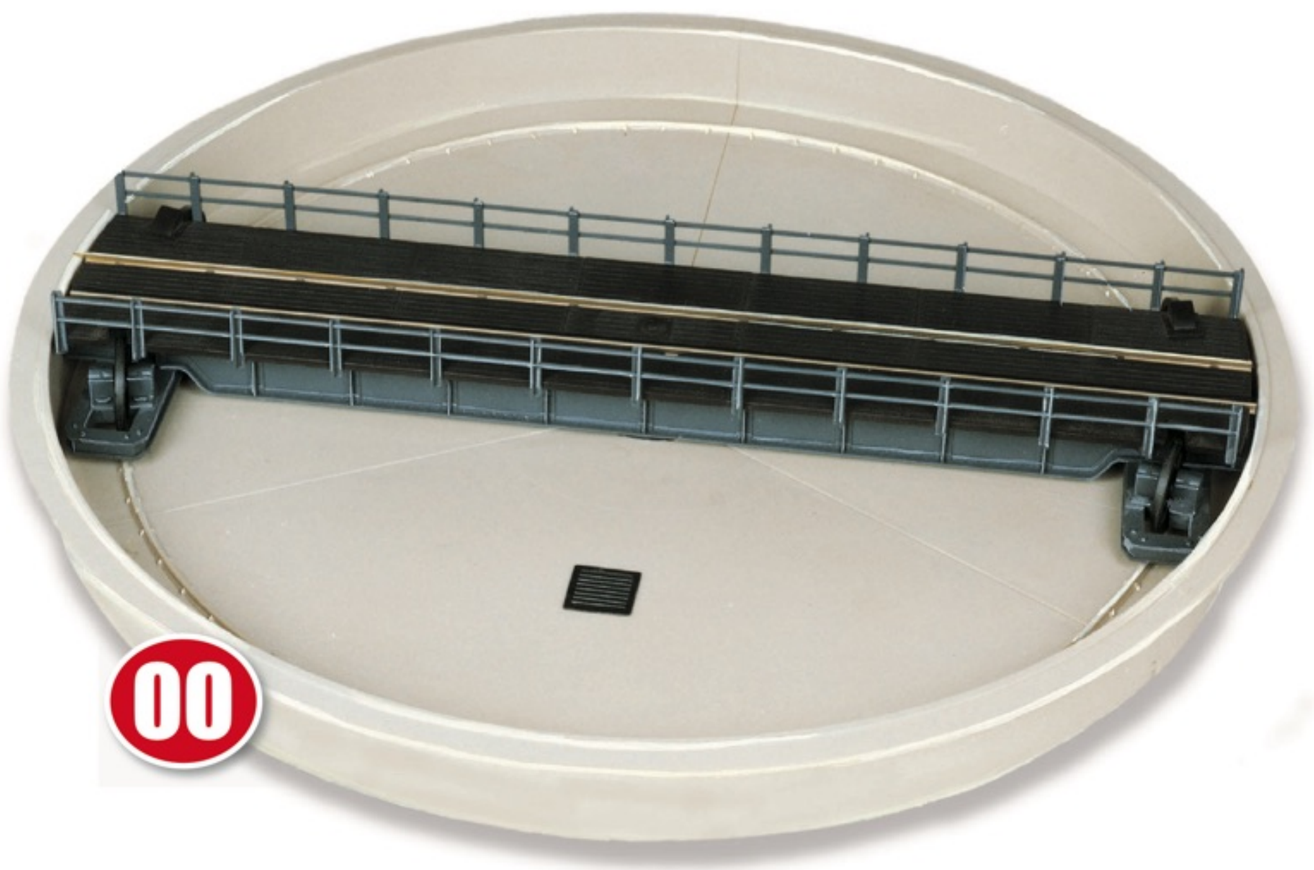
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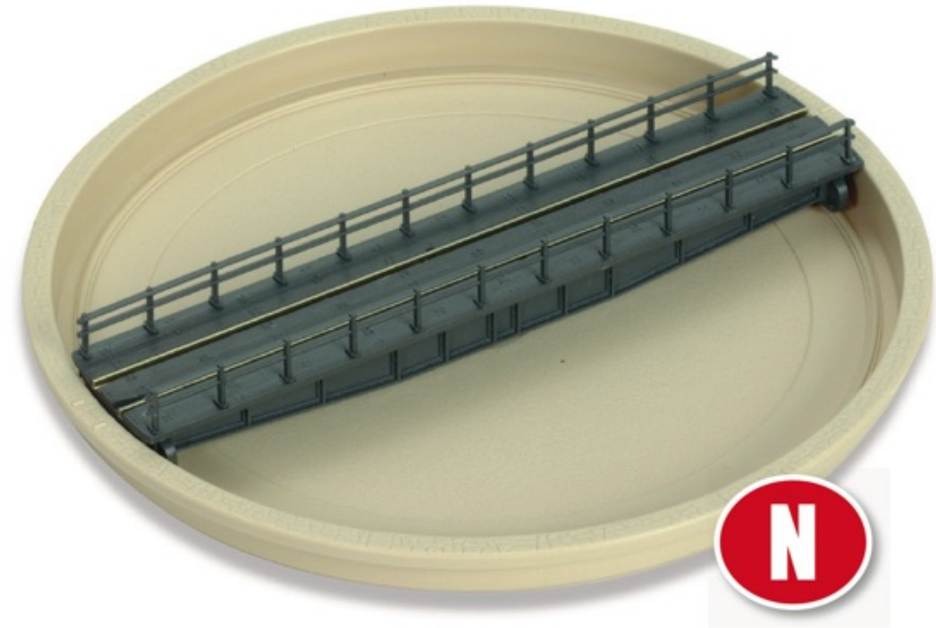
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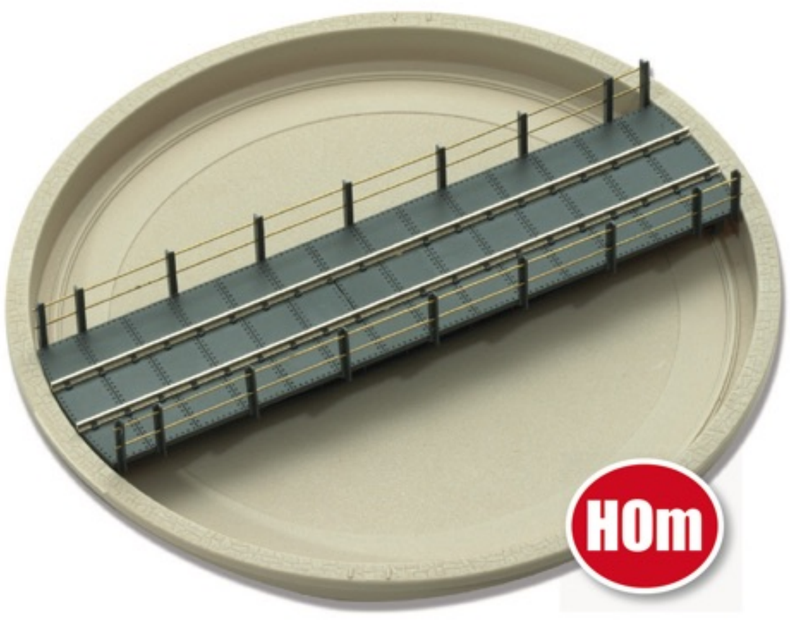
LK-55 Well Type Turntable Kit

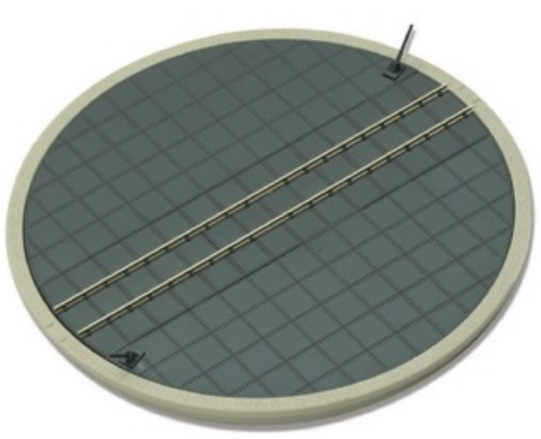
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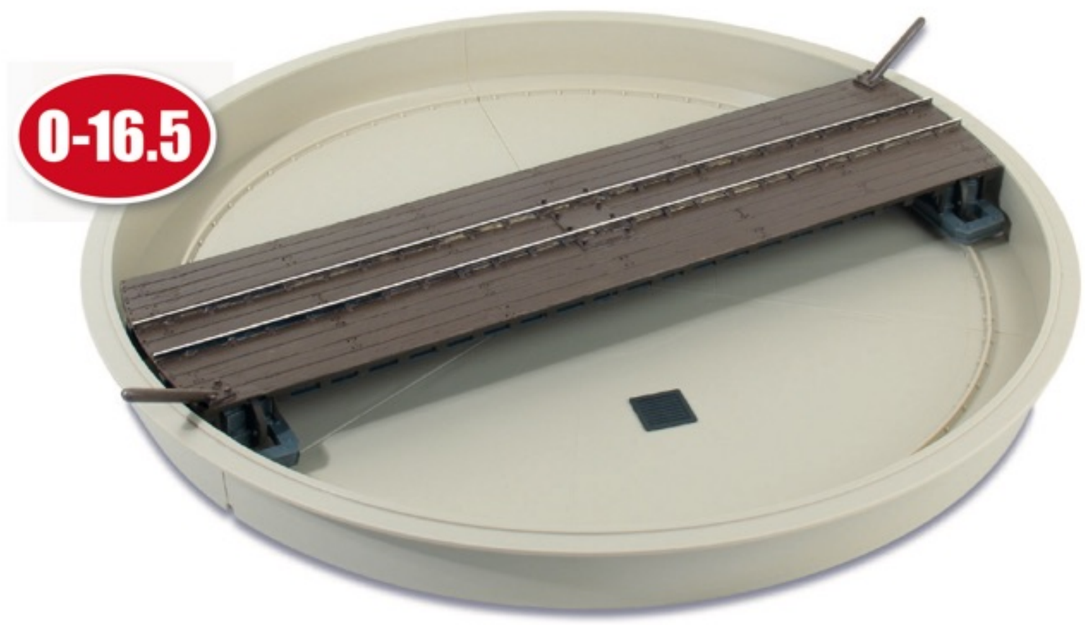
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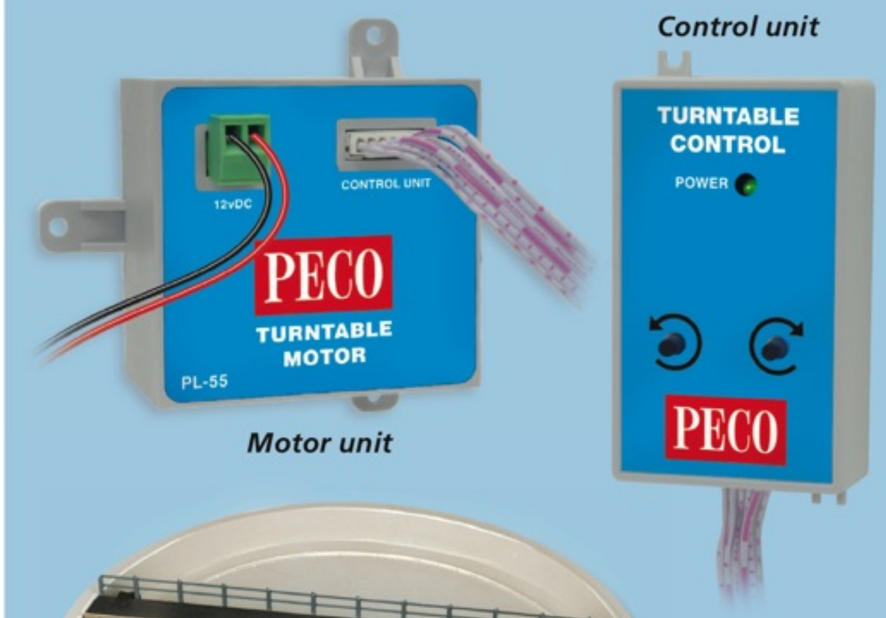
Can be built as an open-well type or an all-over riveted steel deck

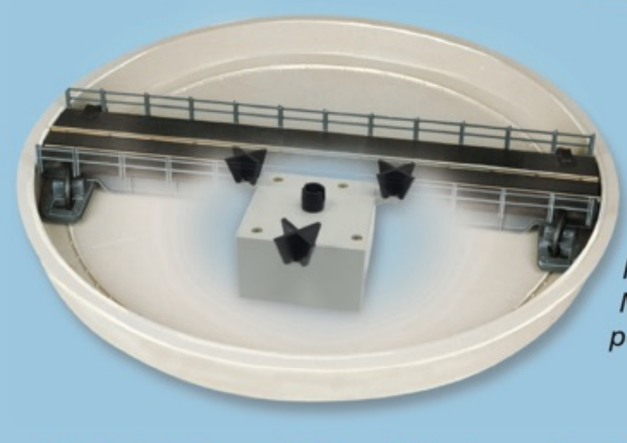


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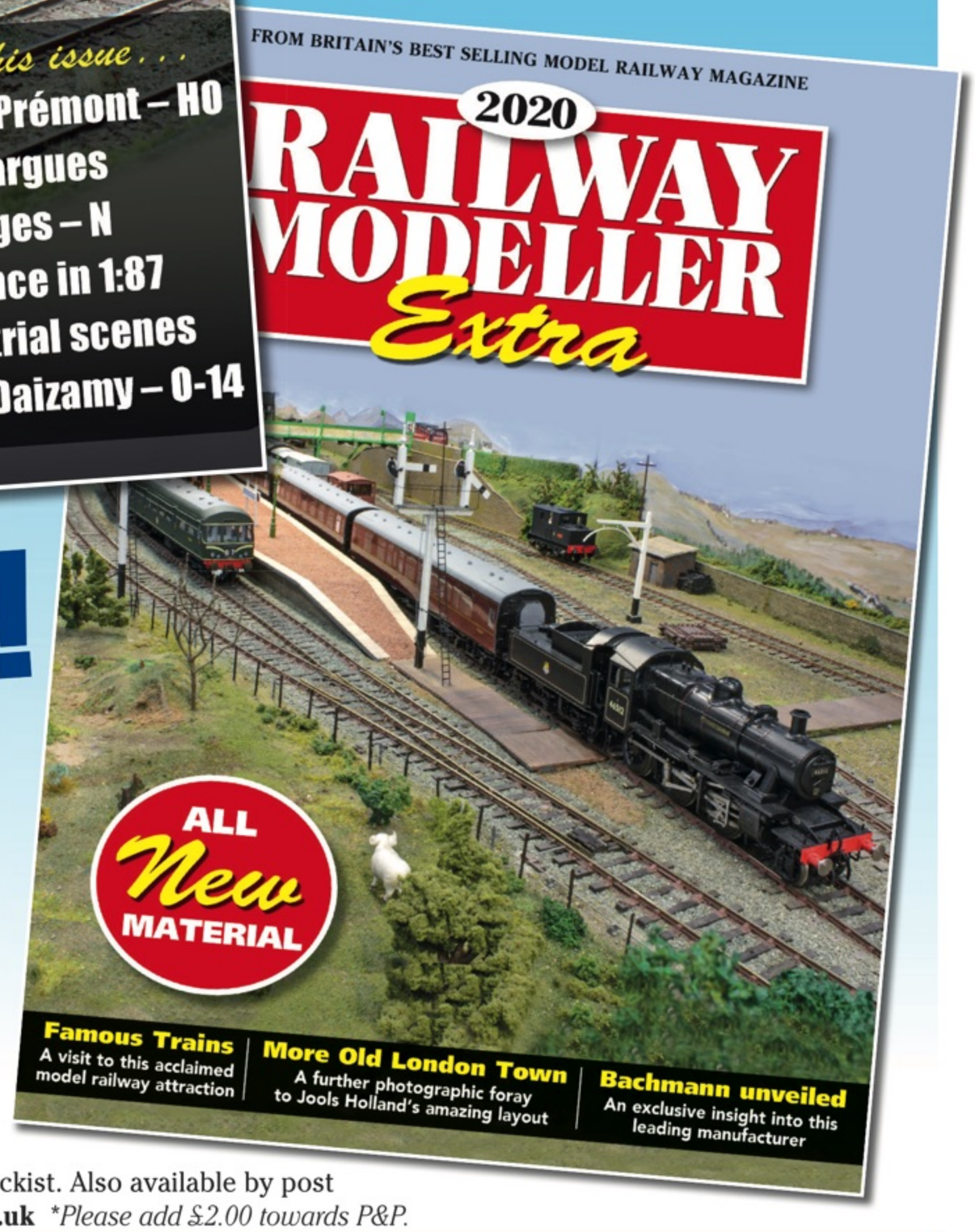


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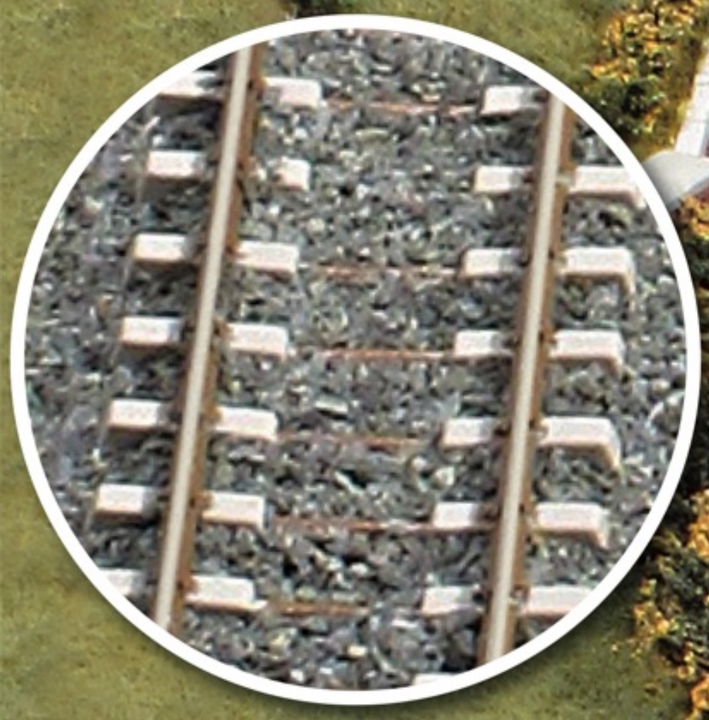
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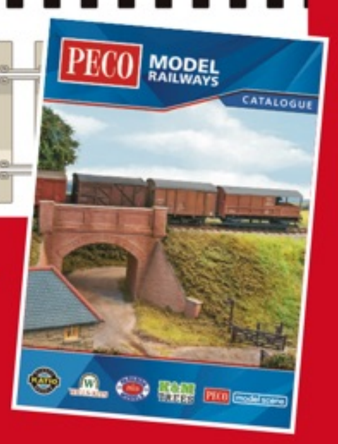






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Jean-Pierre Muratore has replaced his Swiss metre gauge *Münster* layout (see CM European Special November 2016) with a new scene, designed for exhibitions.

Reckingen

A passing station on the Furka Oberalp

Photographs by the editor.





We are at a wayside station in the Goms Valley in the canton of Valais in the late 2000s. It is a good place to see various regional trains and also the famous *Glacier Express* ...

A little history

The construction of the line planned between Brig and Disentis began in 1911, and the first train ran from Brig to Münster in June 1914. In 1916 the works had to be abandoned because of the serious financial difficulties of the Brig Furka Disentis company. They were not resumed until the mid-1920s, and the line was completed in 1926.

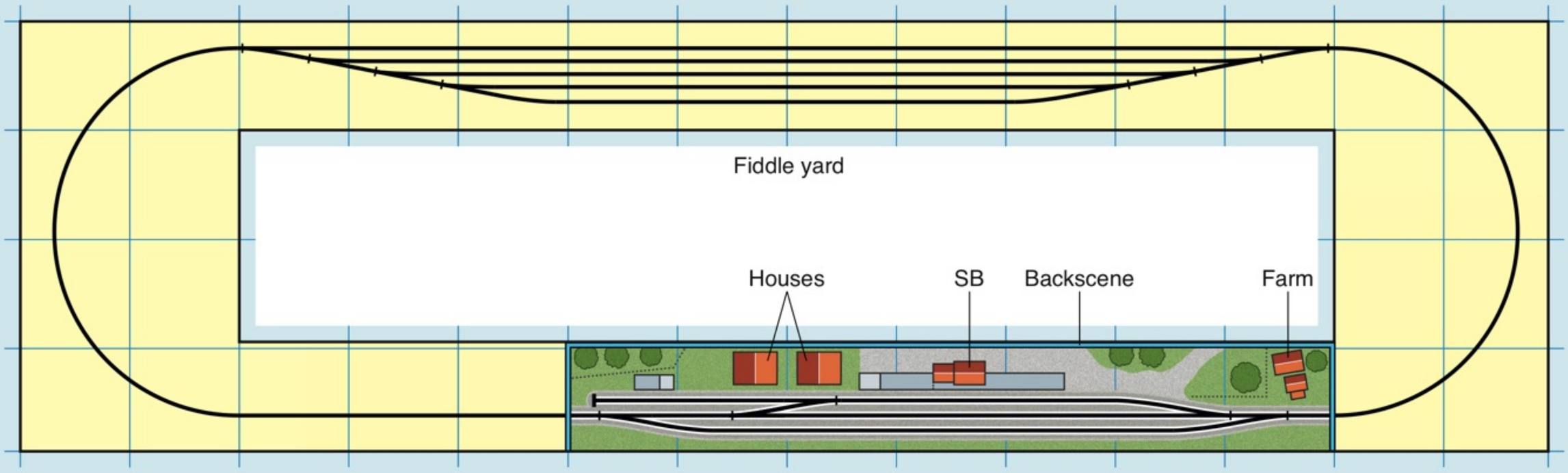
As the line was built by French engineers, the stations have something of the appearance of a French secondary line in the middle of a Swiss landscape with its typical chalets.

Above
The local push-pull shuttle, with driving trailer ABt 4152 at the back, waits in the loop as the *Glacier Express* passes, hauled by HGe4/4^{II} No.101 *Ville de Sion / Sitten*.
The train of panoramic coaches is headed by the RhB *Gourmino* restaurant car.

Top
The station building is from a kit by Aubertrain.
The catenary masts and other equipment are by Barinmodell.

RECKINGEN

Overall dimensions: 13' 5½" x 3' 11¼". Each grid square = 1ft x 1ft.



The layout

The layout measures 4.10m x 1.20m overall, and the rail level is 1.20m from the floor. It was designed in sections so it could be easily transported in my car. Construction is traditional, using 10mm plywood, with legs which fold up inside. The scenic section (2m x 1m) is a showcase with LED lighting.

The trains are controlled by a Gaugemaster analogue handheld unit. A simple control panel manages the routes behind the scenes.

The track is Peco HOm (code 75), with Tortoise slow-motion motors for the points. Ballast is a combination of Woodland Scenics products.

The signals are by MicroScale (www.microscale.ch).

The masts and gantries for the overhead are from Barinmodell in Sweden (www.barinmodell.com), and I scratchbuilt the catenary and contact wires to suit the track plan.

Above

A train of maintenance stock hauled by rack and adhesion diesel HGm4/4 No.61, delivered with No.62 in 1968 by SLM, BBC, and MFO with Cummins engines; they allowed the last steam locomotives, kept as standbys, to be withdrawn.

Above right

The push-pull shuttle is powered by luggage railcar Deh4/4 No.53, one of five built in 1971/1972 by SIG and BBC, and unique to the FO. The driving trailers and intermediate coaches supplied at the same time were standard types also used by other Swiss metre gauge lines.


Furka-Oberalp
Reckingen
4855
Furka-Oberalp

Structures and scenery

The station is a kit by Aubertrain (www.aubertrain.com), while the two large chalets are from kits by Bois Modélisme (www.boismodelisme.com). The two barns were scratch-built, following photographs.

Trees are made with twigs from the garden, augmented with sea foam and covered with foliage materials. The fir trees are products from Anita Décor in The Netherlands (www.anitadecor.nl). Bushes and foliage materials are from the Heki range.



Above
The maintenance train rolls through Reckingen. Most of the motive power and rolling stock is by Bemo, and the majority has been lightly weathered. The two large chalets were made from kits by Bois Modélisme.

Top
In contrast, the two barns at the right-hand side of the scene were scratchbuilt following photographs.


RECKINGEN
FO

The trains

I have tried to assemble realistic rakes from photos found here and there. The rolling stock is almost exclusively by Bemo, and much has been carried over from the previous layout. The period chosen allows me to run trains in various liveries without (too much) cheating to avoid monotony for the spectators. They may also get the chance to drive the trains because all the controllers and switch panels are on the viewing side. I also change the locomotives frequently to vary the show

Left
A steam special hauled by HG3/4 2-6-0T No.4, one of ten rack-fitted SLM machines built for the French backed Brig-Furka-Disentis which passed to the Furka Oberalp in 1925. It is now preserved.

Above
HGe4/4 No.37 was built by SLM and MFO in 1956, the last of a class (of seven) dating back to 1940. They handled most traffic on the line until the arrival of the modern HGe4/4^{II} in the late 1990s. The heritage unit is hauling elegant Pullman coaches. Note the substantial bracket supporting the valance, and the LED strip lighting – not seen from usual viewing angles.



Glyn Thomas scratchbuilt a block of inner city houses, including one derelict lot. *Photographs by the author.*

A 'ghost' on Master Street

A street scene in Philadelphia

Regular readers may recall my French bridge diorama (CM February 2018) which I built for an NMRA regional convention. This year the Mid-Eastern Region held their convention in King of Prussia, Pennsylvania, which is close to my home, so I wanted to build a suitable entry for the show. I have given up trying to persuade my fellow American modellers to appreciate European prototypes, so settled on a very local prototype for my entry – in fact, the real structures are only a block from my home in Philadelphia.

Background

The city of Philadelphia expanded rapidly in the early 20th century, with large numbers of near-identical terraced housing for lower income families. Homeowners worked in factories and workshops nearby or commuted by trolley into the city centre.

The economic trials of the 20th century were not kind to Philadelphia. By the end of the century most of the smaller factories had closed with devastating effects on their neigh-

Above
Master Street, Philadelphia.

Below
The completed model.





The original drawings. I subsequently changed some details of the backs, based on later information. Reproduced to c.1:160 (N).

bourhoods. Large swathes of the housing stock fell into disrepair and were abandoned, split for multi-tenant use, or became squats; crime was rampant. The city became aggressive in demolishing unsafe housing, leaving gaps in formerly uniform rows or clearing entire blocks.

In recent years, the city is undergoing a revival. The millennial generation are enthusiastic about living in cities, and many empty lots have been rebuilt. Meanwhile, old houses are being renovated to attract the new generation.

My model, based on the 300 block of Master Street, attempts to tell some of this story. It represents four existing houses in their current state, plus an empty lot – the 'ghost' of a former house now demolished by the city. History has resulted in different adaptations by each homeowner, so the properties no longer look the same.



Research

This was some of the easiest model research I have ever done, since I could simply go out for a walk to examine the structures. Even so, there is some speculation since the back yards are only accessible by a private alleyway. I took a number of photos of the prototype, and also obtained street and overhead views from Google and Bing. Dimensions were derived by scaling from Google Maps. It appears that the structures were built at slightly different times and possibly different builders, evidenced by detail differences in the original decorations and slight variations in the size of windows, which I felt was important to represent to give the character of the prototype.

I started by creating detailed plans in Adobe Illustrator, in layers so that I would be able to extract elements easily for production by laser cutting and photo etching.

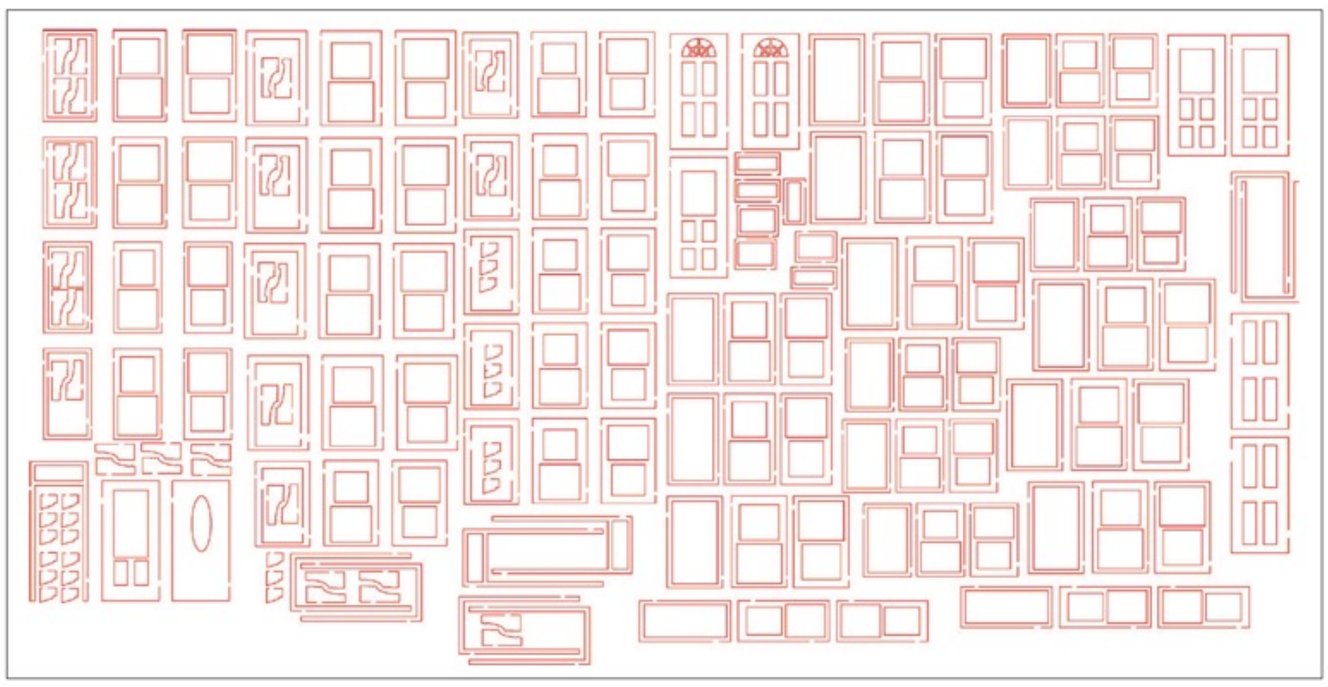
Manufacturing parts

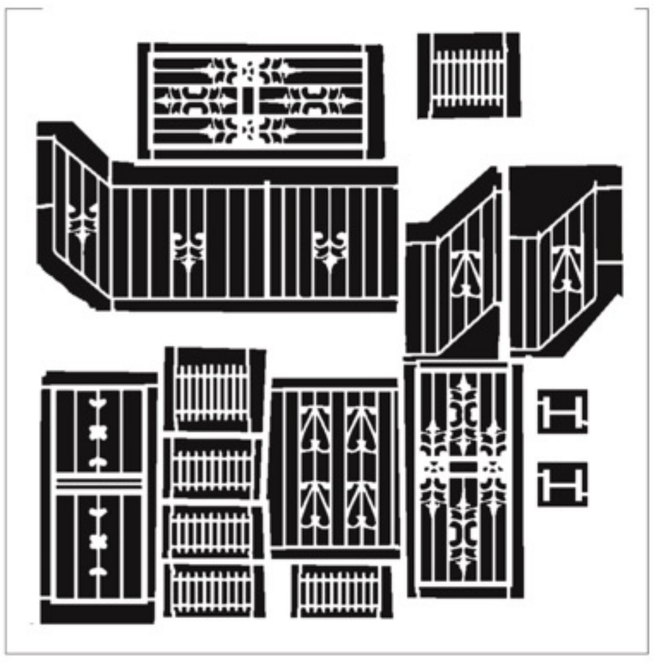
I created a pattern for laser cutting the doors, windows, and some of the decorative details and cut them from Northeastern Scale Lumber 1/64" plywood on the Trotec 300 laser cutter at my local NextFab maker space. I needed to turn down the laser power to 30% because the detail was so fine, and even so some of the parts were too small – parts catch fire if they are too small, so you need to be careful!

The decorative ironwork (although in reality this is fitted for security) was photo-etched at home from .005" brass sheet using the Micro-Mark photo-etching system. I needed to convert my Illustrator art from vector to raster, and also remove anti-aliasing to give crisp etches.

For this model, I also decided to make numerous resin castings using the Micro-Mark rubber mould material and casting resin, based on carved styrene masters. Several details for the rear, such as trash cans, recycling cans, and barbecue grills were cast, as well as many of the interior details – some of these were one-offs for this model, but I now have patterns for future structures.

I had recently acquired a Photon AnyCubic 3D-printer and used it to create some of the smaller details. This LCD printer is much higher resolution than older devices and avoids most of the banding seen on previous 3D-prints. It was used to produce bedside lamps for the interior and pumpkins for outside.





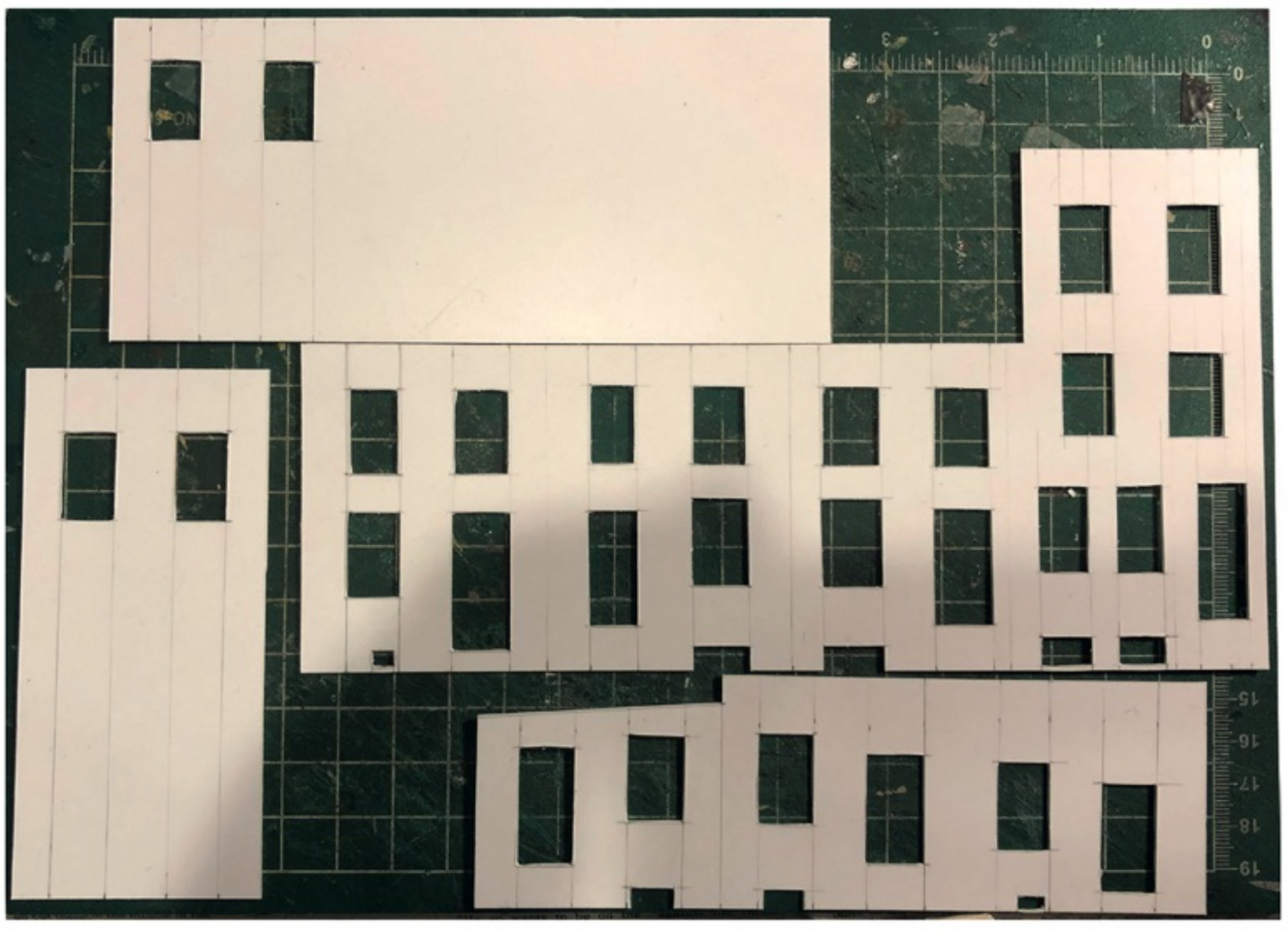


Top
Laser cutting master.

Above
Master for etching.

Below
The walls as first cut out.

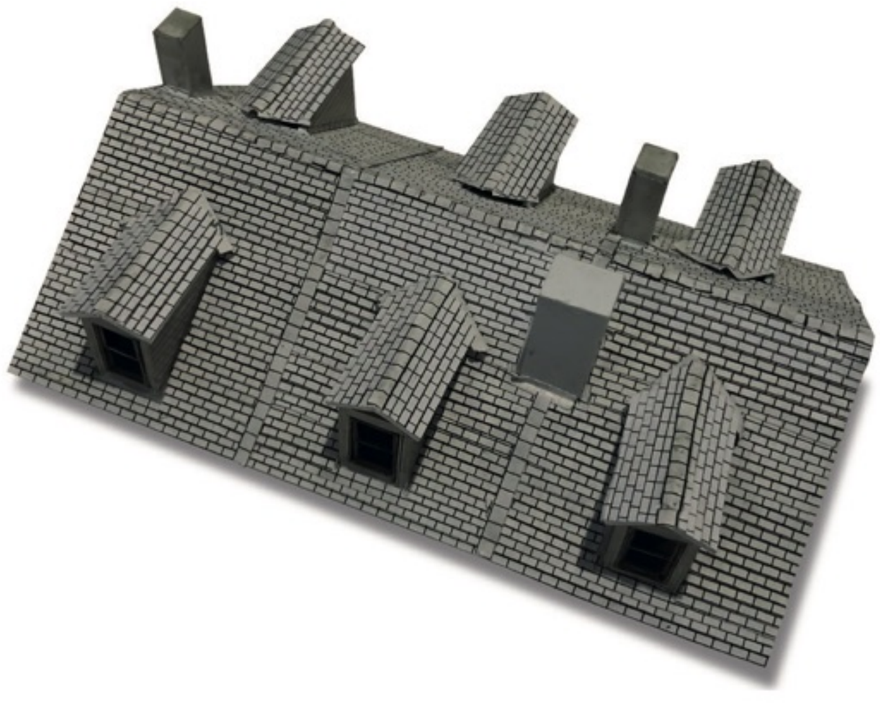
Below right
Roof with paper shingles.

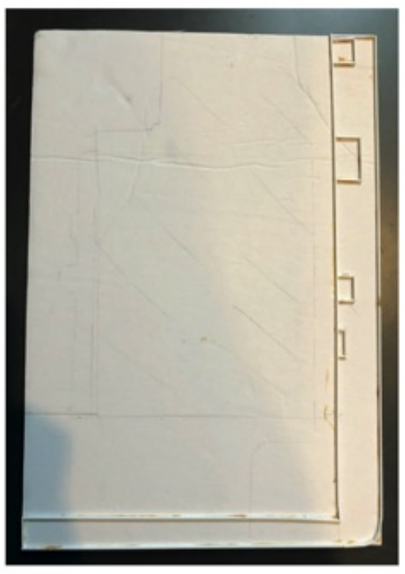


Basic construction

The buildings are primarily constructed of 0.040" styrene. Although I originally cut the entire façade as one piece, I ended up separating it into pieces to apply different wall finishes:

– the brick building is faced in N-Scale Architect embossed brick, with some bricks individually applied to match prototype patterns – I took the time to distress the brickwork as suggested by Emmanuel Nouaillier, and this was very effective in adding character.





Above
Foamboard base.



Above
Casting base with grout.

– several buildings are faced in rough stucco (a common finish in Philadelphia), represented by mixing sawdust into the paint.
– plain plaster is represented by painted styrene.
– stone facing uses a photo of the prototype straightened in Photoshop and scribed to emboss the stonework.
– vinyl siding is embossed styrene by Evergreen.
– model filler was used on the exposed walls of the 'ghost' house, to represent clumsy resealing of exposed brickwork.

Roof shingles are represented by hand-cut strips of paper, using my own masters that are pre-printed with a cutting/gluing guide. A lot of this work was done while teaching a "work in progress" clinic on roofing at a local NMRA meet.

As the basic structures approached completion, they were attached to a base of foamboard, which is large enough to include the sidewalk and backyards. Concrete sidewalks and backyards were cast from tiling grout and then filed smooth. I cut the paving slabs with a blunt hobby knife, which fractured the grout in places, adding to the worn character.

Woodland Scenics static grass was used for the empty lot.

Prototype downpipes had obviously been replaced at some time and I represented these using bases of brass tube and square-profile styrene for the pipe. My own brass etchings were added to represent railings and grilles. Styrene air conditioners were placed in several windows. The backyards were detailed with my own resin castings. Wire fencing used Walther's mesh with scratchbuilt poles, and I scratchbuilt the tall wooden wall from wood strips. A small section of metal rail fencing was represented using a BEST commercial etching. A satellite dish was fabricated from styrene.

To emphasise the 'ghost' theme, and because the convention was in October, I decorated the properties for Halloween with pumpkins and a paper ghost.

Painting

Using an idea from Lance Mindheim, I mixed my paints (Floquil and Tru-Color) with white to desaturate them.

Initial finishes were painted using an airbrush (except the sawdust-based stucco) and then touched up with a brush.

Weathering used AK Interactive 'Winter Streaking Grime' and Bragdon weathering powders. I darkened the brick courses on the tall structure with Woodland Scenics 'Slate Gray'.





Below **Test fitting structural parts.**











Interiors and lighting

NMRA contests favour interiors because they add to the complexity score. So interiors were fitted for three rooms – a rear kitchen, a front room, and a bedroom. These use homemade resin castings, 3D-prints, and some Noch fittings in the kitchen.

The interiors are illuminated with LEDs that operate from an external 9V battery, and I also added two tiny N scale lamps on the exterior by the doors.

Conclusion

At the convention, the scene won 'Best Off-Line Structure' and also achieved Merit level per NMRA judging. As a bonus, a photo of the model won 'Best Model Photo'.





Left, top to bottom **Interiors – bedroom, front room, kitchen.**

Below **Night view – in real Philadelphia street lighting!**

Peter Marriott created a compact Epoch V layout set in the Rhône-Alpes region.
Photographs by the author.

Le Bois

A micro-layout on one board just 1.51m x 1.08m

Above
Rhône-Alpes X73500 *autorail* (by Jouef) waiting at Le Bois station to pass a freight.
Left
SNCF Fret liveried Vossloh G1206 461006 (by Piko) crossing the river bridge with a mixed freight.

My enthusiasm to begin another small layout project was sparked by visits to the OntraXS! exhibitions at the Spoorwegmuseum (Dutch national railway museum) in Utrecht. These shows feature a multitude of mainly small but very well detailed layouts. They are brought from all over Europe, and many have not previously been seen in The Netherlands.

Over the past few decades I have built a profusion of small layouts and this one was intended to go back to basic continuous run 'train set' principles, with a simple oval of track, a passing loop, and a timber siding.

As I started to build the layout, I asked myself: would it be interesting to look at? And would it be any different to any of the others I had built?

I hoped that the answer would be 'yes' on both counts and I decided to press on and make *Le Bois* as an example of what a relatively simple layout can be.

Targets for the layout

As I begin each new layout, I set myself different goals for the project. This helps maintain my enthusiasm for the hobby. For this layout my aims were:

– to build a simple continuous run layout on a single baseboard that could easily be moved around the house and transported in a hatchback car.

– to make a scenically attractive layout that offered running potential for at least two trains.

– to use products and techniques that would give good scenic results in the shortest possible time.

– to represent summer somewhere in the Alps.

– to use at least two modelling products and techniques that I had not used before.

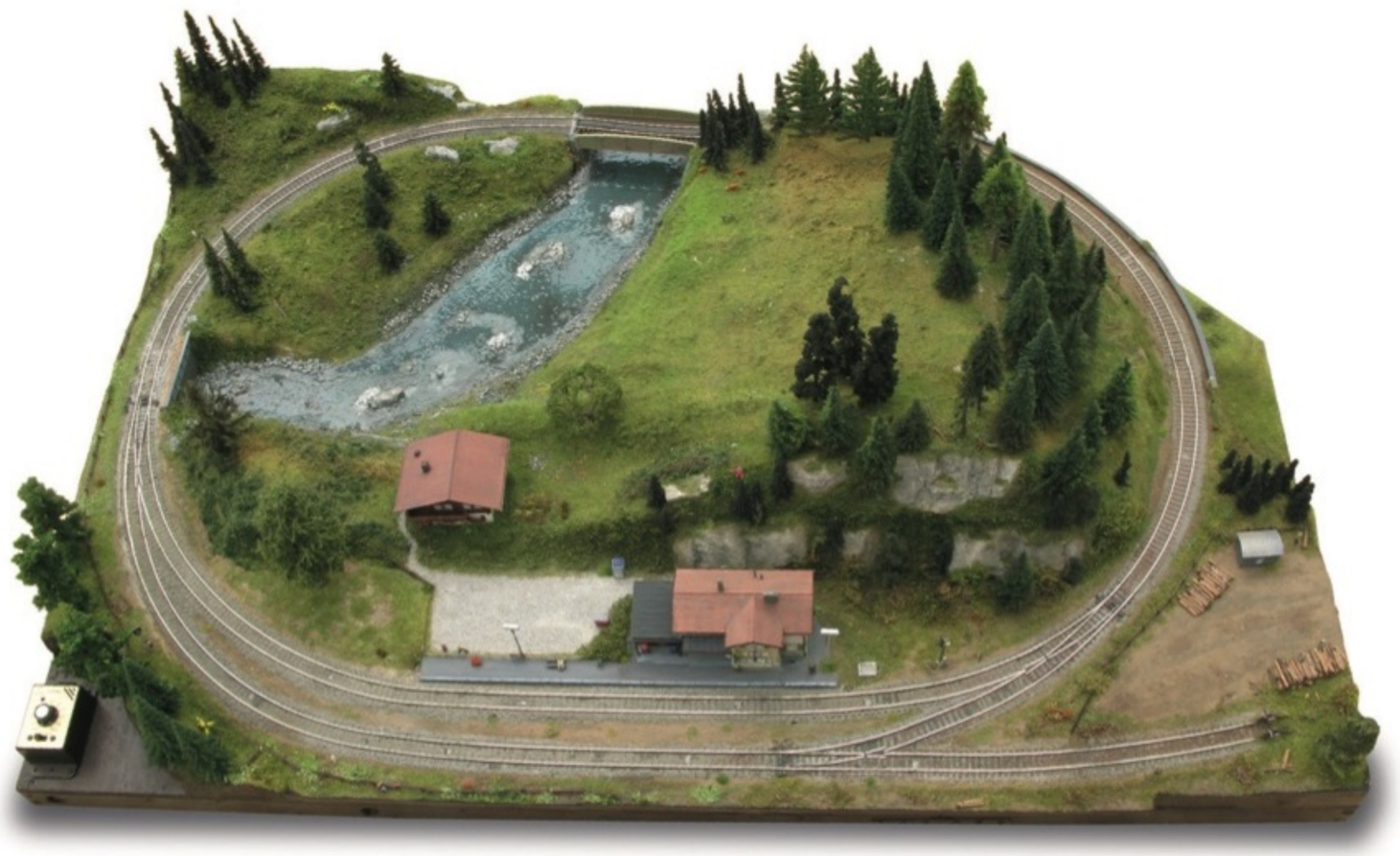
– to use the best quality scenic accessories such as trees and ground cover.

– to include a hillside that towered over the trains.

– to feature a curved retaining wall and a bridge over a wide river.

– to add a number of details to provide cameo scenes.

Below
This view shows the simple track plan. Note the cut-out for the controller at the front left corner.







Above
Veolia Vossloh G1206 Bo-Bo (Mehano) passes through Le Bois station hauling a train of container wagons (also Mehano). The station building is a Kibri plastic kit, and the station lights are by Brawa.

Left
A single track line out in the country with a mixed freight. The retaining wall was made by raising the track on Woodland Scenics risers then adding Heki flexible stone walling around it. The wall was weathered using acrylic paints and weathering dyes.

Right
The timber loading point will only hold a couple of bogie wagons but adds interest to the scene and provides a source of traffic.



Building the layout

I built the layout in the garage over a period of five months. This was not without its challenges because during the winter the damp weather meant that the glue dried very slowly when making the scenery and ballasting the track. In hindsight it might have been better if I waited until the spring to build the layout, when the weather is warmer!

The landscape was made with Woodland Scenics Plaster Cloth laid over pieces of hard foam. The cloth was then painted and treated with scatter materials and later with static grass fibres from various manufacturers using a Noch Grasmaster.

The rock faces are Noch hard foam augmented with Woodland Scenics hydrocal pieces.

The retaining wall is Heki flexible embossed stone sheet.

The buildings are from Kibri and Hornby International.

The fencing is by Duha, Faller, and Noch, and the figures are Noch and Preiser.

For a week the nearly finished layout was positioned in the conservatory whilst I added the details and took photos.



Right
The Volvo L150C loader with log grab is a die-cast metal model by Cararama.

The track is a combination of Bachmann and Peco code 100 Setrack, with Woodland Scenics fine light grey ballast. Track and ballast were weathered using acrylic paints.

Control is analogue DC using a Gaugemaster Combi.

Trees and vegetation

Layouts based in Alpine regions need a lot of trees. This small layout has over eighty, mainly coniferous types. They came from a variety of sources, including Heki, Noch, Busch, Faller, Gaugemaster, Bachmann Scene Scapes, Woodland Scenics, and The Model Tree Shop. I also decided to buy some Anita Décor and MiniNatur trees for this layout, and I am very pleased with them: while they are a little more expensive than basic items they do look very realistic.

I used a Noch Grasmaster to plant grass fibres because static grass is so much more realistic than scatter materials.

Scenic materials came from Anita Décor, Faller Premium, Heki, MiniNatur, Noch, and Woodland Scenics.

The lineside plants are laser-cut plants by Noch and Walthers in addition to grass tufts by Noch. Other flowers are by MiniNatur.

The bridge

Laser-cutting is one of the newer manufacturing techniques that has recently become quite common. It has been used with various materials for an increasing number of models such as buildings, bridges, fencing, and even plants and vegetables.

The bridge I used here is the most basic in the expanding range of laser-cut kits by Noch. When I first saw these I was surprised that they were made from card – I did not think that such fine parts were possible using cardboard. I also questioned the strength of such a structure, and wondered if it would be robust. Building this kit has led me to the conclusion that models using laser-cut card can be delicate but also very strong. I now have the confidence to build a much larger laser-cut bridge.

The success of the laser-cut bridge kits has led Noch to introduce more and more each year. They now have a comprehensive system with interchangeable supports, pillars, and various spans (straight, curved, fishbelly, etc.).

While these bridge kits are not cheap, they do come complete with adhesive and hard foam supporting pillars.

For me the most difficult part of the assembly was weathering the finished item. This is because working with cardboard is very different to plastic. In my experience it is easier to control the application of weathering dyes and acrylic paints on plastic simply because they do not 'run'. Water-based paints and dyes are of course more difficult to control on card if you add too much water! Experience with weathering this kit has shown me that 'less is better'. Leave each layer time to dry before moving on to the next colour or shade.

Locomotives and rolling stock

The locomotives used on the layout include several Vossloh Bo-Bo diesels by Mehano and Piko. The X73500 'whale' *autorail* in Rhône-Alpes livery which provides the passenger services is by Jouef.

I must thank Stewart Gorman of Model Junction (www.modeljunction.info) for the loan of the French locos seen in the accompanying photographs. Although he models the European scene, his shop is full of American railroad goodies and a huge range of scenics.



The wagons are a mixture – Electrotren, Liliput, Mehano, Piko, and Roco. I have weathered most of them using a combination of distressing with a glass fibre brush, weathering dyes, aerosol sprays, and dry brushing.

Conclusion

The layout took around 120 hours to build over five months. It has been a lot of fun both to build and to operate. It is stored in my garage but just takes five minutes to position on its legs, plug the controller into the mains, and get the trains running! I hope it shows that a compact layout can be developed with nice scenics.

Above and below
X73530 single car *autorail* in the Rhône-Alpes livery waits for a few passengers at Le Bois station.

Left
Veolia No.1512 and train crossing the river. The girder bridge is from a laser-cut card kit by Noch. Once weathered, it looks very realistic.



Celyn Bennet scratchbuilt a historic loco using etch and 3D-print techniques persevering through three versions until the final result was achieved.
Photographs by the author.

L class 2-4-0T

Built by the Avonside Engine Company in 1878



I set out on this rather spontaneous project in late May 2018 after browsing the New Zealand railway section at my local library and discovering a book I had not come across before. It was about the history of the branch that ran from Christchurch to White Cliffs. I immediately fell in love with the line and decided I wanted to model it, or more specifically, I wanted to model one of the stations, Glentunnel. Glentunnel has a simple yard with a station, and situated in the back of the yard is pottery brick and tile works. The area around the railway, known as the Malvern Hills, was of great mineral wealth. Right behind the pottery was a narrow gauge (2'6") tramway that came down the hill to unload clay and coal for the pottery. Coal was also transferred onto standard gauge (3'6") wagons which transported it to Christchurch.

Because there are no ready-to-run models of New Zealand prototype locomotives available and very few kits, I thought the most sensible place to start was to build one of the locomotives that ran on the line. The one that took my fancy was the Avonside L class, built in 1878 in England.

The most widely used scale to model local prototypes here in New Zealand is 1:64: this allows the use of 16.5mm gauge track (HO/OO) to represent 3'6" gauge, giving the correct scale/gauge ratio.

Above
The Avonside L hauling a Public Works Department train on the One Track Minds club layout at their model railway exhibition in 2019.

Having done a few photo etches before, I jumped into drawing up the artwork. As I am still at school, I can use a free student version of AutoCAD, which is how I drew all the etch artwork. I drew the model from a set of scale plans, loaded in to the computer and scaled in AutoCAD. I can then trace the parts out. When possible, I now favour working from the builder's plans which are more accurate and give much more detail.

I used 0.30mm brass for this because it worked out to be a little cheaper than the nickel-silver I have used on previous projects.

There is a company in New Zealand called North Yard which sells wheelsets, gearboxes, detail parts, and much more, so I decided to keep it simple and use as many commercially available parts as possible on this model.

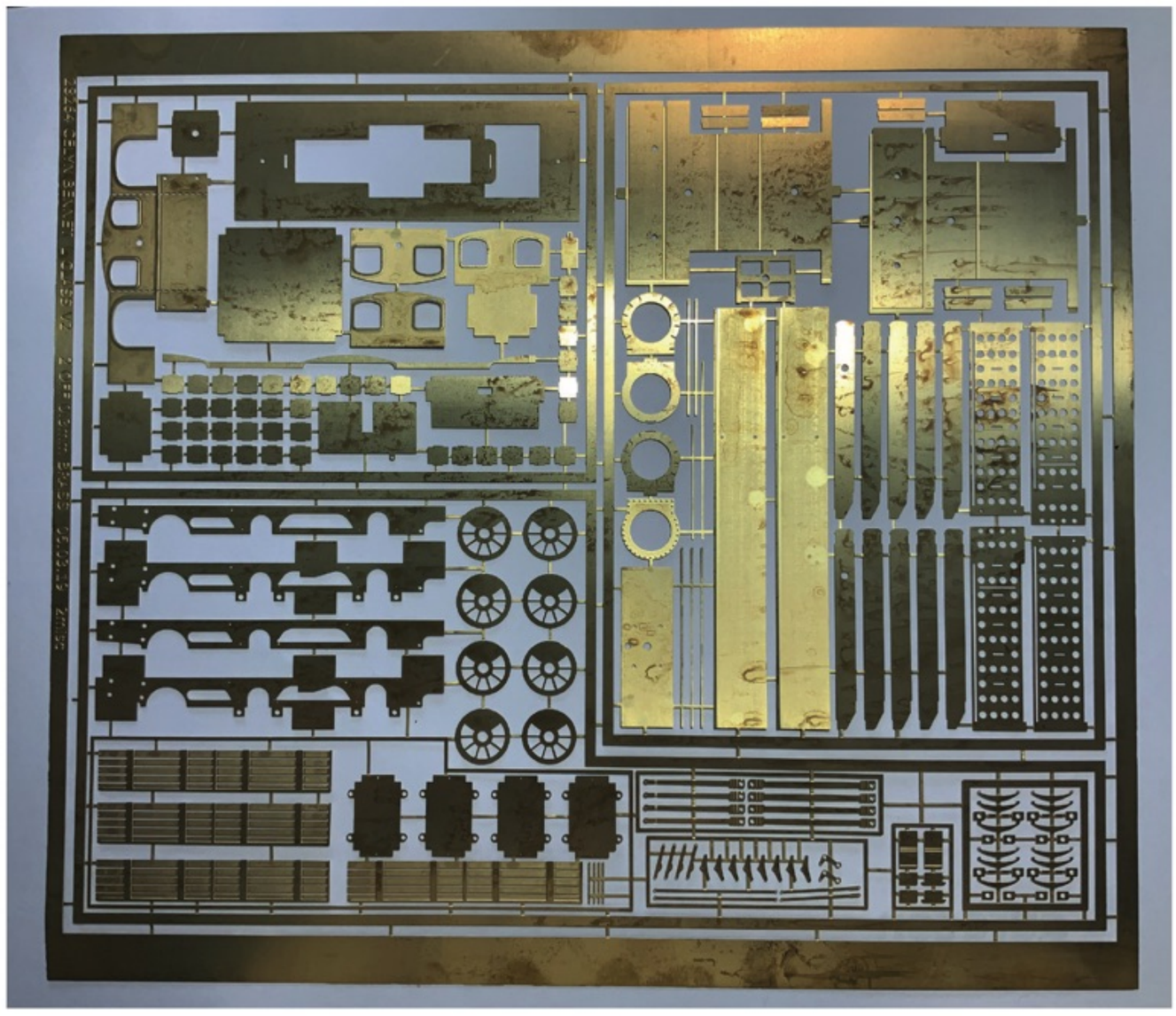
However, after playing around with how I could fit in one of their gearboxes, I came to the conclusion I would have to make a custom gearbox. The real problem was the lack of height for the gearbox with two gears (one on top of the other), so the solution was to set the gears at 45°, creating a lower profile gearbox. The other thing I wanted to avoid was having it protrude into the cab, but having the custom gearbox allowed me to get around that too.

With a set of commercial gears on hand, I started to see what I could draw up. I used Fusion 360, another Autodesk modelling package, to draw the 3D parts for the gearbox.

Now the prototyping process began. I 3D-printed somewhere between five and ten gearboxes before I got one that worked and fitted comfortably in the locomotive.

Version one of the L class was my fourth etch project and my first attempt at a conventional steam locomotive. During the construction stage, there were several problems to overcome. These issues needed to be changed in CAD for the next etch. I find making changes in CAD are typically much easier than fixing the physical model.

I started by building the chassis; the side frames are two pieces laminated. I used three vertical etched spacers to assemble the chassis. Unfortunately, this allowed movement along the horizontal axis, which meant it was hard to keep the chassis from twisting. So a new assembly method was needed and, gaining inspiration from another kit, I set about updating the chassis design to use printed circuit board spacers. I have since changed my mind on this chassis design and changed the construction method for version three.



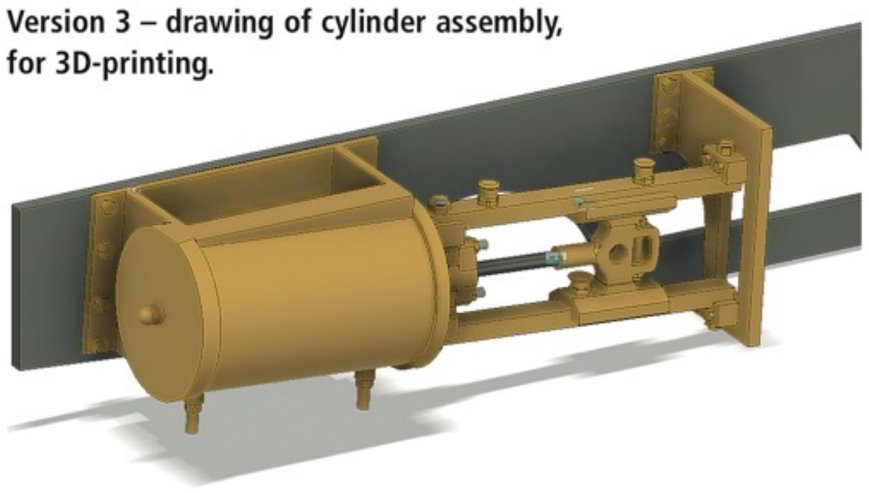
I used North Yard wheelsets and bearings, which I pressed together on my lathe. The usual convention in New Zealand for wheelsets is to use square bearings in slots cut in the chassis to allow the wheelsets to drop in and out, with a keeper plate made of PCB to retain them. I now favour roller bearings and compensation, and version two was the first test of this.

Above
Version 2 of the etch.

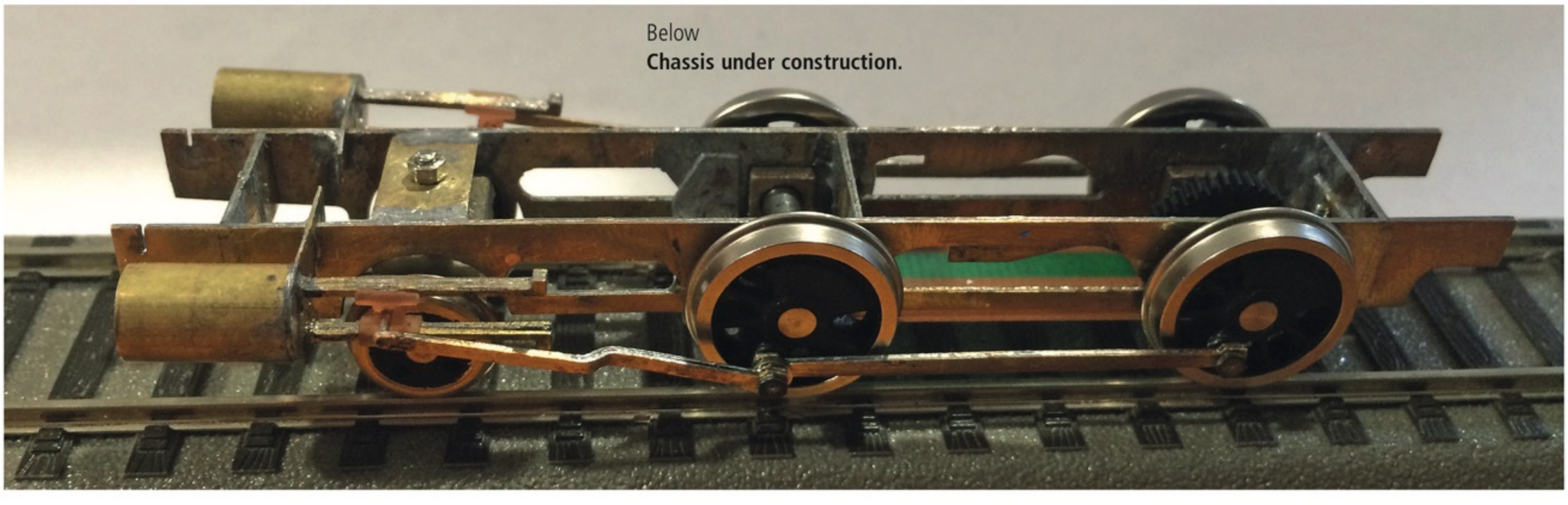
Below
Version 3 – drawing of smokebox with lamp and funnel, for 3D-printing.



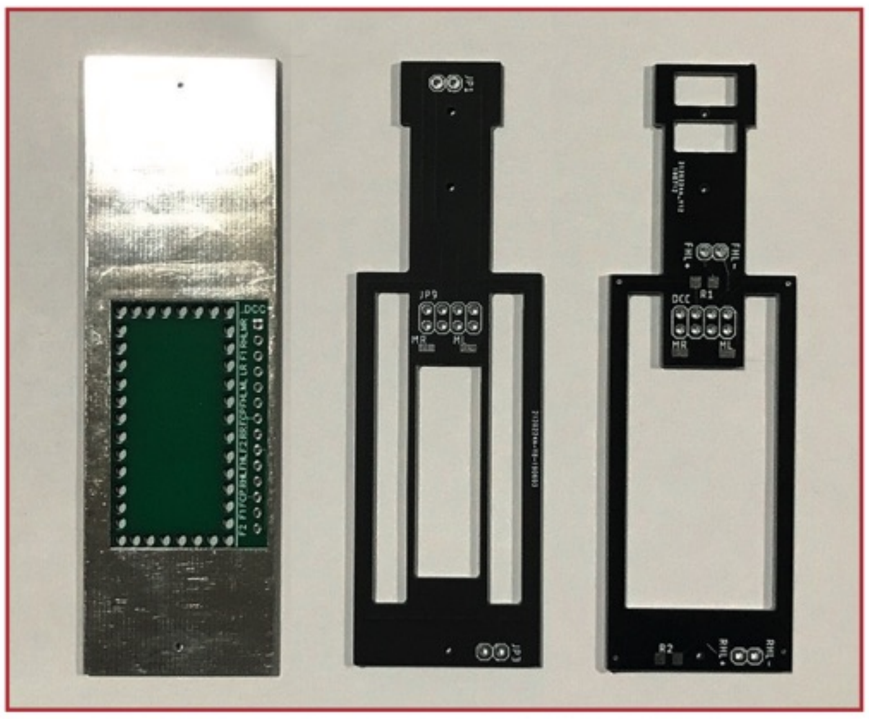
Below
Version 3 – drawing of cylinder assembly, for 3D-printing.

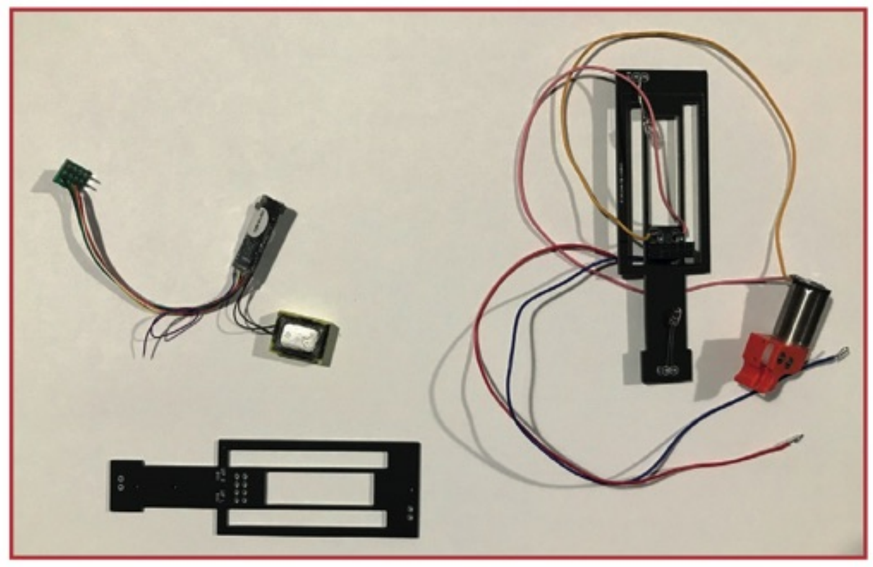


Below
Chassis under construction.









It was about this time that I started work on the superstructure. The first thing I did was fold up the cab, then I assembled the water tank frames and then wrapped the tanks around them. After that, I rolled the boiler and assembled the smokebox. All these were made as sub-assemblies, and then fitted to the running board – which was easier said than done.

Taking inspiration from other modellers in New Zealand, I created a PCB running board which also takes care of all the wiring, this is a great idea and can work well when properly designed. Unfortunately, on my first attempt at a running board the wiring side of it did not work out well. Fitting the sub-assemblies to the running board was difficult as I had not included any locating tabs on the etch or any corresponding slots in the running board; this led to hours of fun trying to line everything up square. Now I never leave locating tabs off my etches!

The funnel, dome, safety valve cover, smokebox door, sandboxes, and water tank filler caps were all drawn in Fusion 360 and 3D-printed in a resin.

Above
Body and chassis under construction.

Above right
Left to right – versions 1, 2, and 3 of the Printed Circuit Board.

Right
Version 2 of the p.c.b. with motor and gearbox on test; DCC sound decoder top left.

The clack valves, cowcatchers, and front headlight were purchased from North Yard.

From etch design to assembly took about four months. My goal was to finish it in time for the Christchurch model train show in October 2018, which was quite stressful, but I finished it the night before the show.

Below
The model in primer.





A couple of days before the show, I started painting the locomotive. I learned that airbrushing on a hot day is a bad idea! The paint dried as it left the airbrush and landed on the locomotive as a fine grit. I could not work out what was causing the issue for some time. Consulting another modeller who is a professional painter, they informed me I could spray thinners over the model to 'melt' the paint and smooth it out; this worked quite well.

I ran the locomotive over the weekend at the train show. The club I belong to, One Track Minds, was exhibiting the club layout.

Seeing it run revealed problems that needed to be fixed. About a month after the show, I started version two of the etch, and I am now working on version three. Version two was never fully built and acted as more of a stepping stone to version three, so at the moment version one is my only finished model. Since the 2018 show I have worked on improving the running and detailing the model more so I could show it at the 2019 event. To improve the running I added more weight and permanently attached a wagon which has pickups; now the locomotive runs very smoothly without fault.

But that is not the end of this project: I still have the version three etch to be built and that will, I hope, give me a reliable little locomotive that does not need a support wagon. It will have a compensated chassis, fine scale wheels, and DCC sound. A lot of work, but I am really looking forward to finishing this project.





Above, right, and below
The Avonside L hauling a Public Works Department work train on the One Track Minds club layout.



Lucien Eijdems has created an attractive layout that is easy to transport and exhibit, and interesting to operate.

Zweifelsfall

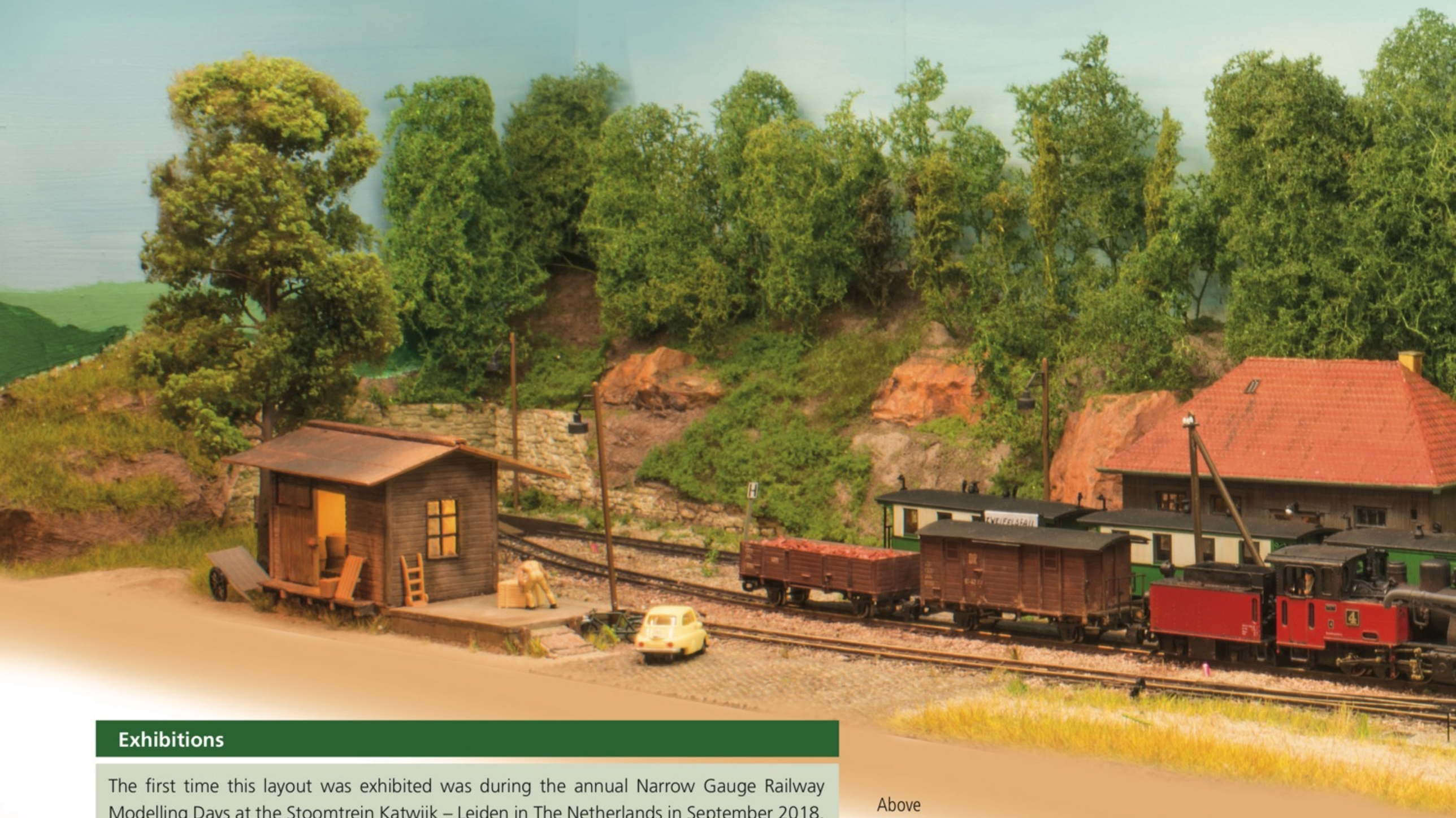
A rural narrow gauge branch terminus

This is my second layout. The name is German for a case of doubt, or in this instance also a somewhat loose translation of the waterfall (Fall) of the two rocks (Zwei Felsen), playing on the 'two/second' aspect.

The story is that of a small line into a valley, serving the agricultural communities and some sawmills and paper factories.

The line was extended a few miles when tourism into the valley started, to bring visitors to the waterfall at the end of the valley. A station was built and named Zweifelsfall after the nearby waterfall, with a small station building with waiting room, plus a locomotive shed, and a small goods shed. It served the newly built hotel, restaurants, and souvenir shops that came with tourism.

In the late 1920s, just before the economic crash, tourism was booming, and trains needed to be longer. The problem was that there was just not enough space to make the platforms any longer, so a drastic decision was made to replace the existing headshunt and install a sector plate, allowing for two more coaches next to the platform.



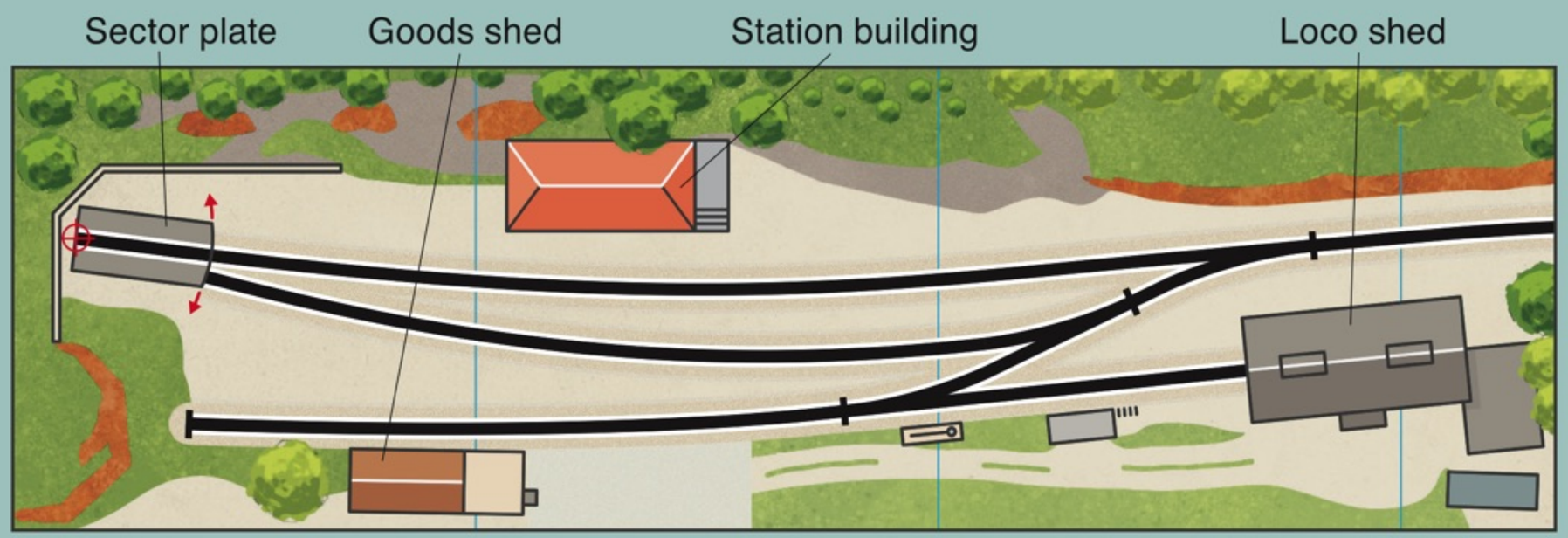
Exhibitions

The first time this layout was exhibited was during the annual Narrow Gauge Railway Modelling Days at the Stoomtrein Katwijk – Leiden in The Netherlands in September 2018.

The first appearance at an event for the general public was at OntraXS! in March 2019 in the National Railway Museum in Utrecht.

Above
0-6-0T+T No.4 is shunting a couple of goods wagons as 0-6-0T No.6 prepares to leave with a passenger train.

Photographs by the editor.



ZWEIFELSFALL

Scenic area: 100cm x 30cm. Each grid square 30cm x 30cm.

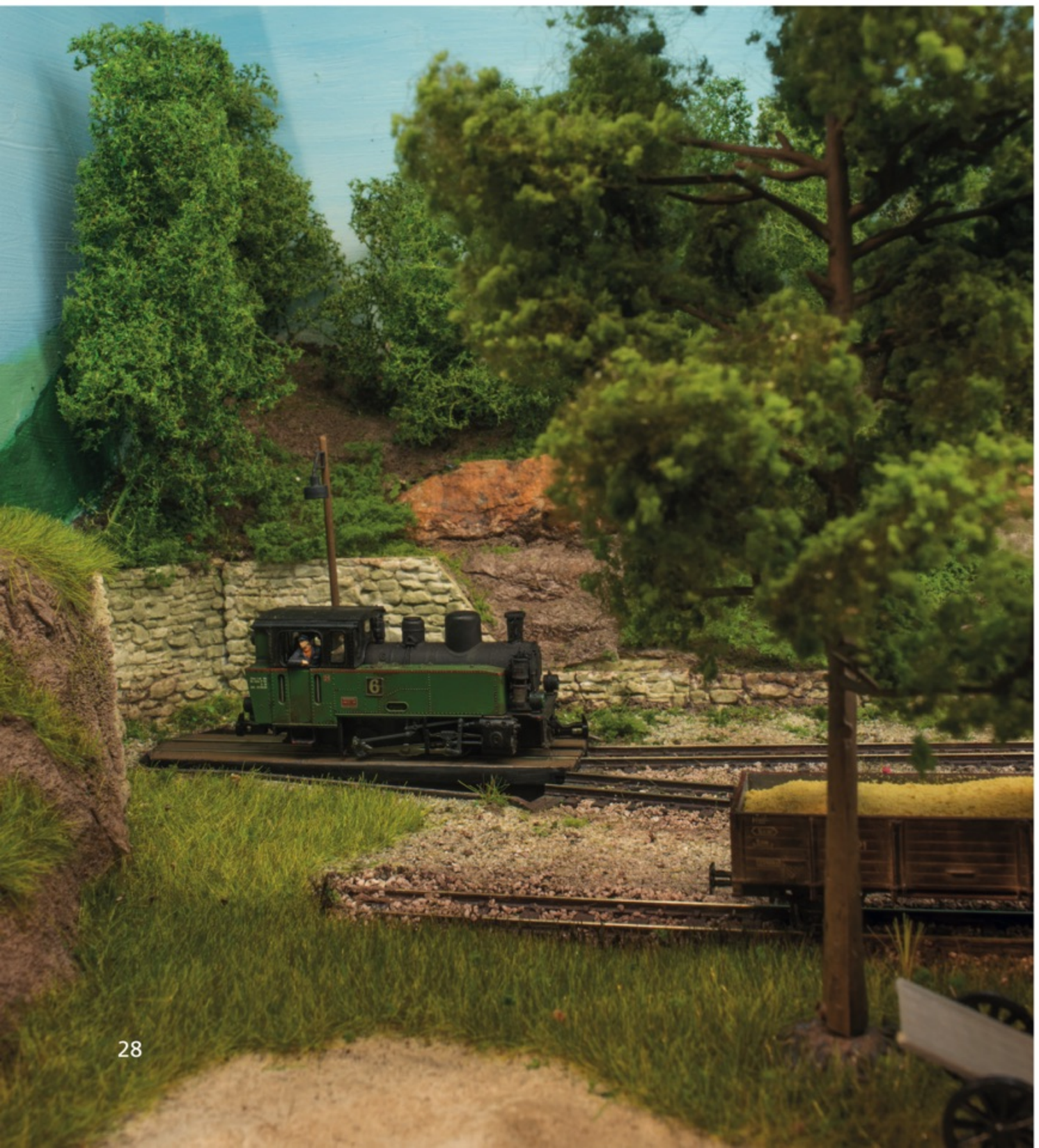
The subsequent economic crisis meant that tourism declined: the company had to cut operating expenses, and so bought a Wismar railcar for weekday services, when there was not much traffic.

The war did not leave this line untouched, and much of the stock was taken to the east for the war against Russia. During these years there was next to no traffic to Zweifelsfall.

After the war tourism started again, but never in the way it was before. The company bought a few former Wehrmacht 0-6-0T+T locomotives (HF110C). But soon the bus took over much of the tourist traffic, trains became shorter, and maintenance on the track was kept to an absolute minimum.

Now we are in the early 1960s, and the company is running the last services to Zweifelsfall. They have bought some trucks and buses to serve the communities in the valley, and are about to cancel all rail traffic.

Above
0-6-0T No.6 and passenger train ready to depart.



The layout

I built this layout on impulse – it was never planned. It began as an idea to create a layout from all the parts of a Roco digital starter set. This proved to be more difficult than I imagined, and was not what I wanted; it was not possible to create something realistic with those pieces of track.

I then changed the plan, and wanted to build the terminus of a narrow gauge line, using all kinds of parts and pieces I had in my collection of "things I might find a good use for in the future".

The baseboard is made of two Casani wooden storage boxes bolted together. Track is recycled Peco 009, including the points. The sector plate is a modified Peco N gauge turntable.

All points and the sector plate are operated by hand with rods, with polarity switches for the frogs. The layout is wired for DCC but can also be run on DC though in this mode it is restricted to one loco as I have not built in isolated sections.

Operation

Trains come from a fiddle yard to the right of the layout and stop in front of the station building. The loco will then uncouple, move to the sector plate, and run round the train for the trip back. If good wagons need to be exchanged, these are at the back of the passenger train. The last train will remain at the platform while the loco retires to the shed for the first train in the morning.

Left
The sector plate acts as a loco release, saving space.

Stock

The stock is limited to short wheelbase locos, as larger Bemo locos have trouble with the points. I use Roco HF110Cs, with four-wheel coaches and goods stock, together with a Bemo Wismar railcar. I can change to DDR times by using a Tillig loco, coaches, and goods vehicles, along with a Bemo Spreewald railcar.

Scenics

Trees are made from sea foam (*Teloxys Aristata*) sprayed with paint and decorated with foliage material. The single specimen tree next to the goods shed is a Heki product.

Structures

The station building is a former Vero kit, as is the loco shed. These are both still manufactured by Auhagen, but I found two old kits from former DDR production.

The goods shed was scratchbuilt following a prototype in Lindenberg on the Prignitzer Kleinbahn.

All buildings have full interiors and are lit with LEDs.

Detailing the buildings

Since this is only a small layout, visitors will pay attention to details. So before completing them, I thought of installing some sort of interior in each of the buildings.

All of the parts came from the famous spare parts box, which in my case should be mentioned in the plural ...

The station building was fitted with a dividing wall (Evergreen sheet) and a small ticket office. The interior was then fitted with a wooden floor and clock (old Pola paper decorations) and some benches (I think Kibri or Faller). A few Preiser figures were added, and the inside of the roof was fitted with some LEDs for lighting.

Above
0-6-0T+T No.4 arriving with a short goods train. The railway is run down, and soon all traffic will be by road vehicles.



Right
The station building, with fully fitted interior and other details.


4815
5



Above left
0-6-0T No.5 has emerged from the shed and takes water preparing for its next duty.

Above
The coal stage and loco shed.

Right
The locomotive shed has a fully detailed interior.

Left
The goods shed, with detailed interior. The large feature tree is a Heki product. The sector plate saves space compared to a point.

The loco shed was fully detailed inside. Before adding all the small detail parts, I had to cover the walls with wood panels to hide the smooth inside of the kit walls and window frames. It was made using Evergreen V-groove sheet into which the windows were cut. This way the inside wall looks the same as the outside wall.

I also needed to add a back wall at the end of the shed, since the kit does not supply one. For this I used plain sheet and added a door and a clock from my spare parts stock.

For the interior I had bought two workbenches long ago, but these did not fit when a loco was in the shed, so I had to make something else. I had some shop interior detailing kits (old ones from Pola), and I used some of the counters as workbenches, and a cupboard for the shelves on the wall. All the small details such as tools and boxes came from my spare parts stock – I guess most of them are either Faller or Kibri.

Two LEDs provide some light.

The goods shed

I searched the obvious suppliers for a nice small goods shed, but even the smallest I could find was much too big to fit the tight space I had left for one.

I then browsed all my magazines and books until I stumbled across a small one that was on the former Prignitzer Kleinbahn in east Germany. (For those who want to build it too, it is in *Hochbauten an Klein- und Schmalspurbahnen I* written by Otto Kurbjuweit, the former editor and publisher of the German magazine *Mittelpuffer*. Although now out of print, it can sometimes be found secondhand.).

The dimensions are quite small, in reality only 6m x 3m, which makes it about 70mm x 35mm in 1:87 and so ideal to fit the small space.

As always, I used Evergreen sheets and strips to build it. The walls are made from 0.80 V-groove sheet which I first brushed with a steel brush to simulate the wood grain. As this was still quite smooth, I used a sharp cutter to add some more wood grain, scraping some plastic out of the grooves to get an uneven and weathered surface, really making a mess of the bottom of some of the door planks, where weathering would be heavier than under the roof.

For the roof I used some old Kibri corrugated roof sheets.

The shed is built on small brick pillars, and I had the crazy idea of using individual bricks from Juweela to represent them. So I glued 2mm strips under the shed then covered these with bricks. It was not easy, but I like the result, even though it is not very visible unless you pay close attention to the underside of the shed.

Since it is at the right front of the layout, you can look inside, so I had to add details and a light. It got a few extra details too, mainly boxes, crates, and a barrel, mostly spares on sprues from older models. A LED in the interior sheds some light.



Peter van Gestel was inspired to model a snow scene as a mini-layout competition entry.
Photographs by the editor.

Villeroux

The highest station on Belgian railways

Villeroux was a small rural halt on line 163, near Bastogne. During the1960s, it was the highest station on the SNCB/NMBS network. It was this that inspired Peter to make a snow-covered diorama, which will eventually be integrated into a permanent layout.

The mini-layout was presented for the first time in public at the Modelspoor Expo in Leuven/Louvain in October 2018, where it was operated with a small fiddle yard either side to allow rail traffic to shuttle to and fro, adding interest and conforming to the rules, which required some movement.

Despite its small dimensions (just 110cm wide and 25cm deep), it exudes a beautiful atmosphere.

Apart from a platform, a shelter for travellers, and a bridge over the road, only a snowy Ardennes hill is visible.

Above
SNCB/NMBS AFB 5315
propels a snow plough along the line ...



Above
... so that diesel railcar 551.12 can serve the few intrepid passengers.

Grand Street & Three Rivers City

Sir Rod Stewart has taken time to create an extensive and impressive urban scene. Steve Flint and Craig Tiley asked him about it. *Photographs by Steve Crise.*

Above
This view of the approaches to the station shows just how densely the city is built up, all the way back to the sky backdrop. The late afternoon sunshine is portrayed with long shadows and a warm orange glow. Weathering, grime, and attention to the finest of details are very important. Chalks and dry brushing techniques are used.



Sir Rod's layout depicts the skyline, tracks, and trains of an American city and its industrial hinterland as it might have been late one afternoon on a hot day in the 1940s.

So why an American railroad, when its builder spent his childhood barely a stone's throw from steam railways in North London? His answer was quite emphatic. "I got hooked on American railroads because I was living there when the layout was started. I just looked out of the window and there it all was. There were two very accommodating hobby shops selling American model railroad equipment in the vicinity of Los Angeles, and obtaining British models out there was not so easy."

His great project got underway back in 1993. He had just built a new house in LA and had included an attic room specifically for the layout.

Although he opted for an American railroad theme, he said he did not think it was any more or less appealing than modelling the British railway scene. "Everything is just bigger, but not any better" he suggested.

The motivation behind the new layout was clear. He had obtained a book on the work of noted American modeller George Sellios. "His work was amazing, the weathering and attention to detail was fabulous."

Other factors influenced his approach, in particular his dislike for flat backscenes. "I do not like to see flat backdrops, they spoil the illusion, so I went for more buildings and streets than tracks, just to give it great depth."

He only wanted four separate loops, two up and two down, plus a few sidings, loops, and factory spurs..

Creative approach

He revealed there had not been a master plan. "None of it was really planned, there was no vision, I just winged it."

"We had a basic schematic plan, and my old mate Malcolm, who was in the road crew, made a little model."

Another friend took on the laying of the track, which is all banked, just as on the real thing. The ballasting took forever but it was so important for trouble free running to get all this correct.

His particular forte is scenery and structure modelling. He happily admits he is not into locomotives, rolling stock, or the layout foundations – benchwork, trackwork, or electrics. "It's the landscape I like. Attention to detail, extreme detail, is paramount. There shouldn't be any unsightly gaps, or pavements that are too clean."

"I don't build mock ups, or do sketches to try things out, I think I've just got a good eye for this sort of thing. You know if a model isn't going to work out in the first week of construction."

He does use photographs for reference, though, and often when he is out with his wife, they will stop the car and snap away merrily.

"I find beauty in what everyone else sees as ugly – rugged skyscrapers, beaten-up warehouses, things that are very run down."

And he likes to see the layout in the colours of late afternoon sun. "The guy who lit the layout is a genius."

Modelling time

Many of his amazing skyscrapers were built 'on location' whilst away on tour. He reckoned it was the only way he could get the project finished. In fact he spent twenty-three years building the layout, which demonstrates a truly amazing dedication for any modeller working on a single project.

A lot of hobbyists would find the workload and the schedule too much, giving up, or changing tack, but not Sir Rod; his drive and determination were exceptional.

"When I take on something creative like this, I have to give it 110%. For me it's addictive. I started, so I just had to finish. I'm lucky I had the room. If I'd have realised at the start it would have taken so long, I'd have probably said no!"

Above
Down by the docks. Across from the city skyscrapers is the bay area. The ship in the foreground, the *John W.Brown*, was built by maritime modeller Fred Hutchins. Behind it is the Pier 7 Atlantic Avenue warehouse, scratchbuilt, with external roof trusses adapted from a Walthers heavy duty crane kit.

Right
Three Rivers City station is crossed by several bridges, all depicted at rush hour. A dislike of flat backscenes resulted in the wide baseboards being filled with lots of buildings. With the luxury of space, forced perspective was not needed to create this immense scene. The skyscrapers were made by joining several kits together – some are between 4' and 5' tall.


CELTIC HOUSE
THE BILTMORE
ESSEX
HOTEL ST GEORGE
Reddy Kilowatt
GOLD MEDAL FLOUR co
WILLIAM SHERWIN PAINTS
STATION HOTEL
GOLD MEDAL FLOUR
SCRAP DRIVE TODAY!
STOP

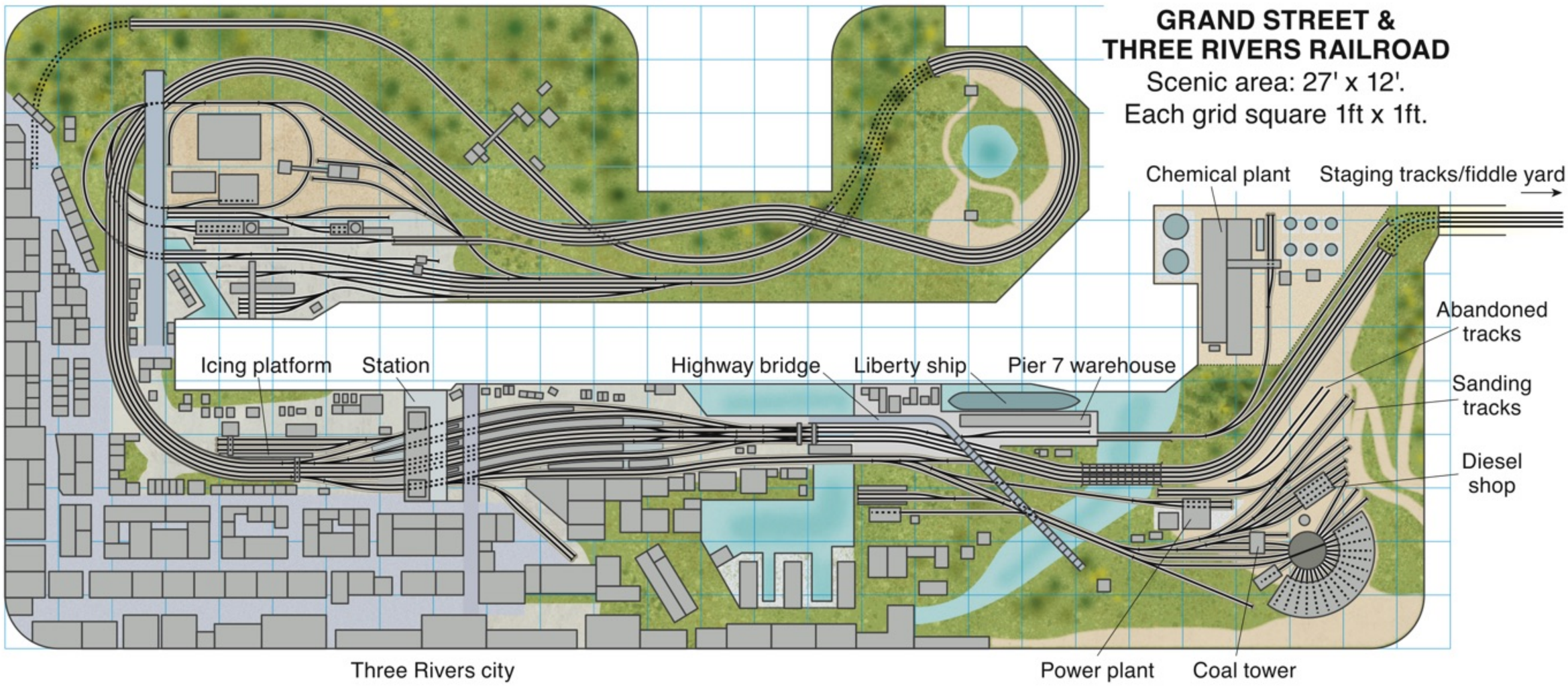
A high profile railway modeller

He acknowledged that it was quite some time before he publicly admitted he was a model railway enthusiast.

"The mainstream media like to take the mickey over these things, but then the press is rude to everybody."

He agreed that attitudes seemed to be changing towards modelling but said that he was wary about answering questions on television and radio. "It's hard to talk about something so all encompassing in a short space of time, especially if I'm there to talk about my music."

Above
Grand Street and Three Rivers City has a roundhouse and turntable, providing facilities for both steam and diesel traction in the transition era.



Finished

Although the old modeller's adage states that a layout is never finished, Sir Rod considers that his layout is, indeed, finished.

"There are perhaps aspects of the layout built in the early days which could be upgraded or improved, such as some of the earlier buildings, but at the moment it is time to enjoy some operating sessions."

He has been considering bringing the layout over to the UK. "It would need its own room, of course, and I wonder how well it might travel. I'm going to need a lot of convincing that it would work. I reckon that all the track would need relaying after its journey; even now some of the original Shinohara switches are causing problems."

He still enjoys running the layout, and whenever he shows it to guests and visitors for the first time, they are stunned by what they see.

He revealed that he is not currently doing any modelling, allocating his time to other priorities, but he repeated the advice his father gave him many years ago: that every man needs a hobby. "Mine's model railways" he concluded proudly.

The layout at a glance

Prototype	New York Central and Pennsylvania
Location	Pennsylvania
Era	mid-1940s
Scale	HO
Size	23' x 124' (incl. storage yard)
Main line run	900'
Minimum radius	40"
Minimum turnout	#6
Maximum gradient	3%
Benchwork	box grid (ply base in city scene)
Base height	39½"
Roadbed	Homasote
Track	code 70
Control	Digitrax DCC
Backdrop	painted drywall

Above
The huge steelworks was created from several kits. The Great Caledonian Steel and Iron Co. is a reference to Sir Rod's love of football, as an avid fan of Celtic FC.

Below
A coal gondola in Celtic FC livery, built from a Parkside LNER bogie sulphate wagon and presented to Sir Rod during our visit.



Above
Three Rivers City rises to the right; a power station and the loco depot can be seen in the distance.
In the left foreground is a kitbashed brick structure. The technique for depicting brickwork begins with a brick red colour, followed by a wash with thinned black ink. The mortar colour is painted on next and rubbed off the raised surface before it dries. Some bricks are painted individually if the model is to be viewed close up.

To augment his feature in the recent French Special,
Gordon Wiseman offers more illustrations of a widely used class.
Photographs by the author.

SNCF CC6500

A powerful mixed traffic electric

The CC6500 electrics belong to the SNCF '*Nez Cassées*' (broken nose) design era. They were delivered between 1969 and 1975 in three variants of body styling. Type 1 (6501 – 38) had full length horizontal bodyside grilles; type 2 (6539 – 59) had large plastic grilles; and type 3 (6560 – 74) had shallow offset stainless steel grilles.

As it has turned out, no six-axle locos have since been built for the SNCF, a similar situation to that in much of the rest of Europe where Co-Co locomotives have fallen out of favour as technology development allows ever more powerful four-axle locomotives.

According to the UIC wheel arrangement notation, the 6500 are C-C, not Co-Co, as they have monomotor bogies.

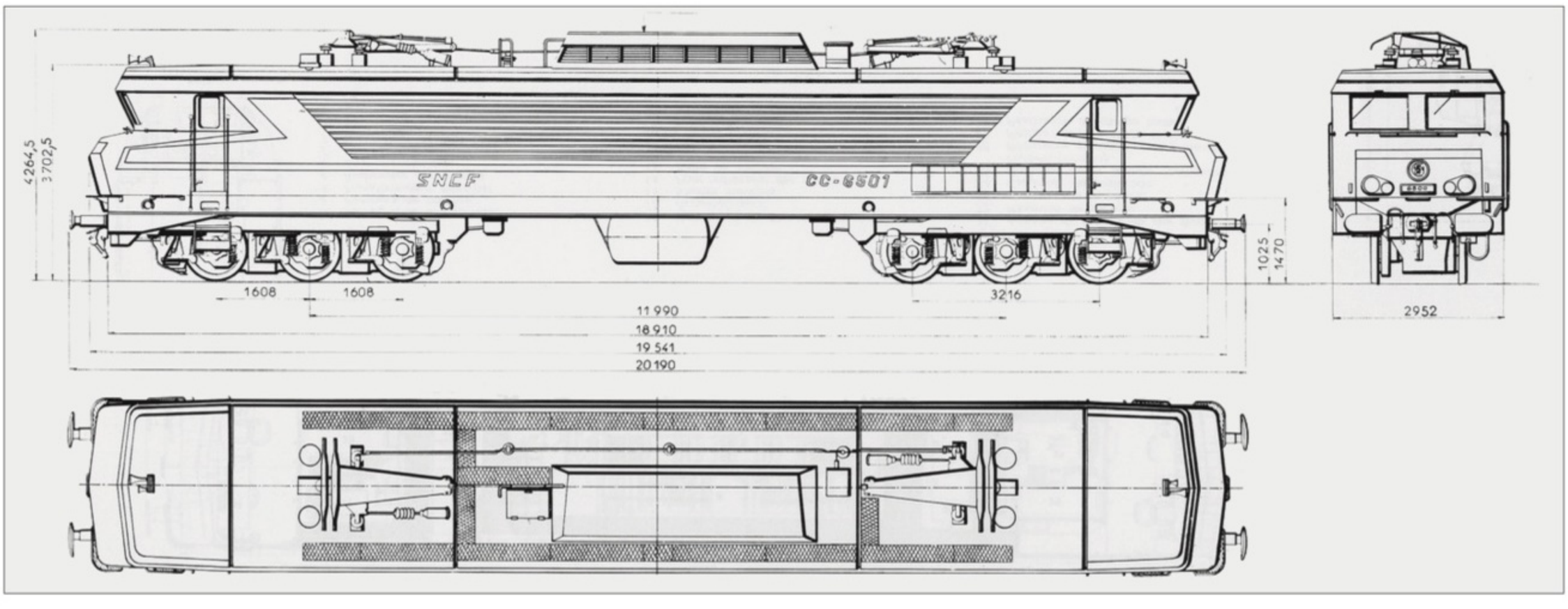
CC6500

Originally designed for top link and prestige passenger work, the CC6500 are often associated with the *Trans Europ Express* (TEE) trains on the former Paris – Orléans lines from Paris to south-west France, and similar prestige trains (such as the legendary *Mistral*) on the Paris Lyon Méditerranée route to Marseille. However, their high power was also designed to be useful for freight haulage on the whole of the French DC electrified network, and in particular type 2 was fitted from new with third rail shoes for dedicated use hauling both freight and passenger on the steeply graded Maurienne route towards Italy – electrified with third rail in 1925 at 1.5kV DC, the highest voltage ever used on a third rail system in Europe. In 1976 the third rail was replaced by overhead.



Between 1969 and 1976 a total of 74 were built, with the last of the class taken out of service in 2007. Four more were built as dual-system 1.5kV DC/25kV AC locomotives, series CC21000. By 1997, these were reconfigured for use as DC-only, taking the total of CC6500s to 78.

Above
6539 in Maurienne green stabled at Toulouse depot in September 1988.
Below
An Alsthom diagram. This arrangement of the orange bands was only on 6501 and 6502.

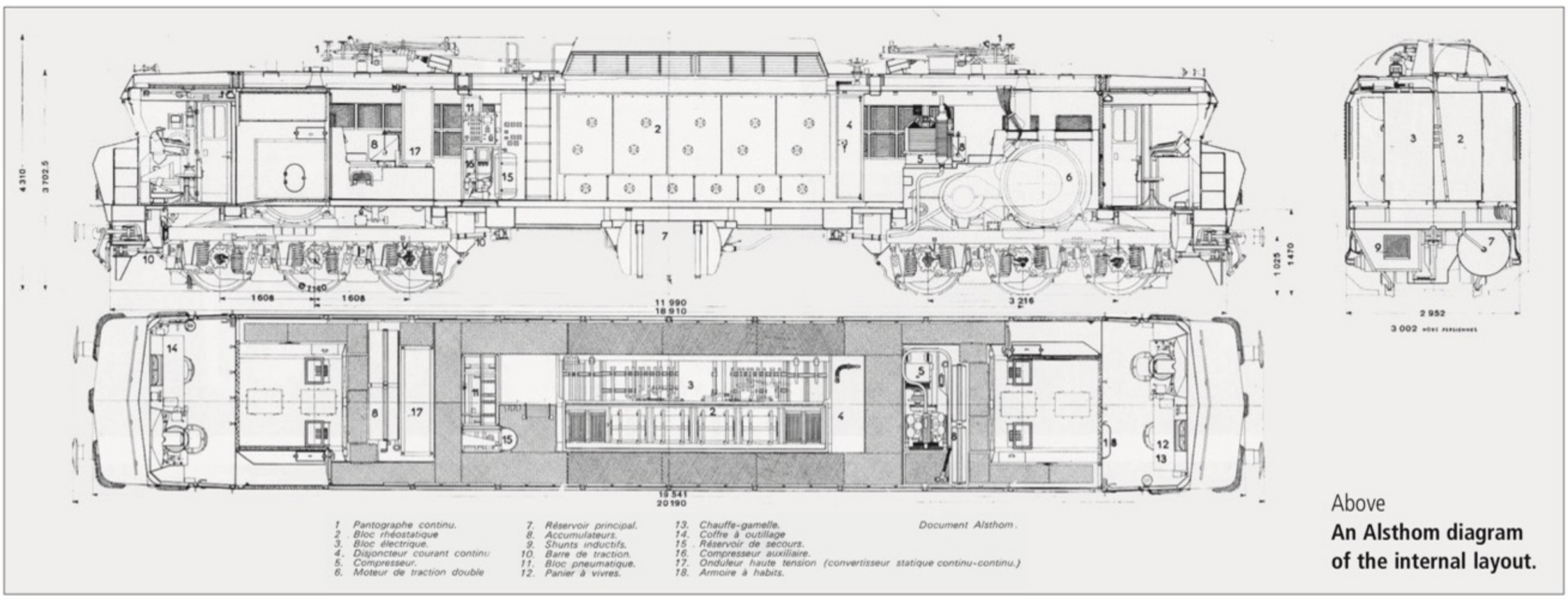


As with most things SNCF, the combined effects of the spread of the TGV network reducing the need for locomotives, and the arrival of more modern universal high power locos affected the CC6500 which gradually lost their prestige work to other classes, culminating in their allocation to the freight sector from 1999. This saw some reliveried in the 'Fret' green livery which did not really sit well on them. However, their heavy freight capability kept them on the Maurienne route both as haulers and also banking engines.

The decline of SNCF freight operations brought about several waves of rationalisation and in 2004 resulted in the decision by the 'Fret' sector to withdraw the CC6500. However, the Rhône-Alpes region saw a use for these locomotives and in 2006 eight were re-allocated to operate TER Rhône-Alpes passenger services.

Builder	Alsthom and MTE
Build date	1969 – 1975
Total produced	78
Wheel diameter	1,140mm
Length	20.19m
Weight	139 tonnes
Electric system	1.5kV DC catenary
	+ 25kV 50Hz AC catenary (CC21000)
Traction motors	two TTB 665 A1, 1.5kV self-ventilating
Maximum speed	160 or 200km/h
Power output	5,900kW
Tractive effort	263kN at 74km/h
	121kN at 161km/h

Above
6540 in Swiss terrritory on 19th September 1990, hauling the one-off Genève – Bellegarde evening peak *frontalier* commuter train through Cointrin station (since rebuilt and renamed Vernier). As usual at the time, the train is a mix of 1960s-built USI and UIC type coaches downgraded to regional use. *Frontaliers* are commuters who cross the border daily from their homes in France to work in Switzerland.



Above
An Alsthom diagram of the internal layout.

SNCF CC6500 FRANCE









Top
6506 approaching Paris Austerlitz in April 1990 after a long trip from Hendaye on the Spanish border.

Above left
6551 stands at Lyon Perrache in the latter days of CC6500 working on local passenger services around Lyon in the early 2000s.

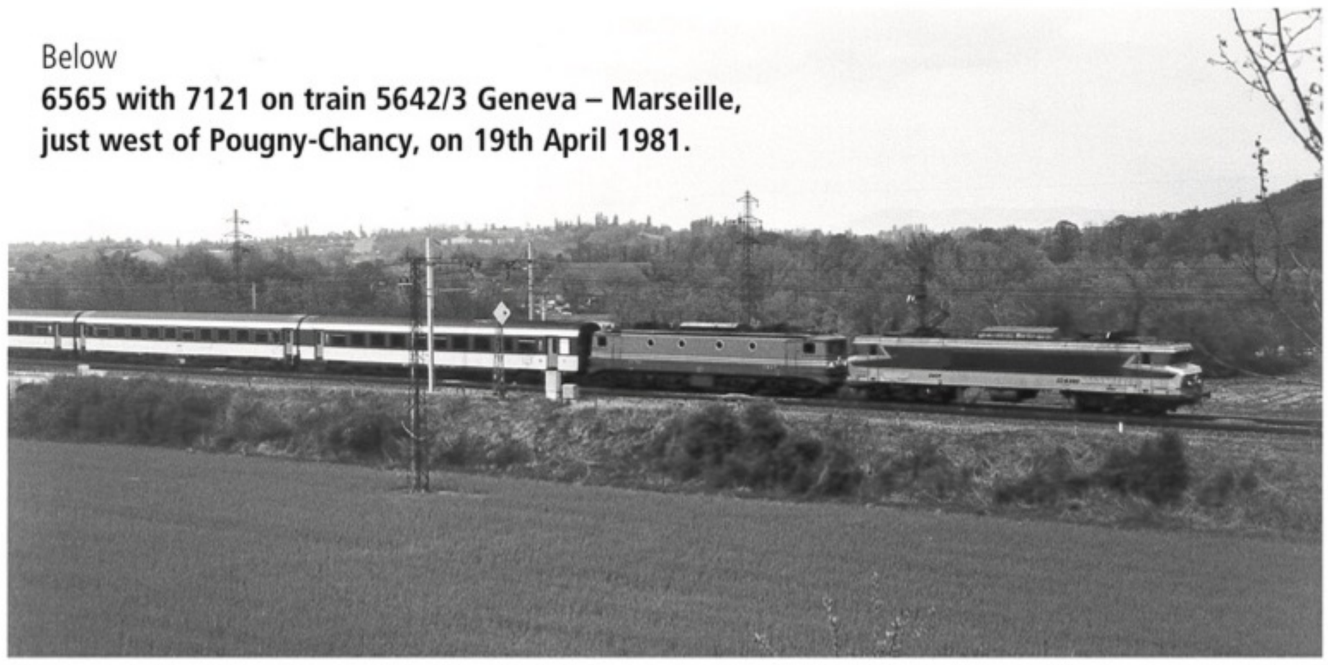
Above
6545 stops at St.Germain au Mont D'Or station with a Lyon – Macon peak hour 'extra' formed of USI stock in October 2003.

Left
6532 at Toulouse depot, August 1980.





Below
6565 with 7121 on train 5642/3 Geneva – Marseille, just west of Pougny-Chancy, on 19th April 1981.



Top
6564 heading for Italy via the Maurienne route passes Torcieu (Ain) in the early 2000s.

Above
6561 on a rake of double-deck coaches drafted onto regional services in Rhône-Alpes to cater for the 'Superpointe' peak ski season traffic, at Chambéry in February 2006.

Right
6566 hauls a short intermodal freight on the Maurienne route southbound through the expansive junction station at Culoz (Ain) on 20th April 1990.



Above
6555 passes Colombiers (Hérault) with a freight, Easter 1996. The large deep ventilation grilles identify the loco as one of the 'Maurienne' batch originally painted green.

Left
6522 with a southbound freight near Anse (Rhône) just north of Lyon on the Paris – Lyon line in August 1999.

Left
6501 hauls a Corail express north on the Lyon – Paris 'Ligne Imperiale' near Anse (Rhône) in August 1999.

Right
6559, in the Fret livery which really did not suit the splendid lines of the class, stands at Lyon Perrache in the latter days of CC6500 working on local passenger services around Lyon in the early 2000s.

CC21000

Four CC21000 were built, 001 and 002 in 1969 with the bodyside grilles equivalent to CC6500 type 1. 003 and 004 followed in 1974 with grilles matching CC6500 type 3. They were three-system locos for hauling trains from Paris to Switzerland via the Dijon – Vallorbe route. They were eventually rebuilt as standard DC-only machines in 1995-7.

Above
6575 is the former CC21001, rebuilt into a standard CC6500 in 1996. It is seen here at Lyon Perrache waiting to take a peak hour extra to Macon.

Below
21001 – official portrait.
Photo: SNCF, author's collection.

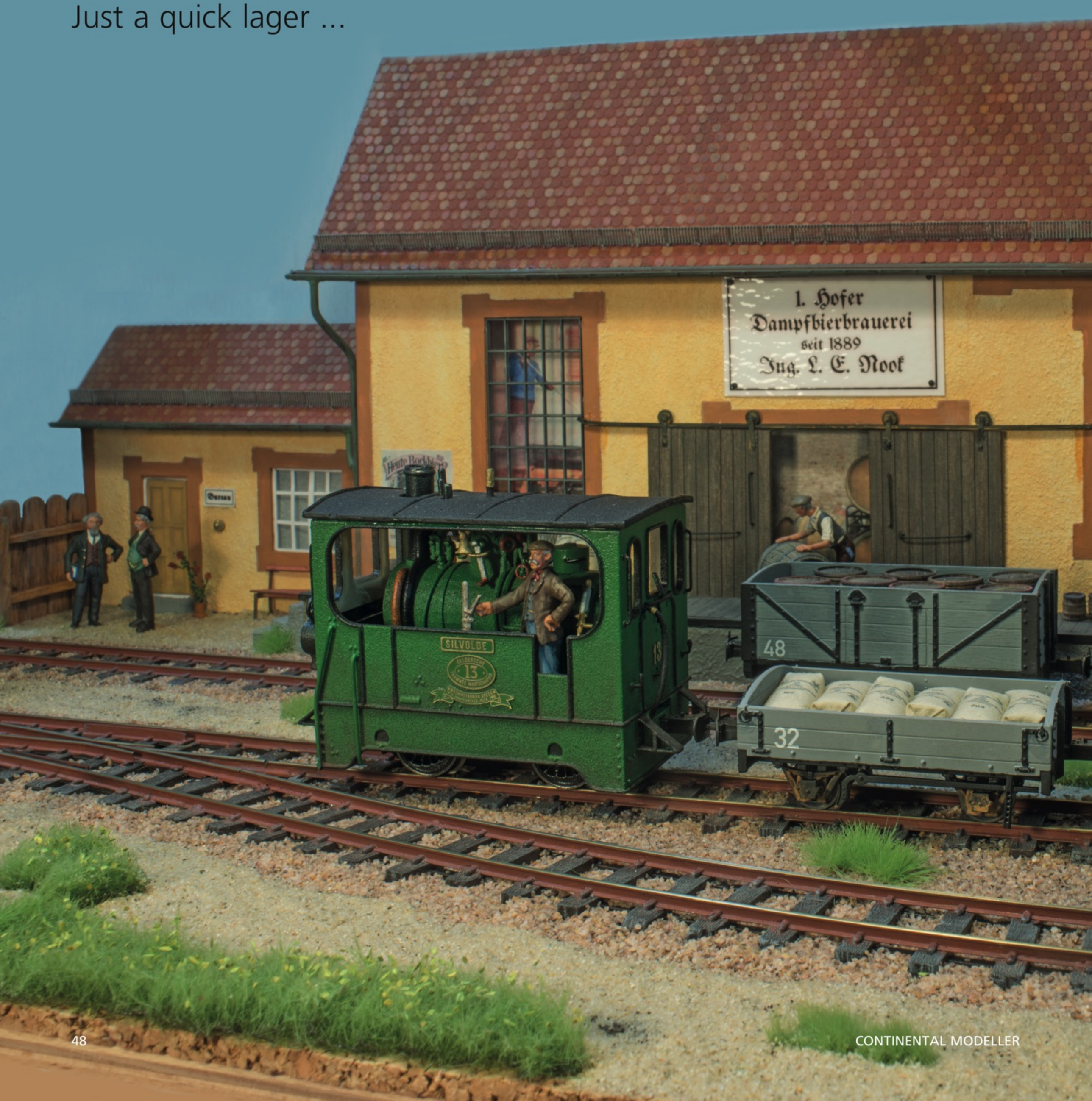




Jürgen Heinritz built a diminutive diorama depicting a rail-served brewery in the Bavarian town of Hof.

Schnell amoll a Hells

Just a quick lager ...



In the northern part of Bavaria lies Hof, which around 1900 had a prosperous textile industry; numerous cotton spinning and weaving mills were erected along the river Saale, some even in the middle of the town.

The owners and directors of these mills wanted a tramway through the town to transport raw materials from and their finished products to the main line station.

At that time Hof had about ten breweries, and their owners also strongly supported the idea of a tram. As their yards were very small, no space should be wasted.

During an educational trip (industrial espionage is far too strong a term for it) to the cotton industry in England, some members of the touring party discovered the narrow gauge railways. On the way back home to Hof they came through the Achterhook in The Netherlands and saw the small box style tram locos. Shortly afterwards a number of locos and wagons found their way to northern Bavaria, and a narrow gauge tramway was built.

So much for the 'alternative' facts. It is true that Hof had a prosperous textile industry and a lot of breweries, but the tramway was electrified and for passenger traffic only, with a single route from the main station through the town to the cemetery. I do not know if there is a hidden meaning in that, but the line closed in 1920 'temporarily' – and has still not been re-opened.

Left
The light railway is operated with Dutch-style tram locos.

Above
A boyhood dream:
"When I grow up, I want to be a locomotive driver too."







Above
The owner of the brewery, the engineer Ludwig Eberhard Nook (Ing.L.E.Nook) is talking to his master brewer, Georg Zwickl (*zwickl* is the unfiltered beer direct from the stock barrel) about a new sort of beer, but the idea of an alcohol-free beer seems not to appeal to Zwickl – it might spoil his beer belly, in which he has clearly invested so much.

Below
The layout is a simple 'inglenook' style shunting puzzle.

Right
The dog is chasing the cat.



Above
The clearly numbered wagons are shunted to each line according to randomly drawn cards.

Right
Worker Werner Seier (*Seier* is local dialect for light intoxication) is rolling out the brewery's biggest barrel for the coming festival.

The plan

Now I am a self-confessed and indeed a keenly practising 'Arendtian', that is, a follower of the doctrine of micro-layouts promoted by the late grand master Carl Arendt. "No space is no excuse", as the Americans say.

As I did not want to miss modelling while I was on holiday, I was planning a little portable layout. I heard something about micro-breweries, and maybe I got something wrong, but that gave me the idea for my micro-layout.

On Carl Arendt's website I found *Simplicity Sidings*, a lay-out with only two tracks and a traverser – perfect for running loco and shuffling one or two wagons back and forth, but just a little bit too simple for me. So I added a point with some more track for a little more shunting fun. Later I found out that this idea was not really brand new: it already existed and was called an 'inglenook'.

Below
The unusual view from the traverser.

Photographs by the editor.

The layout

The layout is 50cm x 30cm and the traverser 40cm x 30cm. The baseboards are two wooden painting bases from Casani. They are connected with banana plugs.

The buildings are made from cardboard. The fence is made from ice cream sticks, and the crossbars once had very high ambitions: they are made from fireworks sticks. I like to keep things simple.

The locos are 3D-prints from Shapeways with adapted Hornby OO chassis. With an old Titan transformer that produces half-wave rectified power supply they are excellent runners.

The wagons are from kits and some bargains from the 7mm Narrow Gauge Association's second-hand department.

I use ZT couplings, which are close to German narrow gauge prototype couplers.

Gerard Tombroek looks at the new Philotrain limited edition brass model of the Nederlandse Spoorwegen class 500/600 0-6-0 diesel.
Photographs by the author, unless otherwise noted.

NS class 500/600

An impressive new model of the *Bakkie* in 1:43.5



Above
The Philotrain O gauge models of 607 in green and 613 in yellow & grey.

In 1976, Philip Friskorn turned his passion into his profession and started the Philotrain company. In the years that followed, more than 30,000 hand-built brass models have left the workshops, mainly of Dutch prototypes in 1:87 (HO) and 1:43.5 (O). The latest production is the popular NS diesel-electric shunter of classes 500 and 600 in O.

For shunting and goods trip working the Allied armies that liberated The Netherlands used, among other things, 0-6-0 diesel-electric locomotives including a series of twenty built by the The English Electric Co.Ltd. They were based on a design for the London, Midland and Scottish Railway. Fourteen were delivered to the British War Department in 1944 as WD 70260 – 70273. The others were not finished until after the war and went to the LMS. The WD locos were used in Calais, Antwerp South, Brussels, Cleve, Emmerich, and Nijmegen.

In March 1946, Dutch railways took over 70260 – 70269 from the WD. The ten were numbered 501 – 510. The construction was modern for the time. With a maximum speed of 32km/h, they were only suitable for shunting, but they could do a tremendous amount of work. They were so good that the NS ordered one hundred new from EE, numbered 511 – 610.

During the delivery it became clear that the braking of freight trains beyond the marshalling yards caused problems. To be able to use these locos on freight services, before delivery sixty-five were fitted with a second compressor for the continuous air pressure train brake. They were given the numbers 601 – 665. Those without a continuous air brake retained the numbers 511 – 545 and were especially suitable for shunting.



Right
NS 517 at the Veluwsche Stoomtrein Maatschappij museum line in Beekbergen, with the narrow buffer beam. This locomotive was sold by NS to the VSM in 1977. In 1984 due to a defect it was exchanged for 532, which was one source of information for the Philotrain model.

Right
Every station where trains were assembled or shunted had one or more 500/600s. 655 is at work in Roosendaal on 30th April 1983.



Below right
660 at the Buurtspoorweg Museum in Haaksbergen. The extended buffer beam and the grilles for the added compressor are apparent.



The locomotives were delivered as follows:
1949: 511
1950: 512 – 517
1951: 518 – 520
1953: 521 – 530
1954: 531 – 545
1955: 601 – 617
1956: 618 – 663
1957: 664 – 665

In addition to the 500/600s, fifteen were ordered without an engine. They were fitted with diesel engines from Strok/Thomassen in The Netherlands. The traction motors, and the main and auxiliary generators were supplied by EE. These locos entered service in 1952–53 as 451 – 465 but were renumbered in April 1953 to 701 – 715. The 700s worked almost exclusively from Rotterdam Feijenoord depot.

In the 1970s and 1980s, wagon load transport decreased to such an extent that many shunting locomotives became superfluous, with the result that from 1969 the oldest locos were the first to be taken out of service. In 1972–73 the curtain fell for the odd series 700. At the end of 1989, the last 500 was set aside, but the last 600s lasted until 2005. However, the demand for the practical shunting locomotives was so great among the new private operators that they were taken over en masse and some of them are still proving their worth.

Bakkie

Because of its rectangular construction, railwaymen nicknamed the 500/600 *Bakkie* (little cake tin). You also hear the name *Hippel* among modellers, but railwaymen generally used this term for small steam shunters, which often seemed to move with small jumps (hippels). In particular, the NS class 6500 was called "little hippel" and the class 6800 "big hippel". So this nickname is actually incorrect for a diesel.

Appearance

The ten ex-WD locomotives were initially dark grey. All new *Bakkies* were delivered in standard olive green without lining. The 501– 510 also got this colour later. Around 1958 the sand-yellow bands appeared on the locomotives. The class 700 were given yellow and black warning stripes around them to make them more visible to road traffic in the Rotterdam harbour area. A few 600s also got such stripes later. Also to be more visible to road traffic, blue flashing lights were placed on the 500/600s in 1963. The blue light was replaced in 1984 by an orange flashing light. Between 1972 and 1980 the machines were painted in the yellow and grey house style.

Below
658 in green, with lining, and blue warning beacon.
Photo: Alex Rankin.



Above
508 between an original *Sik* and a tank wagon at the Dutch national railway museum in Utrecht. This loco represents the first *Bakkies* in The Netherlands.
In 2013 it was repainted in War Department livery and numbered 70269. Originally 501 – 510 had a rounder 'English' cab roof, but this is not apparent in later photos, or on the museum loco, so the cabs must have been rebuilt at some stage.

Below
After collecting as much data as possible, Philotrain went to the VSM depot in Beekbergen to make measurements on a real 600.
Photos: Wim Wolters.

The main dimensions for the 501 – 510 are slightly different from the rest because the War Department locomotives were actually the same as the LMS machines. On later deliveries, the main fuel tank was enlarged from 1,700 to 1,950 litres, which means the hood between the cab and the first engine room door is 50mm longer. Subsequently, the entire superstructure is more or less centralised above the axles, so that the distance from the outer axles to the buffer beam is slightly different from that of the first ten locomotives. Furthermore, there are a few external differences between the 125 locomotives. It is striking that many *Bakkies* have extended buffer beams. The non-extended buffer beam ends immediately next to the buffers, the extended one protrudes beyond them. The extension simplified lifting after a derailment and in the workshops. Another external feature is a grille on the right flank of the 600s for the second air brake compressor.

Making a model

Before starting the model project Philotrain conducted a customer survey to see if there was enough interest to produce a limited edition of forty. After positive reactions to this, the greatest concern was finding good drawings and photos. That was quite a problem. Even the official NS archives at Utrecht only had outline drawings with just the main dimensions. The most detailed drawing was found in a British magazine – Railway Modeller.

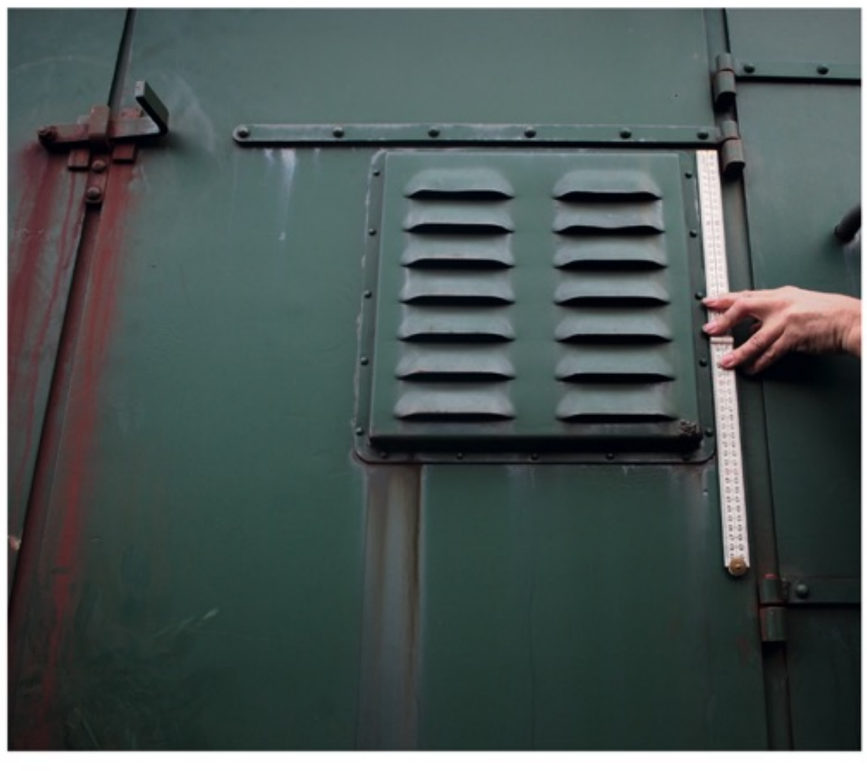
However, there were plenty of photos, especially from Arnoud Doolaar. In his boyhood, he had roamed throughout The Netherlands using a teenager railcard and photographed everything, moving and fixed. Many details were visible in his photos, which were eagerly used during the design phase.

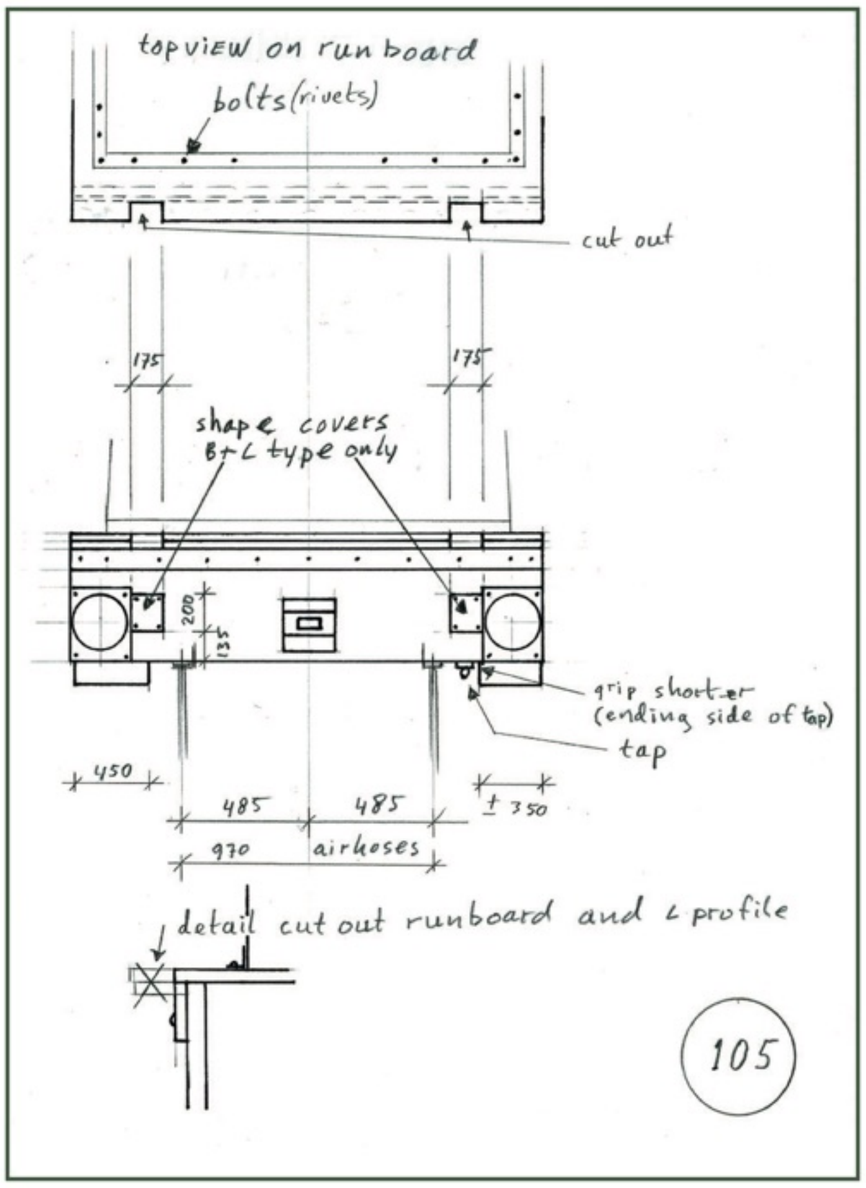
Luckily there are also some real locomotives that could be measured. Two days were spent doing this at the Veluwsche Stoomtrein Maatschappij museum line in Beekbergen.

The collected data was put onto dozens of detail sketches and sent to the famous Samhongsa company in South Korea along with a bundle of photos and a general plan. Philotrain has been working with that factory since 1978. 3D and detailed drawings were made in Seoul on the basis of all the information.

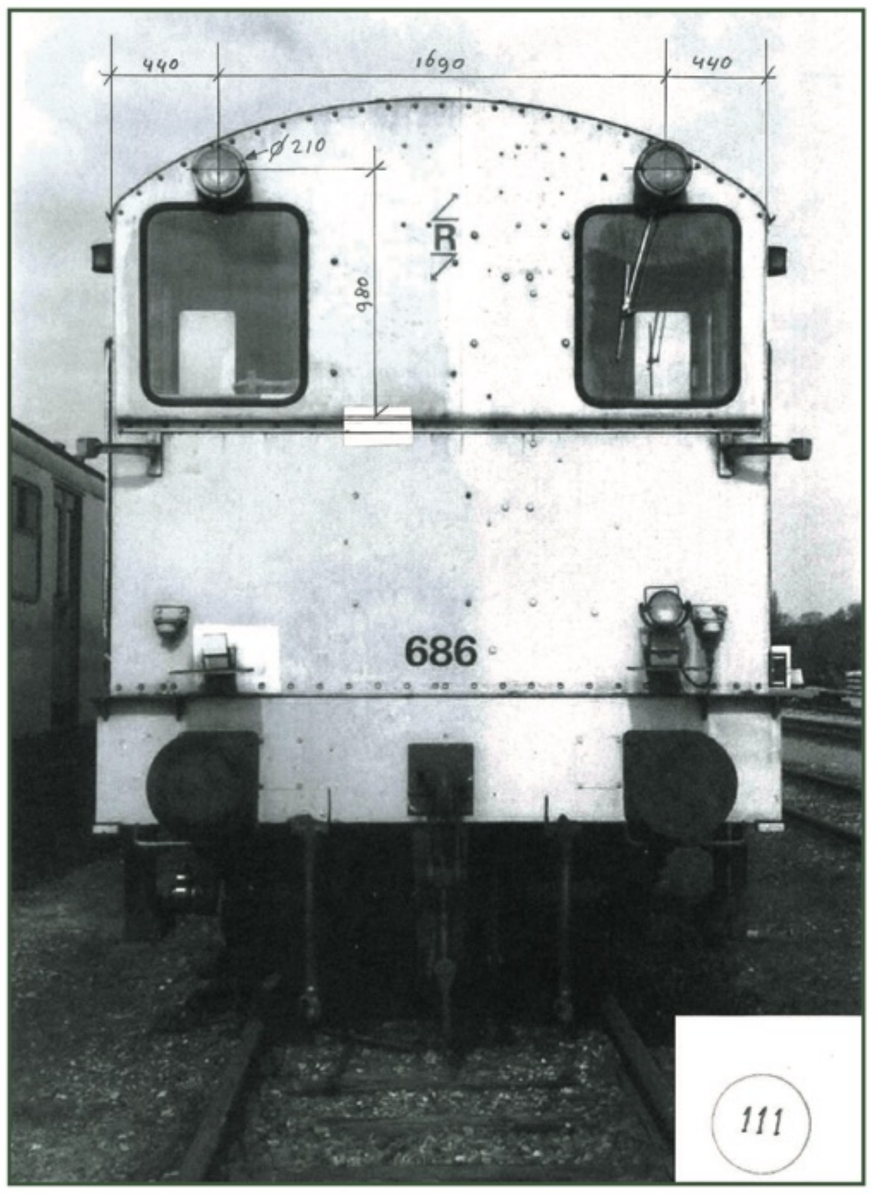
After the drawings were sent back and forth about ten times, with comments and notes, the first samples were made. Again, feedback was given and samples (one green and one yellow and grey) were sent to The Netherlands for approval.







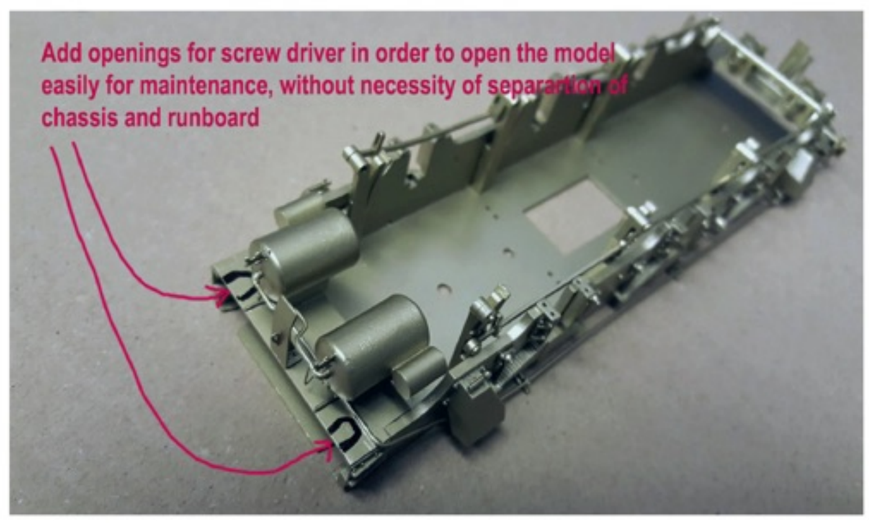
Left
Detail measurements were recorded on separate sketches.
Photo: Wim Wolters.



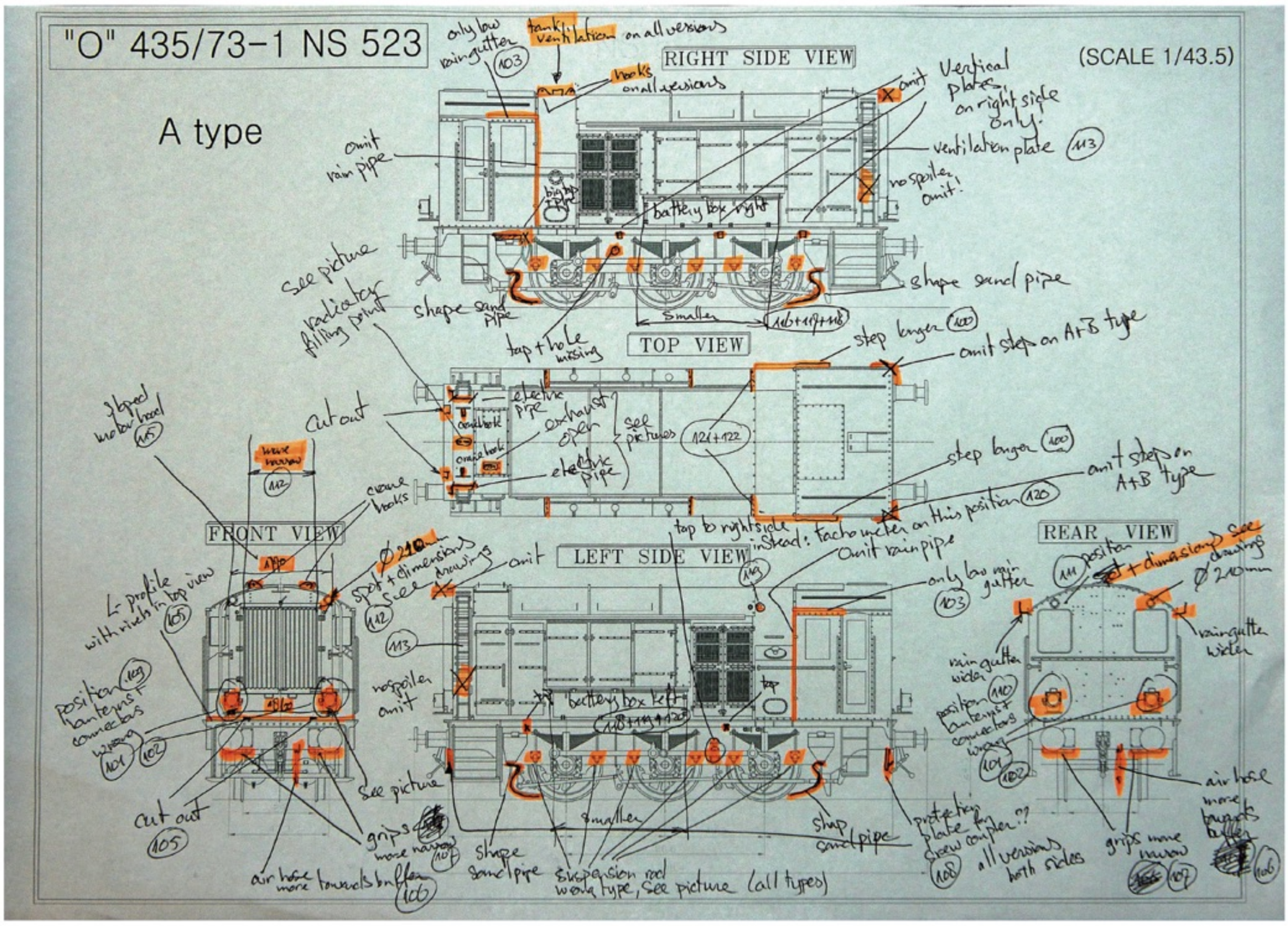
Right
As well making sketches, many of the details were noted on photos.
Photo: Wim Wolters.



Right
The first components came to The Netherlands for inspection in mid-2017. Comments and necessary amendments were noted on photographs.
Photo: Wim Wolters.

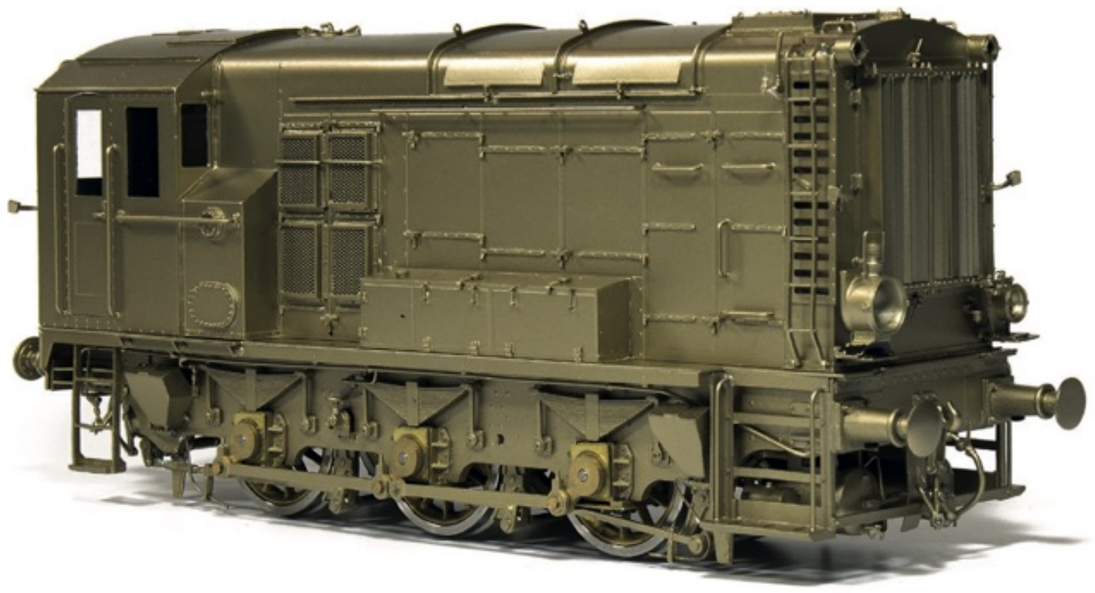


Above
The overall drawing and more than a hundred annotated sketches and photos were sent to the factory in Seoul, where a detailed production drawing was made and sent to back to Philotrain for inspection.
Photo: Philip Friskorn.



Right
The overall drawings went back and forth between The Netherlands and Korea more than ten times, checked and annotated, until they were approved.
Photo: Philip Friskorn.





Then it was a matter of waiting for the electronics. That is the main reason that three years passed between the first plans and the delivery of the models. Delivering a model without provision for digital is not an option nowadays. In addition, most modellers (in O and HO) now buy models to run, while previously most ended up in a display case as a collector's item. As the batch is small, finding a producer for the electronics caused a lot of headaches. If you want a thousand, that is no problem, but hardly anyone is interested in just forty. But a producer was eventually found and the printed circuit boards made, after more difficulties sourcing components. They were sent to Korea to be installed, and then production was further delayed by a fire in the factory.

The model

Philotrain have an enviable reputation for high quality, accurate models, entirely made of brass, with fine scale wheels, sprung buffers, and screw couplings. They are painted in realistic silk-matt colours.

With a production of only forty, it was decided to limit them to the narrow buffer beam version, but even so it was possible to offer a wide selection from different periods of use. The options were:

536 in original green without lining.
607 and 617 in green with lining.
610 in green with large white logo.
613 in yellow & grey with logo.
615 in yellow & grey.

610, 615, and 617 have a blue flashing light, 613 an orange one. In accordance with the prototype, the 600s have the grilles for the compressor.

There are also differences in the headlights: 536 and 607 have one oil lamp and one electric light, and the others two electric lights.

Of course, the head and tail lights work depending on the direction, and the models have either two front lights or the inverted L front lighting, according to period.

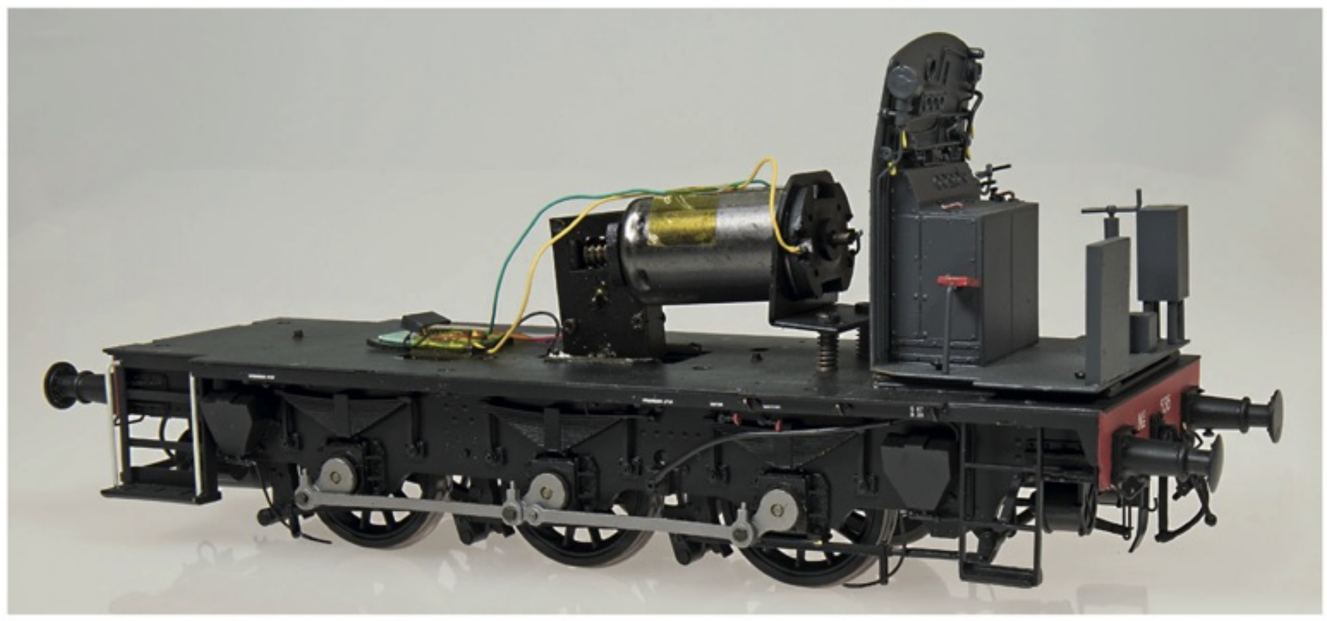
The cab doors can be opened. It has a detailed interior with control stand, switches, and dials. The controls of the 500 and 600 differ slightly; the models all have the 600 type.

The grilles behind which the generators and traction motor fan are located are perforated.

The mechanism is very simple but robust, with a good gear ratio. The motor drives onto the middle axle, with the outer axles linked by the connecting rods. The middle axle is rigid while the outer axles are sprung. The model runs smoothly and can really crawl – as expected for a shunter. There is enough space under the hood to install a stay-alive power pack if you want to prevent the model stalling on dead track.

A digital sound version is available, using a ZIMO mx645p22 sound decoder from Digitrains in Great Britain, who offer the correct sounds. However, the audio file is locked which means that it was not possible to edit it to change the English horns, etc., to Dutch ones.

Above
The first hand-made samples of the Philotrain NS 500/600 were shown during the Nürnberg Fair in 2018. Only a few – minor – changes had to be made.



Below
The motor and gearbox. There is plenty of space under the hood for a digital decoder, a loudspeaker, and a stay-alive power pack if required.





Left
536 in plain green livery. Originally there were slightly crooked cross-shaped openings in the buffer beam, as lifting points. In NS service these holes were covered with small rectangular plates which are very subtle but just visible on the Philotrain model.





Above
607 in green with yellow lining, which was painted on the locos around 1958. In the V on the front is an etched brass replica of the ENGLISH ELECTRIC maker's plate.

Conclusion

Even with an advance order price of €2,495.00, all the models have been sold. Although the drawings, masters, and artwork still exist, and physical production would not be a problem, no second edition will be produced even though there is a waiting list as Philotrain fear that making more of the printed circuit boards would be such a nightmare. A shame for those who missed out and must hope to find one secondhand.



Above
**The model grilles have open mesh.
The red knob is for closing the service tank,
as the clearly legible text next to it explains.**



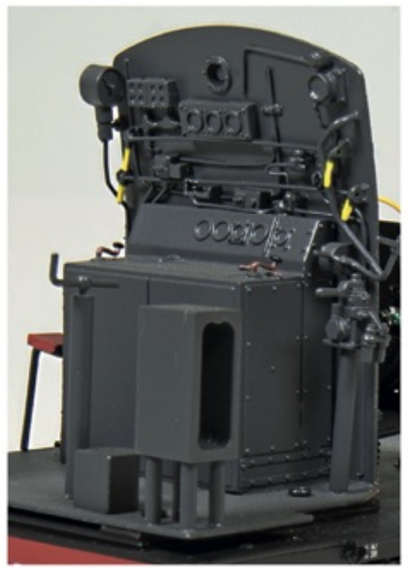
Above
**601 to 665 were equipped with an additional compressor for the Knorr air brake.
To accommodate this compressor
there was an extra grille on the right side.**

Below
Space had to be found for the windscreen wipers between the headlights and the cab side, on the real thing and the model.

Below
**The control desk is highly detailed;
add a few touches of paint
to highlight the dials and it is perfect.**

Below
**The typical 'round' spring pack hangers designed by the NS and applied from 521 onwards are separately applied parts.
The small red tap above the middle wheel is only on one side.**









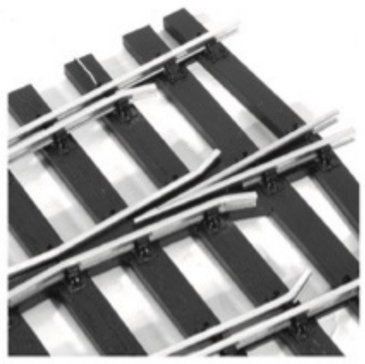


Reviews

Evaluated by our own specialist staff







HO Australian 'indigenous' NR class new from SDS Models





The NR class are 3,000kw General Electric-powered Co-Co diesel electrics built by A.Goninan and Co. for the National Rail Corporation (NRC). 120 were introduced from 1996 and they are used on standard gauge all over Australia.

They were originally painted grey and marigold, and several were subsequently decorated in the liveries of various NRC business sectors. Later they carried liveries for specific trains (Indian Pacific, Ghan, Overland) operated by GSR, reflecting the 'hook and pull' agreement between the two companies.

In 2002 Pacific National acquired the assets of the NRC and commenced repainting the NR class into their new blue and yellow colours.

In the 1990s, Austrains produced a model of the NR class which was accurate dimensionally with a level of detail good for its time. In recent years the product line was acquired by SDS Models and is being re-released progressively, with improvements, under the *Austrains Neo* label.

The NR has been offered in a range of liveries, many with a choice of numbers: National Rail, Trailerail, SeaTrain, SteelLink, National Rail black, *The Ghan*, *The Indian Pacific*, *The Overland*, Pacific National, Pacific National (four stars), and Pacific National (five stars).

In late 1997 the NRC outshopped two NRs bearing indigenous designs based on works by Alice Springs artist Bessie Liddle.

The first, NR30 *Warmi*, was launched in Sydney by Cathy Freeman in November 1997. It features an Aboriginal Dreaming story and is decorated after a Warmi dot painting showing a snake, bush tucker, and women's footprints.

The second, NR52 *Kungara Mankurpa*, was launched in Alice Springs by Mark Vaile in December 1997. This design depicts a Star Dreaming story, with a dot painting showing the travels of the Seven Sisters and their pursuit by the Snake Man in Pitjantjatjara country.

The reproduction of these complex liveries has been achieved magnificently.

The production is fully licensed by the artist's agency, and is limited to a total of 660 units across six options (DC, DCC sound, and dummy in each livery).

When embarking on the design of this indigenous pair, SDS took the opportunity to bring the detail level up to compliment the new artwork.

The ready-to-run model features a precisely tooled ABS plastic body, with separately applied handrails and other detail parts.

It is powered by a five-pole skew-wound motor with dual flywheels, with drive to and current collection from all wheels. Performance is smooth and quiet, controllable from walking pace to a realistic maximum.

Headlights, marker lights, number boxes, and ditch lights are all illuminated with LEDs. The printed circuit board has a 21-pin MTC socket for a digital decoder. The sound versions are equipped with an exclusive ESU 'Full Throttle' diesel sound decoder by DCCSound.

The models now come fitted with genuine Kadee® scale head 'whisker' working knuckle couplers.







Manufactured for

SDS Models
P.O.Box 804,
Winston Hills,
New South Wales 2153,
Australia.
www.sdsmodels.com.au

PRICES
Standard versions
DC A$295.00.
DCC sound A$425.00.

Indigenous limited editions
Non-powered A$235.00 each.
DC A$375.00 each.
DCC sound A$495.00 each.

G Deutsche Reichsbahn BR50[35] *reko* new from Piko

Between 1957 and 1962, the Deutsche Reichsbahn thoroughly reconstructed 208 of the standard BR50 2-10-0, over 3,100 of which had been built between 1939 and 1944, equipping them with a new boiler and other significant improvements. The result, classified BR50[35], not only proved to be robust, reliable, and economic to operate and maintain but the tractive effort was increased by some 10%. The relatively light and comparatively fast machines had wide route availability and could be used to haul almost all types of trains. Although designed for freight, and more than capable on heavy block trains, they could often be seen on regional passenger workings with a couple of *reko* coaches and were even occasionally substituted on long distance fast trains. They lasted in regular use in East Germany until 1988.

The new Piko model specifically represents 50 3690-0, based at Dresden. The Epoch IV markings are very finely printed.

The moulded plastic parts are made of a special long-lasting material which is suitable for outdoor operation.

The body is enhanced with many separately applied details, such as smoke deflectors, handrails, sandpipes, pipework, top feeds, generator, air pump, cab roof vent, and number plates.

The analogue DC model comes not only with directional headlights but also a flickering in the firebox and cab interior lighting as standard, and a smoke generator. It is arranged so that a digital decoder and sound module with a large weatherproof loudspeaker (ref.36230, £150.00) can be easily installed.

The digital model comes with a Piko SmartDecoder 4.1 and a matching sound module. The basic sound also works with an analogue controller.

A special feature of the digital version is a moving coal supply in the tender: the pile of coal drops visibly as the loco runs. When it is 'empty', the loco's speed is reduced until supplies are replenished. A special function key is used to 'refill' the coal.

The model is driven by two powerful seven-pole Bühler motors, giving excellent running characteristics, and has two traction tyres to ensure good pulling power. The ten-coupled chassis is articulated (6+4) to allow a minimum recommended radius of 600mm.

The fine spoked wheels are fitted with precision stainless steel tyres.

Each section of the chassis is equipped with a pair of rail skates to optimise current collection.

Length over buffers is an impressive 865mm.









Manufactured by

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

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.37240 £1,195.00.
ref.37241 DCC sound £1,350.00.

HO

Austrian UIC-X coaches new from Jägerndorfer





The UIC type X was based on the express coaches developed after the Second World War by the Deutsche Bundesbahn (DB). They were 26.4m long and had doors at each end, with compartments opening off a side corridor – ten compartments each with six seats in first class, and twelve compartments each with six seats in second class. Composites usually had five first and six second class compartments.

Jägerndorfer have produced both the second and the first/second composite. As well as the original green livery, they also offer the so-called 'jaffa' orange and cream and the plain orange liveries.

As well as single vehicles, they will also be available in each livery in packs of three (two seconds and a composite).

The markings are neatly printed, and small features such as the brake controls carefully picked out.

The models are accurate, according to published dimensions, and well detailed. Panels and grilles are moulded as part of the roof and body.

Separately applied parts include the corridor connections, door handrails, steps, brake gear, and some underframe equipment.

There is flush glazing, with metallic frames, and a full interior. The coach is ready to have interior lighting installed.

The optional kit includes a digital decoder to control the lights, and each compartment and the corridor can be switched separately.

The bogie sideframes are moulded in deep relief.

The model runs freely on blackened metal disc wheels.

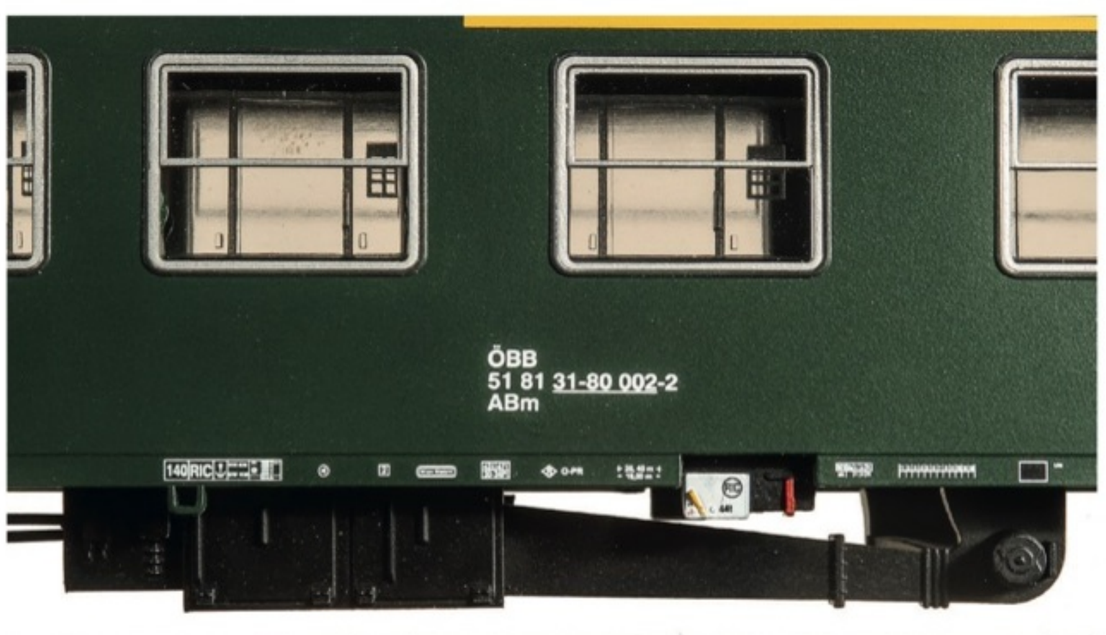
Standard couplers are supplied to place in NEM pockets on close-coupling mounts, fitted to the frame.





Type X coaches went into service in many countries, the largest numbers being deployed by the DB and the FS (Italian state railways). They were the backbone of ÖBB international services in the 1950s and 1960s, and remained in traffic until the 1990s.





Manufactured for

Jägerndorfer
Bundesstraße 20,
A-2563 Pottenstein, Austria.
www.jaegerndorfer.at

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.90000 £73.00.

G

Deutsche Bundesbahn type Avmz first new from Piko



The range of large scale stock by Piko has been augmented with a new model of a Deutsche Bundesbahn 26.4m first class InterCity coach, type Avmz^{111}.

From 1962, the DB acquired coaches of types Avmz$^{111.1}$ (compartment) and Apmz$^{121.0}$ (open saloon) for the *Rheingold* and *Rheinpfeil* TEE services. The vehicles proved themselves and several more batches were built.

They ran on Minden-Deutz 36 bogies, and the top speed was 200km/h. In addition to the indirect type KE air brake, the vehicles have a magnetic rail brake.

In common with other Piko large scale models of standard gauge stock, it is not to a precise scale – various dimensions suggest c.1:26; the 817mm length over buffers is close to 1:32.

In fact, the model is a reliveried version of the recently released type Bpmz open second (reviewed in October 2019); it might have been better if it had carried the Apmz classification.







The vehicle has DB Epoch IV markings, which are very clearly printed, right down to the smallest data. The main colours are even and cleanly separated. Brake operating handles, etc., are neatly picked in appropriate colours.

The plastic body is enhanced with added parts such as the door handrails, corridor connections with fall plates, and buffers.

The interior has seating fitted, and the glazing is flush with frame and surround in beige and black respectively.

An internal lighting kit is available as an optional extra.

The bogie side frames are very impressive, with axleboxes and suspension components very nicely represented.

The underframe features brake equipment moulded in medium relief, largely hidden by the side skirts, which are separate added parts.

The vehicle is made in weatherproof materials so is suitable for use outdoors as well as inside.

The model runs freely on plastic wheels on metal axles.

Regular large scale couplings are fitted, mounted on the bogies.

The model has been designed to cope with 600mm minimum radius, though on such relatively sharp curves it will 'underhang' by a considerable amount so clearances will need to be checked.

For its sheer size, level of detail, and standard of finish, this is impressive.

Manufactured by

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

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

PRICE ref.37661 £280.00.

all

Ballast weathering kits from Peco





New to the range of Peco Scene materials are bulk packs for weathering trackwork. They are labelled 'steam' (ref.PS-370) and 'diesel' (ref.PS-371) for identification purposes.

The 'steam' pack consists of a bag of ash, a bottle of track grime, a bag of coal dust, and a bag of track dirt; the 'diesel' pack includes a bottle of track oil solution, a bag of brake dust, and a bag of track dirt.

The skill, of course, is in the careful combination and application of the materials: ash around a steam shed or cement plant for example; brake dust in a diesel depot or on the 'downhill' line on a gradient. Track dirt is universal, and is as useful on a model set in 1919 as 2019.

Modellers will no doubt come up with their own uses for these versatile combination packs.



Manufactured by

Peco
Underleys, Beer, Seaton,
Devon, EX12 3NA.
www.peco-uk.com

PRICES £14.95 each.

HO

Bavarian S3/6 *Hochhaxige* Pacific new from Trix and Märklin

In 1907 the Royal Bavarian State Railways ordered from Maffei a four-cylinder Pacific with 1.87m diameter driving wheels; the design was very similar to the class IVf built for Baden.

A fourth batch of eighteen followed in 1912/13, slightly larger and with huge 2m diameter drivers, which were appropriately nicknamed 'Hochhaxige' (long-legged). They subsequently became 18 441 to 458. This sub-class was the first to have the capped chimney and the flat-fronted cab, and was paired with a larger 2'2'T32,5 bogie tender.

They were not only fast, but efficient, proving economical on fuel. They were primarily used between Munich and Nürnberg, Würzburg, and Regensburg. Latterly they were used beyond Bavaria, most notably after 1928 on the *Rheingold*. They lasted in service until 1969. The only survivor is 18 451, now in the Deutsche Museum in Munich.

The specific prototype of the brand new, but previously unannounced, model from Märklin and Trix is No.3624, later 18 441. Although there was already an S3/6 in their range, this is all new construction to reflect the prototype differences. The boiler and the main part of the tender body are cast metal, but the rivets are not over-emphasised. The cab and the coal bunker are plastic, and model benefits from many separately applied detail parts. The cab is detailed, with backhead, coloured dials, levers, and reverser handwheel; it has a working light, switchable under digital control.





Optional parts include full length smokebox access steps and piston tail rod covers, which can be fitted if curves allow.

The finish is excellent, with fine lettering. The fluted rods have the recessed centres coloured red.

The open bar frames are also cast metal, with a good level of detail.

The five-pole motor, with flywheel, is located in the boiler; the worm is connected to a gear train in the firebox which drives onto the rear driving axle; both wheels on this axle have traction tyres.

With these and an overall weight of c.485gr, pulling power should be more than adequate.

The model runs very smoothly, from walking pace on step 1 to a top speed a little over the prototype's 120km/h.

The model is only available in digital form with sound and a smoke generator.

The main circuit board and loudspeaker are in the tender.

Lighting is by warm-white LEDs; the third top headlight is switched manually, to mimic prototype practice.

The sound has the correct four-cylinder exhaust. The mfx+ decoder offers thirty-one functions, over twenty of them sound: headlights, headlight to warn oncoming trains, smoke generator, running sounds, whistle, shunting whistle, steam blowdown, safety valves, grate, air pump, water pump, injector, coal shovelling, sanding, buffer impact, coupling clank, coal loading and water filling, brake squeal, guard's whistle, station announcement, two 'dialogues', and ambient noise. Functions also select direct control (no momentum/inertia) and a slow shunting speed. Accessibility depends on the controller used.

The mfx+ decoder will also simulate operating conditions, requiring water and coal 'supplies' to be replenished based on use.



The model will take 360mm radius.

Loco and tender are close coupled, with alternative positions for display or operation.

The rear of the tender has a NEM pocket on a close-coupling mount, fitted with a Märklin coupler. If this is not needed, for display a dummy scale coupling and brake hose are supplied.

There is no provision for a front coupler, though this is hardly necessary on this type of express machine.

The buffer beams are slightly too high, as is standard with Märklin models to clear the model coupler.

A very nice piece of work.





Manufactured by

Trix
Stuttgarter Straße 55-57,
D-73033 Göppingen, Germany.

DISTRIBUTED IN THE UK BY
Gaugemaster Controls,
Gaugemaster House, Ford Road,
Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

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

PRICE ref.22403 £589.99.
Märklin ref.39436

Modellbahn-Kurier Special 31
Faszination Spur 1 – Teil 12

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 90pp
Softback €16.80
German text ref.1945
ISBN 978-3-8446-1945-4

The twelfth edition of this series devoted to railway modelling in Gauge 1 begins with 'Prächtig und mächtig', a detailed look at the new Deutsche Bundesbahn BR85 2-10-2T from MBW, with a scale drawing and black & white photos of the prototypes.

Next Bruno Waldmeier describes and illustrates his diorama 'Geschichten rund um Wuppertal' which features plenty of shunting possibilities. As well as photos and a track plan there is a table listing all the items used in its construction, with all the manufacturers. There is also a scanning facility to access a short film on YouTube about this modelling project.

The third feature, 'Die sichere Bank', describes and illustrates the construction of a laser-cut kit for a park bench from Bünnig Modellbau.

The latest new items in Gauge 1 are then described and illustrated. Among the models featured are the French 241A Pacific from Märklin, the Bavarian type DXI (later BR73) tank engine from Spur 1 Exklusiv, an SBB Re4/4^{IV} electric locomotive from Lematec, a DB BR212 diesel-hydraulic in ocean blue & beige livery from KM1, and six-wheeled DB coaches from Wunder.

The following page has a list of all the Gauge 1 events to be held in Germany from October 2019 to February 2020.

'"Ulm" in Variation' , compiled in collaboration with Andreas Krug from KM1, looks at their new range of four-wheeled stake wagons.

Ralph Zinngrebe describes and illustrates his technique for obtaining the right trackbed for laying Gauge 1 track and the materials used. Scale drawings show the correct track spacing and ballast shoulder dimensions.

Peter Bell provides an account of the 3rd International Gauge 1 Module Meeting in Halver. A track plan of the assembled modules is featured together with colour photos of the layout.

'Die Economy-Klasse' by Heiko Herholz looks at the new ZIMO MX10 and MX10EC digital control systems.

In 'Preiser trifft Stümpfl', Hans Wunder describes and illustrates how he painted and installed figures from KS Modelleisenbahn.

In 'Schlagbaum aus Schrott' Michiel Stolp describes and illustrates how he made a working level crossing barrier for his layout from bits of scrap metal.

'The Making of RIMKOV' continues the story by Rik Martens on the building of a locomotive testing station (*below*), part 1 of which was in the previous edition. The photos clearly show the wealth of detail that has been achieved.

In 'Update für die 80er' Frank Sackermann describes and illustrates how he improved the appearance of Märklin's first Gauge 1 steam locomotive, the BR80 0-6-0T. Photos clearly show the super-detailing and additional parts used.

The third part of Ralph Zinngrebe's article 'Vorsicht, Hochspannung!' on catenary includes prototype and model photos, plus three scale drawings giving correct dimensions for the positioning of masts on a layout.

In the final feature, 'Schiene kreuzt Straße', Frank Mäule describes and illustrates how he constructed a road crossing.

All the features are amply illustrated with well reproduced photos, the majority in colour.

This is another very handy and recommended reference work packed full of advice and inspiration for all Gauge 1 modellers, with some aspects useful in other scales; however, a good knowledge of the German language will be required to get the best from it.



Numerous advertisements from model manufacturers are included, from the likes of MBW, Märklin, Bünnig Modellbau, MoMiniatur Modellbau, Asoa, MSM, Zimo, KM1, Fine Models, Stangel, Sommerfeldt, and HEGOB. There are also a few advertisements for model shops in Germany and for other products from Eisenbahn Kurier Verlag – books, magazines, calendars, and DVDs.



40 anni di Caimani

by Emilio Maldini

TG-Trains,
Casella Postale 8, I-21046 Malnate (VA), Italy.
www.tg-trains.com
210mm x 297mm 198pp
Softback €45.00
Italian text
ISBN 979-12-200-4232-1

This substantial landscape format volume presents the history of the FS class E.656 Bo-Bo-Bo electric locomotives, nicknamed 'cayman', analysing the ups and downs of their forty years of service.

The class was developed on the basis of the E.646, responding to a need in the early 1970s for more powerful mixed traffic locomotives, also capable of working express passenger services at 150km/h. With an articulated body, 461 were delivered by several manufacturers between 1976 and 1989 in six series, with differences reflecting technical developments during that period. (For operational purposes, the FS grouped them into just three sub-series.) They are due to be retired in 2020, but three have been allocated to the FS historic fleet.

The book has chapters on the origin and development; variations and modifications; liveries, and an explanation of the nickname, with a separate section for after 2000; the use of the class from the beginning up to the 1980s; the delivery after a pause of a new (sixth) series with updated electrics, and their use in the 1990s; the separation of the divisions (into international and national passenger, regional passenger, and cargo) in the 2000s; and the inevitable end.

Those modified to become E.655 for freight traffic with a different gear ratio and top speed of 75mph are also noted, and there are sections on accidents involving the class, and the experiences of railwaymen working these locos on passenger and freight trains (with a schematic diagram of the controls). The work is concluded with full tabular list of all locos built, with builder, year delivered, and allocation at 31st December 2000. There is a brief note on sources, and a QR code to access a photo archive and video clip.



The account is illustrated with an excellent collection of photos, many previously unpublished, with images from throughout the period. With a good mixture of loco portraits and views of trains in the landscape, they show the class in use all over Italy and even into neighbouring Slovenia.

While there are significant sections of text, the book primarily consists of photos with concise captions (giving loco, location, service, and date, and crediting the photographer). Most are presented full page, with occasionally four to a page. The majority are in colour, with just a few early black & white views. The standard of photography and reproduction is very good throughout.

A reasonable knowledge of Italian would help get the most from the text, but as this is photo album rather than a technical treatise (there are no scale drawings or tables of comparative specifications, for example) it can still be appreciated.

One final page advertises relevant cab ride DVDs available from TG-Trains.

MIBA-Spezial 122
Projekte mit Pfiff
Kleine bis mittlere Anlagen

Edited by Martin Knaden
VGB – Verlagsgruppe Bahn GmbH, MIBA-Verlag,
Am Fohlenhof 9a,
D-82256 Fürstenfeldbruck, Germany.
www.miba.de
295mm x 210mm 104pp
Softback €12.00
ISSN 0938-1775
German text ref.12012219



The latest special from *MIBA* is concerned with plans for small to medium size layouts which have a certain style or appeal. They come from a number of contributors, and some are suggestions while others are layouts which have actually been built, which enables some relevant modelling processes to be explained and illustrated.

Most are for standard gauge, with one HOm and one HOe.

The sizes vary from 1m x 0.25m to 7m by 5m (in HO); some of the plans give dimensions for other scales, but the default is HO.

Most also assume a permanent installation rather than a portable layout. Several make use of storage sidings on a lower level, not a common practice in the UK; these designs would probably not suit a transportable layout as they stand.

Specifically, the subjects are:
– Köln before the First World War, with trains passing through the old Pantaleon gate;
– changes of scene: a novel concept with interchangeable scenic modules (with seven different suggestions) in between two permanent helix ramps and a low level storage yard built in to the living room furniture;
– a mini layout with maximum operation, with a large double-page fold-out artist's impression and plan;
– Bad Schandau, on the Elbe, where German and Czech services meet;
– a reversing station in the office, with alternative suggestions for the operation;
– Taunusweg station (featured in *MIBA* 5/2018) gets an extension in the form of a diesel loco depot, largely illustrated with computer graphics;
– the small branch terminus of Aigen in Austria, near the Czech border;
– with the railway to Hotzenplotz, or Osoblaha as it is known now, on the Czech narrow gauge;
– the construction and operation of *Stiller Winkel*, a TT micro-layout;
– Rohrberg in the Altmark, a very simple rural passing station;
– a question of definition: looking again at ways to develop the continuous run oval with point-to-point operation;
– a micro-layout which mixes trams, trains, and radio-controlled road vehicles from Wiking and Carson.

Most of these suggestions offer not just the plan but also the reasoning behind the choice and the design, thoughts on the operating potential, even with timetables, and recommendations of suitable stock.

The work is illustrated by over 300 photographs, most in colour, and all very well reproduced on good quality paper, supported by diagrams and of course the layout plans. Some of these are hand-drawn, but the majority were created on a computer. All are very clear.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours.

A fair knowledge of German will be needed to get the most from the book, but the high pictorial content and the nature of the ideas makes the collection worth a look.

The issue includes around nine pages of advertisements, mostly for other MIBA and VGB publications, but with some from relevant suppliers and retailers.

Le Train – spécial 99 3/2019
Les EuroCity
Tome 1: leur Histoire – depuis la fin des TEE jusqu'en 2019

by Jean-Pierre Malaspina
Editions Publitrain eurl,
CS80010, F-67660 Betschdorf, France.
www.letrain.com
297mm x 210mm 100pp
Softback €16.50
ISSN 1267-5008 French text

This new special from *Le Train* is concerned with EuroCity services, and concentrates on their history, from the ending of Trans Europ Express (TEE) services up to the present day.

Introduced in the late 1980s to meet competition from road and air, the network elevated the InterCity concept already proving successful in Britain, The Netherlands, and Germany, to an international level.

Volume 2 will deal with the motive power and rolling stock, and there is even a third volume planned giving more information about the services within France. For this book is by no means limited to France – we witness services in Belgium, The Netherlands, Germany, Switzerland, Austria, the Czech Republic, Italy, Slovenia, Poland, Hungary, Denmark, and Spain.

This involves a wide variety of motive power, and often mixed consists of coaches from different national operators. The majority of locomotives are electric, with some diesels.

The story is told in several sections: the precursors (InterCity trains 1980 – 1987); the establishment of the EuroCity network (1987 – 1990); extension towards the east (1990 – 1993); competition from high speed trains (1994 – 1999); a new phase of growth (2000 – 2005); the effect of the opening of the eastern high speed line in France (2006 – 2011); the centre of gravity moves east (2011 – 2017); evolution since 2017.

The publication has been more than competently compiled by an author new to this series; unfortunate that his surname is slightly mis-spelled on the cover.

As usual, the work is built around an excellent collection of 149 photographs, all in colour and very well reproduced.

The captions are informative, and mostly placed adjacent to the relevant image, or sometimes over a blank area, of sky, for example. They are numbered in sequence and also prefaced with a direction (above, below, etc.).

DB Lokomotiven und Triebwagen 2019
EK-Aspekte 42

Edited by Jörg Sauter
Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
280mm x 210mm 76pp
Softback €12.80
German text ref.1921
ISBN 978-3-8446-1921-8

The latest edition of the 'Aspects' series, dated for the fourth quarter of 2019, once again offers an annual analysis of the allocation of all DBAG locomotives and railcars, electric and diesel, owned and leased, as at 1st July 2019.

After an introductory four-page essay which looks back at significant railway events and technical developments of the previous year, the major part of the publication is simply a listing, class by class, of all units with their present allocation. Machines allocated to DB subsidiary companies and operational historic locos are also listed, along with nominally withdrawn units still in use with specialist departments and now classified as 'plant'.

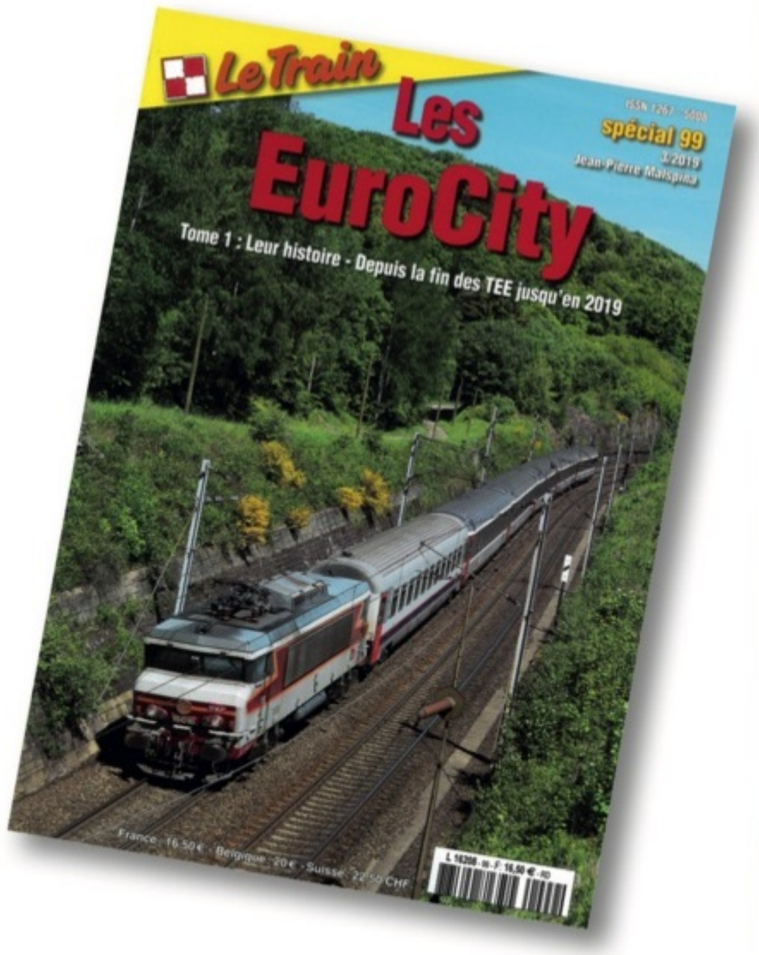
Apart from this factual information, which will no doubt interest future historians as well as present enthusiasts wishing to work out where to find specific types, the other major value of the work, particularly for modellers of the modern German scene, is the accompanying collection of contemporary illustrations, most taken within the last year or so (the earliest is from April 2018, the latest as recent as July 2019). All are in colour, well reproduced on good quality glossy paper. The images are presented large, taking half a page, which allows detail to be examined. The majority of the views show trains in context, from industrial settings to scenic landscapes, all over the country. Traffic red livery dominates, of course, but there are some specials, advertising graphics, and historic colour schemes to add a little variety.

The work is only concerned with DB stock and does not include private operators, so while it is a comprehensive guide to current DB motive power, it is not a complete handbook for anything you might see on German rails. No technical details are provided.

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

The book includes nine and a half pages of advertisements for other EK publications – magazines, books, DVDs, and calendars.





The photos are supported by a series of official schematic route maps, appropriate for each period, plus tables of the services operated, and when, with origin, destination, route length, duration, and average speed all noted.

The page design is straightforward, in the usual style, with just a subtle drop shadow in the few cases where images overlap, and graphic devices restricted to coloured chapter and section headings, along with frames and tinted backgrounds for the tables and information panels to aid clarity.

The few information panels focus on specific services or operators, such as the Cisalpino or Thello.

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

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

Reasonable French will help to get the most from the text, but the captions and tabular information should be clear enough and the publication can be appreciated for the illustrations.

Just the thing to inspire some authentic variety amongst the stock on the layout.

Eisenbahn–Kurier Special 134
Köf III
– Die Kleinlok der Bundesbahn

EK-Verlag GmbH
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 98pp
Softback €12.90
ISBN 978-3-8446-7027-1
German text ref.7027



At the end of the 1950s more than one thousand *Kleinlokomotiven* (literally small locomotives) of power groups I and II were in service with the Deutsche Bundesbahn. However, there was a great demand for more efficient diesel shunters so the DB central office (BZA) in München worked together with Gmeinder to develop a new small locomotive. From 1959 the DB tested eight prototypes, leading to the delivery of over 300 series production examples. Introduced as Köf 11 (from 1968 classified BR 332). These locos proved their worth at stations and main works. They were followed by the Köf 12 (from 1968 BR333), with deliveries finally being completed in 1977. This new special tells the story of these locos, covering their development, technical details, and service life with DB and today's Deutsche Bahn AG.

The first chapter, 'Abschied von der Kette', looks at the development and construction of the Köf 10, 11, and 12. Photographs are supported with a scale drawing of a 333, and there is a table showing the numbers of Köf III locos built by Gmeinder, Jung, and Orenstein & Koppel.

The second chapter is entitled 'Die Technik der Köf III' and gives technical details of the classes 331 to 333, and includes a cut-away scale drawing of a Köf 11. One of the black & white images shows a shunting coupling on a radio-controlled loco from MaK in Kiel. Locos fitted with this equipment received the new class number 335.

It was not uncommon to see the Köf III shunters on passenger services and this is documented in the next chapter, 'Sie haben Anschluss ... Die Köf III in Reisezugdienst'. There are extracts from working diagrams for a Köf III and an ETA150 battery electric railcar dated 30th May 1965.

'Geburtsort der Köf III' takes a detailed look at the locomotive builders Gmeinder and the machines which were built there between 1919 and the present day. As well as photos there are some extracts from Gmeinder publicity material, together with a table giving a list of diesel shunting locos delivered by Gmeinder to the Deutsche Reichsbahn and then the DB between 1930 and 1980.

'Köf III – Deutschlandreise' uses over a hundred colour photos to illustrate the depots which had an allocation of Köf IIIs and the duties they performed, from Flensburg in the north to Freilassing in the south. Tables showing the development of freight traffic on DB between 1970 and 1993 and the duties performed by BR332s at Braunschweig Rangierbahnhof from 25th September 1988 to 31st May 1992 are also included.

The final chapter, 'Die Köf III heute', examines the duties still being performed by Köf IIIs in 2019. There is a table showing those still in service with DBAG as at 1st July 2019, and a complete list of all the Köf 331, 332, 333, and 335 units which have been delivered to DB: details given include the running number, builder, works number, date into traffic, depots of allocation, and date of withdrawal.

This is a highly recommended work on a robust and dependable diesel shunting locomotive class, and should prove popular with all those with an interest in German diesel locomotives and their development.

There are a number of advertisements for other Eisenbahn Kurier publications and DVDs, as well as one for the Märklin HO model of 333 009-9 in ocean blue & beige livery and the forthcoming new HO model of a 333 from Roco.

New South Wales Railways in colour 1855 – 1957

by Garry Saunders
Eveleigh Press
P.O.Box 345, Matraville,
New South Wales 2036, Australia.
www.australianmodelrailways.com
305mm x 215mm 424pp
Hardback A$145.00 + p&p.
ISBN 978 1 876568 39 9

This new book from the Eveleigh Press began as an account of the colours used on New South Wales locomotives and rolling stock, but soon developed into a much more elaborate undertaking. It takes the reader on a journey through the first century of the history of the railways in New South Wales, from the beginning of the railway age to what is effectively the end of the steam era.

It includes consideration of over more than 320 representative items of motive power and rolling stock, briefly describing their places in the story: locomotives of all types (steam, electric, and diesel), rail motors, passenger coaches, goods wagons, service stock, and tramway material (as for many years the tramways were part of the railway administration).

For convenience, the story is presented in ten sections: the McConnell years (1853 – 1857); the Whitton years (1857 – 1878); the Burnett years (1878 – 1881); the Scott/Midelton years (1881 – 1888); the Eddy/Thow years (1888 – 1900); from Federation to the Great War (1900 – 1920); between the wars (1920 – 1939); World War II (1939 – 1945); post World War II (1946 – 1953); and the modern era (1954 and beyond).

Appendices deal with station building colours; staff uniforms in the 19th century; lettering and numbering styles; painting and varnishing records; paint specifications; locomotive specifications and classification; colour swatches; notes and references.

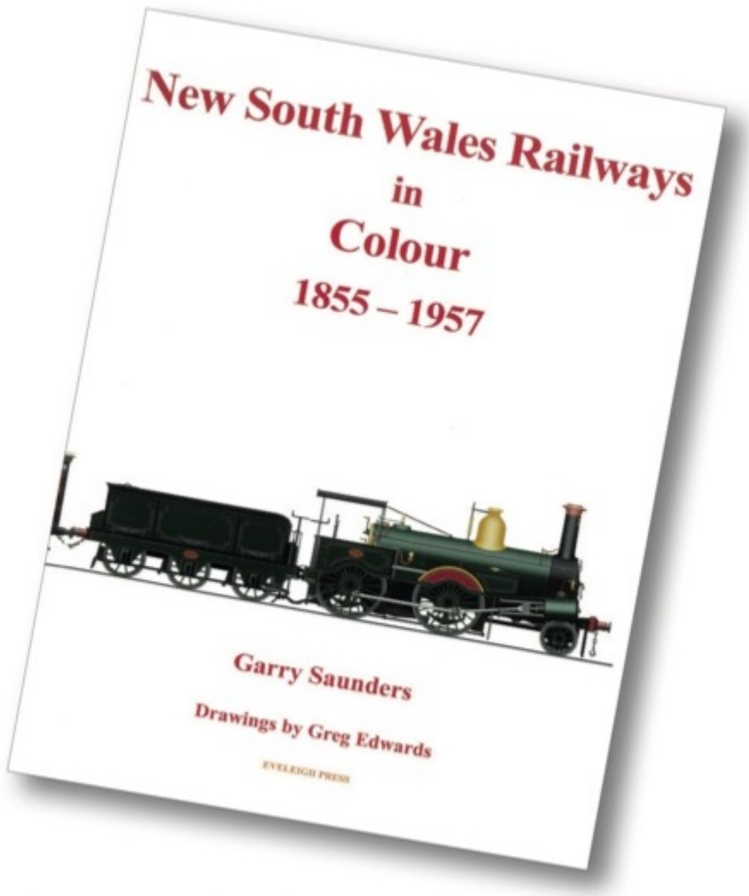
The work is illustrated with a remarkable collection of black & white archive photographs, reproduced to a very high standard with the benefit of modern methods. All are fully captioned.

Supplementing the photos are a large number of superb scale drawings by master draughtsman Greg Edwards, and as if this were not enough they are colour renderings based on research in historical records and analysis of paint samples. Sections of these images are reproduced separately at a large scale to illustrate specific details or features. Most, though not all, of the drawings have scale bars.

A number of paintings, engravings, and other contemporary documents are also included.

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

More essential reading for those who wish to understand the development of the NSWGR. It is another remarkable achievement in research and compilation



for which author, draughtsman, and publisher must be commended. The amount of detailed information is astounding.

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



Verkehrsnoten Würzburg einst & jetzt

EK-Videothek *DVD c.58mins ref.8450 €19.80*

With a current population of around 130,000, the Bavarian city of Würzburg has been connected to the railway network since the middle of the 19th century. Today five separate routes converge on the city, its central point being the main railway station, the Hauptbahnhof (Hbf.), which sees around 34,000 passengers every day. Its eleven platforms handle Inter City Express (ICE), Inter City (IC), and regional services, and in the city's streets public transport is provided by a large fleet of trams and buses.

This programme offers an extensive range of film footage past and present at this important railway hub.

It begins with scenes from Würzburg Hbf. showing the arrival of an ICE service, followed by aerial views of the city showing many of the historic buildings and its rail routes. A DB Fernverkehr BR101 electric is seen arriving on an IC service and an ICE 3 passes the photographer in the city's outskirts.

We then go into the streets of Würzburg to observe the metre gauge trams operating on five routes, and look at the present Hbf. building dating from 1954. We see inside the main entrance hall, and a DB Regio BR445 TWINDEXX electric multiple unit is seen arriving, followed by a DB Fernverkehr ICE 3 arriving and departing with a service to München Hbf., the arrival of a DB Regio BR612 diesel railcar, and another e.m.u. headed for Treuchtlingen.

A variety of freight workings are then shown passing through Würzburg Hbf. with further trains filmed from the lineside in the city's outskirts. Further local and express passenger services are also seen from the lineside and at Würzburg-Süd and Würzburg-Zell stations. A DB Regio BR440 e.m.u. is seen arriving and departing from Veitschöcheim, just north of Würzburg, and further freight train action was also filmed here.

Back in the city centre we observe the bus station followed by a wealth of different types of trams, both old and new, in action, mostly bedecked with overall advertising. The prominent buildings are shown and explained to the viewer and we see archive colour and black & white footage from before and after the Second World War. A Deutsche Bundesbahn publicity film in colour from the 1950s shows Würzburg Hbf. and the arrival of the *Blauer Enzian* express behind a DB V200.0 diesel-hydraulic. A BR 01 Pacific is also shown on an express, followed by film from the 1970s showing a crimson-red BR 260 0-6-0 diesel shunter and green BR144 electrics. 2-6-2 023 039 is also seen leaving the Hbf. with a service to Osterburken, with further scenes of this working filmed from on board the train. 023 019 is also seen, followed by the departure from the Hbf. of a BR120 and a BR103 electric on separate IC services filmed from the overbridge at the southern end of the station.

Moving onto the 1980s, we see the final days of the BR118 electrics at Bw.Würzburg depot, including 118 013 in ocean blue & beige, plus a number of BR144s. BR118s are seen departing the Hbf., on farewell specials.

Another DB publicity film from the 1980s shows the opening of the *Neubaustrecken* (new high speed lines). IC services in this decade are shown arriving and departing the Hbf. and an orient red BR120 electric is seen at speed with an IC service on one of the new lines.

We then see more of the city's streets with trams at work, including some archive colour material from the 1970s. More recent film shows some of the older trams still in service today, now all carrying overall advertising.

Back at the Hbf. preserved electric E03 001 is seen arriving and departing on an enthusiasts' special, followed by scenes of BR143 electrics working local passenger services with *Silberlinge* (silverfish) coaching stock. Further local services are seen being worked by BR628 diesel railcars, and some freight services are also shown behind BR140 and BR151 locomotives.

Moving forward to the present day, DB Cargo electric 185 182 is seen arriving and departing on a freight and DB Regio BR440 units are observed on local passenger services. We also see a DB Fernverkehr ICE 1 set arrive at the Hbf. bound for Hamburg. Further scenes of this train take us inside the cab as it negotiates the trackwork out of the station and on to the *Neubaustrecke*.

Another DB Cargo BR185 is seen at Würzburg-Zell heading a freight, and further freight action includes services behind BR187 locomotives at Veitschöcheim.

We then see film of the Würzburg-Eisenbahnfreunde's preserved locos and stock, including a V60 diesel shunter and 2-10-0 50 7409, which is then shown at work on an enthusiasts' special formed of green four-wheel coaches.

Back at Würzburg Hbf., the programme draws to a close with scenes of a DB Regio TWINDEXX BR445 arriving and departing on a service to Frankfurt am Main, followed by the departure of an ICE 3, with final sequences filmed from the air as it makes its way out of the city.

The commentary, only in German, is clearly delivered and informative. There is some background music, but it is not too intrusive.

The DVD is rounded off with approximately 45 minutes of trailers for other programmes in the Eisenbahn Kurier series.



Die Eisenbahn in Rheinland-Pfalz damals

EK-Videothek *DVD c.71mins ref.8478 €19.80*

This programme in a series looking back at the railways in the various states (*Länder*) of Germany offers film from Rheinland-Pfalz in steam days.

It begins with colour film by Rainer Poll taken on the Lautertalbahn between Kaiserslautern and Lauterecken-Grumbach with scenes of BR051 2-10-0s on passenger services formed of six-wheel coaches. This is followed by Rainer Hartmann's black & white film of BR023-hauled passenger trains. BR050s are also observed on freights. At Bad Kreuznach a BR023 is seen departing on a passenger train, followed by more colour material from Rainer Poll of 023 010-2 also on a passenger service. Next is further black & white film from Rainer Hartmann of a BR023 leaving Bad Kreuznach with another passenger train. More of these locos are seen on passenger services along the Nahe Valley, including scenes filmed in dense fog at Bretzenheim (Nahe). At Bw.Bingerbrück depot we see a variety of different steam locos on shed, and at Budenheim colour film of the *Feldbahn* is shown, with wagons loaded with stone being worked by small diesels.

More colour film from Rainer Poll shows the Mosel Valley line between Koblenz and Trier. At Koblenz Hbf., a BR01 Pacific leaves with an express for Trier and 023 077-1 is seen running light. Another 01 is seen arriving on an express from Trier, and others running light. Colour film by Ekkehard Böhnheim shows a BR050 at Koblenz Hbf. on a passenger service, followed by a BR01 with *Silberlinge* coaches. BR044s are also observed on heavy freights, including at Moselweiß.

Rainer Poll then introduces more of his colour material, showing BR023s on passenger workings, including scenes at Hatzenport, between Moselkern and Löf. A BR01 is also seen with Silverfish and BR044s at the head of heavy freights, plus an 01 leaving Cochem station with a Paris – Koblenz express.

More of Ekkehard Böhnheim's colour film around the Kaiser Wilhelm tunnel shows BR044s on freights. Rainer Hartmann's colour film at this location follows, including double-headed 044s and a *Neubaukessel* (reboilered) 01 on a passenger train. There are further scenes at Neef and here we also see a BR216 diesel-hydraulic on a passenger service and a BR044 on a heavy train of loaded hopper wagons, followed by a BR50 on a train of vans.

Ekkehard Böhnheim's colour film shows Bullay with BR044s on heavy coal trains, some double-headed. More Rainer Poll colour material shows 01s on passenger services and 044s on heavy freights. At Bw.Ehrang depot we see 044s and 050s on shed, including some film of locos on the turntable.

We then move to the line between Koblenz and Mayen, the Eifelquerbahn. Here we see BR050s on passenger services and at Andernach BR086 2-8-2Ts, some double-heading with 050s on passenger trains. More colour film from Rainer Hartmann shows 050s on both passenger and freight services and more 086s on passenger trains. Scenes from 1974 show 051s on passenger services, some worked tender first, plus 050s on freight at Kottenheim, between Mayen and Andernach, and at Bw.Mayen shed. More of Rainer Poll's colour film also shows 086s and 050s.

Further colour material from Rainer Hartmann shows freight workings on the metre gauge Brohltalbahn behind 0-6-0 diesels D1 and D2. Trains are seen being loaded and unloaded, including at Brenk, with some scenes filmed from the lineside. The *Vulkan Express* passenger service is also shown, including scenes at Engeln.

We then move to Braubach am Rhein for the narrow gauge Nassauische Kleinbahn with 0-6-0 diesel V18, with some scenes of it passing through the streets.

Colour film from the Westerwald shows BR050s, and BR082 and BR094 0-10-0Ts on goods trains. In film taken in 1989 we see an ocean blue & beige BR213 diesel-hydraulic on a freight, with some film from in the cab. At Grenzau, between Engers and Siershahn, we see another BR213 on a freight. At Siershahn further *Feldbahn* operations are observed – wagons being loaded with stone at a quarry, worked by 0-4-0 diesels.

Film taken in 1974 offers scenes at Altenkirchen, Westerburg, and Büdingen, with BR050s on freights, plus further scenes at Erbach. At Herschbach the *Feldbahn* is shown with 0-4-0 diesels working stone trains. On the main line we then see BR050s on freights and on shed at Bw.Altenkirchen.

The final sequences show the Siegen – Bonn line with a BR044 at Au (Sieg) station on a freight, plus BR044s and 050s at Bw.Betzdorf shed and on freights.

The only background music is at the very start and very end and is not at all intrusive. As usual, the commentary is only in German.



Dampflokwerk Meiningen

EK-Videothek *DVD c.58mins ref.8469 €19.80*

Dampflokaufarbeitung seit über 100 Jahren

The former Reichsbahnausbesserungswerk in Meiningen is today known as Dampflokwerk (DLW) Meiningen and is one of the best known facilities for the repair, overhaul, and even the building of new steam locomotives in Germany and Europe. With over a hundred years of experience, it is one of the oldest and last works of its kind. Made in close collaboration with the DLW, this programme shows the work undertaken, whether the building of new boilers, the maintenance of running gear, or a complete overhaul. Small narrow gauge and large main line steam locomotives are shown, together with scenes of these locos on test runs and enthusiasts' specials.

It begins with aerial views, followed by film from the lineside of a number of steam-hauled specials, including locomotives of classes 95^0, 01, 50, and the iconic green-liveried Pacific 18 201. We then see inside the works where a number of different locos are shown undergoing repairs and overhauls, including work on boilers and fireboxes. Outside 2-10-0 52 8141-5 is seen running light following the completion of an overhaul, and narrow gauge 2-10-2T 99 1784-0 is seen on a passenger train.

Scenes filmed on the Chiemseebahn in Bavaria are then shown to illustrate that their steam loco was also overhauled at DLW Meiningen, so too the miniature locos on the Dresdner Parkeisenbahn.

This is followed by archive black & white photographs of the former Reichsbahnausbesserungswerk, then colour film from 2014 shows the celebrations to mark the hundredth anniversary. A *Heizlok* (heating locomotive) is seen at Straßfurt, followed by a BR44 running light, and 18 201 is shown undergoing repairs with close-up views of the frames, coupling rods, and huge driving wheels. The loco is then seen undergoing tests and at the head of a passenger service filmed from the lineside with a Deutsche Reichsbahn BR118 diesel-hydraulic at the rear.

We next see Pacific 01 1519 in the snow running light after an overhaul at Meiningen, and then later at the head of a passenger service. 50 0072 is shown undergoing an overhaul in the works, including scenes filmed on the traverser. Further film of this loco was taken on the footplate during a test run, followed by scenes of a BR18 Pacific, and a BR44 on a train of VTG bogie tank wagons. A BR03 Pacific is then shown running light and later at the head of a passenger train.

Tyre turning is then shown at Meiningen, where diesel locomotive wheels are also attended to. We see an ocean blue & beige liveried Deutsche Bundesbahn V60 0-6-0 diesel and an ex Deutsche Reichsbahn V15 0-4-0 diesel running light. A works representative explains how tyres are turned and how new tyres are fitted to wheels. Newly fabricated coupling rods are also shown, and a boiler is seen being lowered onto the frames of a BR01 Pacific. We later see this loco on a test run together with a DR 'Ludmilla' diesel-electric.

Film of the devastating fire at Nürnberg-Gostenhof depot in 2005 is then shown. We see the wreckage of the fire-damaged locos, including the historic *Adler*. The newly-built replica is then seen at DLW Meiningen.

Narrow gauge steam locos, including 99 2324 from the Molli, are then shown undergoing overhauls, with others on test runs and scheduled passenger services, including scenes filmed at Bertsdorf en route to Oybin on the Zittau network

Back at Meiningen 50 3501 is seen running light and then at the head of an enthusiasts' special. Tank engine 91 6580 is also seen on a test run, followed by Pacific 01 150, both after the fire at Nürnberg in 2005 and then following an overhaul at Meiningen. It is seen at the head of an enthusiasts' special, from the lineside and passing through Oberhof (Thür.) station.

At Bw.Arnstadt Pacific 01 150 is seen again running light and then filmed from the lineside at various locations en route to Eisenach with a passenger train formed of three DR green coaches.

In the works Pacific 01 180 is seen undergoing an overhaul, followed by scenes of this loco at the head of an enthusiasts' special with an ex-DB V100 diesel-hydraulic assisting at the rear. A BR50 is seen in Luxembourg, and other members of the class are shown on shed and at the 'Meininger Dampfloktage' event. Also present here are Pacifics 001 150-2 and 01 519, two BR44s, including 44 2225, 95 027, some narrow gauge steam locos, and a class 175 electric.

Closing sequences look down on the works from the air, and we then see an enthusiasts' special to Nürnberg departing Meiningen behind freshly-overhauled Pacific 01 150, with further scenes of this train from the lineside.

Commentary, which is in German, is both clear and informative. There is a certain amount of background music used but this is not too intrusive.

Around 45 minutes of trailers for other Eisenbahn Kurier DVDs follow the programme.

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



Vectron – Lokomotiven

EK-Videothek: Baureihen *DVD c.58mins ref.8459 €19.80*

The first Siemens Vectron was introduced in 2010 and the type has been further developed since and can be seen operating in seventeen European countries and in Turkey. By summer 2018 there were seven hundred, in different versions, both electric and diesel, and this programme takes a detailed look at them with film from all across Europe, including Germany, Austria, the Czech Republic, Poland, and Switzerland. Coverage includes the new electric and diesel versions in use with Deutsche Bahn, and not forgotten is the 'Smartron', a standard version for freight duties in Germany.

The programme begins with a variety of privately owned Vectron electrics on a range of freight services, as well as a couple of passenger trains.

This is followed by film from inside the Siemens (formerly Krauss-Maffei) works in Munich where we see Vectrons under construction. Outside the testing facility is shown, with a Vectron being put through its paces before delivery.

Out on the line we see further Vectron electrics at work, and at Bamberg station a train of DB Regio double-deck coaches bound for Sonneberg (Thür.) is seen arriving and departing behind a DB Regio Bayern example, with further scenes in the cab and from the lineside.

We see further examples on freight services with private companies, including Mitsui Rail Capital Europe (MRCE), Railpool, and European Locomotive Leasing (ELL).

Next we are shown the predecessors of the type. In the 1990s the EuroSprinter, followed by Taurus electrics with the ÖBB in Austria as well as DB Cargo BR189s on freight services. Also shown is a diesel-electric ÖBB Rh2016, Vectron 193 901 on test, and PKP Cargo examples on container trains.

We next see some of the eight Vectron electrics in service with Lokomotion, followed by examples owned by TX Logistik, all filmed from the lineside on container trains. There are scenes in the cab of a Vectron belonging to Captrain, with further views from the lineside, including one of a train loaded with LKW Walter trailers.

Timber trains are shown in the hands of SETG Vectron electrics bedecked with advertising. At Halle (Saale) the diesel-electric 247 906 used by DB Cargo is seen on a train of tank wagons. We see the driver board the loco and he explains the controls. The engine is started and he takes us on a tour through the engine room where we see the power unit and generator. The driver resumes his position at the controls and the locomotive moves off with a short goods train. Further scenes show another DB Cargo 247 at the head of a longer goods train filmed from the lineside.

On the line from Hamburg to Westerland (Sylt) other Vectron diesel-electrics are seen working Auto Zug Sylt car-carrying trains This is followed by further electrics in Deutsche Bahn traffic red on freight workings filmed from the lineside, some of which are double-headed. These locos have been given the class number 193. Some scenes were also filmed from the air.

In the Czech Republic we see CD Cargo electrics in service at the head of freight workings, plus one on an express passenger train. Scenes are also filmed from in the cab along the valley of the Elbe, crossing the border from the Czech Republic into Germany.

We next take a look at the new 'Smartron' electric from Siemens, a type exclusively designed for freight use in Germany, with a light blue example on test.

In Berlin a Railroad electric is seen at the head of a Flixtrain passenger service, followed by further Vectrons on freights, including examples in the colours of SBB Cargo.

At the Inno Trans 2018 event the 500th Vectron is seen, destined for the ÖBB in Austria as 1293 018. Further scenes show Vectron electrics on the ÖBB on a variety of freight services, including traversing the Brennerbahn into Italy.

The programme finishes with scenes of a pair of Vectron electrics in the colours of MRCE on a freight, followed by further examples on container trains double-headed with a BR189 and a Taurus, and an ÖBB Vectron on a test train.

The commentary, only in German, is clearly delivered and informative. Some background music is used but it is not too intrusive.

Around 45 minutes of trailers for other EK DVDs follow the programme.

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

News

Information from CONTINENTAL MODELLER



New display case by Glaskasten



In addition to the existing GK1 and GK1L display cases for model trains, Glaskasten now also offers longer cabinets, which consist of multiple modules next to each other. The base module (the GK1L) can accommodate eight trains about 1.2m long. This can be extended by adding one or more modules, thus creating a 'wall' where very long trains can be displayed.

The GK2L is an example of such a display, consisting of two GK1L modules side-by-side without an intermediate partition so it can hold trains almost 2.4m long.

The GK2L is fitted with integrated LED lighting for each train.

The Glaskasten Module System is the only model train display which can be extended in width and height without limits. Even wider or taller displays can be created to order.

Glaskasten display cases are suitable for HO/OO, HOm, HOe, TT, and N.

For further information:
www.glaskasten.de

New decoder from Soundtraxx

SoundTraxx have announced a new mobile decoder, the MC1H104P21 (ref.852005, US$23.95) which plugs easily into any model with a 21-pin socket. It is a DCC-only device with a maximum stall current of 1 amp, four function outputs, fifteen 'Hyperlight' effects, and a 28 point speed table.

www.soundtraxx.com



Branch shed kit from Holzmann



New from Holzmann is laser-cut card kit for a branch line loco shed (ref.01-306). This building could be used in yards for small repairs, as an auxiliary structure in a larger locomotive maintenance complex, or even in industrial environments as a transhipment warehouse.

The end opening allows a track along the length of the building, accommodating locomotives up to 285mm long. The side openings allow access to road vehicles so parts can be delivered for maintenance, or goods loaded/unloaded.

Structural details include upper vents on the front for smoke exhaust, acrylic glazing, and full reproduction of the arches and beams that support the corrugated roof (styrene sheet).



Overall dimensions are 290mm long by 160mm wide and 97mm high.

www.holzmann.net.br

New French structures in HO by Cités Miniatures

Town corner building (ref.BV-010-3-HO)

This is derived from the two storey corner house released around six months ago. The extra floors turn a village structure into a real city building.

As for the original kit, the ground floor can be provided either with standard windows or with a double opening to install a shop (ref.ED-036-HO high version).

The interior (floors and partitions) is sold separately.

Narrow town house (refs.BV-016-3-HO and BV-016-4-HO)

This is very typical of buildings from the beginning of the century, with a high ceiling on the first floor, smaller windows on the upper floors, and an attic roof. It has a very small footprint.

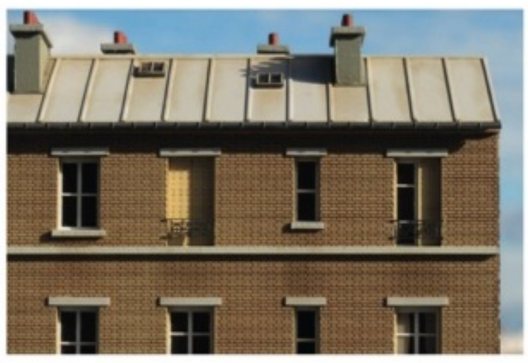
It is offered in two heights, three and four storey, and as usual the main façade can be configured as a house or shop (both fronts are supplied as standard in the kit, but the store front (ref.ED-036-5-HO) has to be acquired separately.

Large four-storey brick building (ref.BV-015-4-HO)

Coming soon is this beautiful building, strongly inspired by dwellings in the suburbs of Paris. The options will be:
– ground floor with or without opening for a shop (shop sold separately, ref. ED-35-long).
– main brick façade on the top three levels plus a stone gable, or a smooth rendered finish.

www.cites-miniatures.com













Foreign layouts at Stevenage

The Chiltern MRA will be staging their annual show on Saturday 11th and Sunday 12th January at Stevenage Arts & Leisure Centre, Lytton Way, Stevenage, SG1 1LZ.

Overseas prototype layouts will include *Sóller* (Mallorca Z, CM October 2019), *St.Frazal d'Ardèche* (French Nm, *right*), *Bastogne rue de Clervaux* (Belgian HO, CM May 2015), *Obbekaer* (Danish P87, CM June 2016), *Eight Dollar Canyon* (US HO), *Orange River & Portland* (US Fn3), and *Paradise Mining Co.* (US 1:25, CM November 2008 and February 2009).



For more details, see *Exhibition Diary*.
www.cmra.org.uk

Tolworth Showtrain cup winner



The Hampton Court Model Railway Society had another successful show over the weekend of 9th and 10th November at Tolworth Recreation Centre.

Visitors to the show are asked to vote for their favourite layout, which is awarded The Showtrain Cup.

The show has long been associated with Remembrance Weekend, and as usual the Two Minute Silence was observed, this year being the centenary of its introduction.

It was therefore entirely appropriate that the layout chosen by the public as 'best in show' was *Somewhere in France* by Peter Capon (featured in our June 2019 edition). Considerably expanded since the article, the layout depicts a French village and surrounding countryside, showing in four scenes how it would have been at the height of the Great War to its appearance today. This also included the transformation of a temporary graveyard into a War Graves Commission cemetery.

The picture above shows the cup being presented to Peter Capon (*left*) by the Exhibition Manager, John Noorani.

CM award at Warley NEC show



The recent exhibition organised by Warley MRC at the National Exhibition Centre was a great success, with a significant increase in the number of visitors.

As previewed in CM, the show featured a number of foreign prototype layouts, some being brought from the continent.

The CONTINENTAL MODELLER Trophy for the best overseas prototype layout went to the HO American outline *Mauch Chunk, PA.* by the Barrowmore MRG, which was featured in our January 2018 edition. The scope of the project, the level of detail, and the standard of presentation impressed all who saw it, regardless of their prototype affiliations or modelling activity.

Paul Jones of Warley MRC presented the cup to BMRG members Richard Oldfield (*left*) and Steve Hales.

CM CUP PRIZE DRAW

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All articles are eligible. Simply select your three favourite features, then either fill out the coupon below and post it to the address shown (photocopies or plain paper entries are acceptable if you do not want to cut your magazine), or e-mail your selection with the subject 'CM CUP 2019' to cm-editor@btconnect.com

CLOSING DATE for the prize draw is 31st January 2020.
The draw for all prizes will be made from all entries received.
Winners will be announced in the April issue of CONTINENTAL MODELLER.
The author of the article with the most votes will win the CM Cup for 2019.

CM CUP COMPETITION 2019 ENTRY FORM

Articles in order of preference *Month*

1 _____
2 _____
3 _____

Name _____

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☐ *Tick this box if you are happy to receive further promotional details from us.*

When you have completed your entry, send it to:
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e-mail: cm-editor@btconnect.com

Please indicate your age range: ☐ *under 30* ☐ *31–50* ☐ *51–70* ☐ *over 70*

Rules
1. Readers will decide who is to receive the CONTINENTAL MODELLER Cup for 2019 by selecting in order of preference their three favourite articles published in the 2019-dated issues of CM.
2. All entries received will be entered into the prize draw. Winners will be notified by post or e-mail.
3. Only one entry per person is allowed; suspected duplicated entries will be disqualified.
4. Employees of Peco and their families are not eligible to enter.
5. Illegible or muddled entries may be disqualified.
6. The author of the article with the most votes will be presented with the CM Cup for 2019.
7. The editor's decision is final on all matters relating to the competition and no correspondence will be entered into.
8. Entry into the competition implies acceptance of these rules.

* *Value of vouchers based on current retail price of products chosen.*

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 4 & Sunday 5 January
EDINGTON, Somerset

Organiser:
Somerset & Dorset Railway Trust.
Venue: Edington Village Hall, Lippets Way, Edington, Somerset, TA7 9HA.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £5.00, seniors £4.50, accompanied children free.
Amenities: free car parking; level site; refreshments available.
Features: 10+ layouts in various scales, including *Amiens – 1918* (WWI OO9), *Angell Creek* (On30 US), and *Over the Top* (WWI 1:35). Trust information and sales, trade.
Contact: www.sdrt.org.uk

Saturday 4 & Sunday 5 January
FROME, Somerset

Organiser: Wessex Association of Model Railway Clubs.
Venue: Cheese & Grain, Market Yard, Frome, BA11 1BE.
Open: 1000 – 1630 Saturday
1000 – 1600 Sunday
Admission: adults £6.00, children free.
Amenities: large car park; refreshments.
Features: 14+ layouts, including *Beckenvick* (Swiss HOm, CM September 2012), and *Manningham, Missouri*. Trade.
Contact: www.wamrc.co.uk

Saturday 4 & Sunday 5 January
KIDLINGTON, Oxfordshire

Organiser: Kidlington ScoutRail.
Venue: Exeter Hall, Kidlington, OX5 1AB.
Open: 1000 – 1630 both days.
Admission: adults £4.00, concessions £3.00, children £2.00, family (2+2) £10.00.
Amenities: free parking; wheelchair accessible; refreshments.
Features: c.10 layouts, including *Silbeeke* (Belgian Z, CM January 2010), and *The 90p Railway* (Swiss N). Trade.
Contact: www.scoutrail.org.uk

Saturday 11 January
ILTON, Somerset

Organiser: SWOONS OO9 Group.
Venue: Merryfield Hall, Copse Lane, Ilton, Somerset, TA19 9HG.
Open: 1000 – 1600
Admission: adults £3.00, accompanied children free.
Amenities: parking; disabled access; refreshments.
Features: 10 layouts, including *Fort Whiting* (colonial OO9). 009 Society sales.
Contact:
Geoff Bowyer 01823 335289
treasurer@009society.com

Saturday 11 & Sunday 12 January
BOGNOR REGIS, West Sussex

Organiser: Bognor Regis MRC.
Venue: Felpham Community College, Felpham Way, Bognor Regis, PO22 8EL.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £5.00, children £3.00, under 6s free.
Amenities: free parking; wheelchair friendly; refreshments.
Features: 15 layouts in various scales, including *Ponts Mill, Vermont* (US HO, CM October 2019), *Harrisburg Goods*, and *Hillsboro*. Societies, trade.
Contact: www.brmrc.co.uk

Saturday 11 & Sunday 12 January
STEVENAGE, Hertfordshire

Organiser: Chiltern MRA.
Venue: Stevenage Arts & Leisure Centre, Lytton Way, Stevenage, SG1 1LZ.
Open: 1000 – 1730 Saturday
1000 – 1630 Sunday
Box office and café open from 0900 both days.
Admission: in advance until 8 January – adults £8.00, SG1 & SG2 residents £7.00. All adult tickets admit two children 5 – u16 free with each paying adult. Additional children £4.00. Under 5s free. Unaccompanied children 10 – u16 £4.00. Advance tickets available in person, by telephone (01438 263200), or on line (www.gordon-craig.co.uk). After 8 January – adults £10.00. Children admitted as above. Free colour guide.
Amenities: easy parking (see website for details); disabled-friendly venue; close to bus station and opposite railway station; refreshments.
Features: layouts include *Sóller* (Mallorca Z, CM October 2019), *St.Frazal d'Ardèche* (French Nm), *Bastogne rue de Clervaux* (Belgian HO, CM May 2015), *Obbekaer* (Danish P87, CM June 2016), *Eight Dollar Canyon* (US HO), *Orange River & Portland* (US Fn3), and *Paradise Mining Co.* (US 1:25, CM November 2008 and February 2009). Demonstrations, societies, trade.
Contact: 01438 715580
www.cmra.org.uk

Sunday 12 January
GUILDFORD, Surrey

Organiser:
Astolat Model Railway Circle.
Venue: Surrey Sports Park, University of Surrey, Richard Meyjes Road, Guildford, Surrey GU2 7AD.
Historic shuttle bus from Guildford railway station – see website for details.
Open: 1000 – 1700
Admission: adults £6.00, children 10 – 16 £3.00, family (2+1 or more) £12.00.
Amenities: on-site parking; wheelchair friendly.
Features: visiting and club layouts, including *Gleisbau Bitterfeld* (German HO). Demonstrations, societies, club test track (OO and N, DC and DCC), Loco Doctor, second-hand sales, trade.
Contact: David Wilde 01483 722098
www.astolatmrc.co.uk

Sunday 12 January
WESTON-SUPER-MARE, Somerset

Organiser: Keith Price.
Venue: The Campus, Highlands Lane, Locking Castle, Weston-Super-Mare, North Somerset, BS24 7DX. (Behind Morrison's.)
Open: 1000 – 1630
Admission: adults £7.50, concessions £7.00, children £2.00, family £16.00. Charity show aiding Weston Hospicecare.
Amenities: on-site free parking, long stay chargeable parking nearby; disabled-friendly venue; refreshments.
Features: 25+ layouts including *Amiens – 1918* (WWI 009), *Gleisbau Bitterfeld* (German HO), and *Over the Top* (WWI 1:35). Demonstrations, showcase for artist the late Alan Ward, trade.
Contact: 01934 425075
www.westonsupermaretrainshow.com

Friday 17 to Sunday 19 January
ALEXANDRA PALACE, London

London Model Engineering Exhibition
Organiser: Meridienne Exhibitions.
Venue: Alexandra Palace, Alexandra Palace Way, London, N22 7AY.
Open: 1000 – 1700 Friday
1000 – 1700 Saturday
1000 – 1630 Sunday
Last entry – 1600 on Friday and Saturday, 1500 Sunday.
Admission: *in advance via website* – adults £11.50, seniors & students £11.00, children 5 – 14 £4.00. *On the door* – adults £12.50, seniors & students £12.00, children 5 – 14 £4.50. Advance tickets available until midnight Tuesday 14 January, and by 'phone on 0115 896 0154.
Features: over 50 clubs and societies. Specialist trade.
Contact:
www.londonmodelengineering.co.uk

Saturday 18 & Sunday 19 January
CANTERBURY, Kent

Organiser: City of Canterbury MRS.
Venue: St.Anselms School, Old Dover Road, Canterbury, Kent, CT1 3EN.
Open: 1100 – 1700 Saturday
1000 – 1600 Sunday
Admission: adults £5.00, children £3.00, family (2+2) £13.00. All under 12s must be accompanied by a responsible adult. Two children admitted free with each paying adult on Sunday.
Amenities: free parking on site and on roads nearby, Dover Road Park & Ride adjacent; disabled access to both halls; refreshments.
Features: layouts include *Maredval* (Belgian Vicinal HOm, CM May 2012), *Chateau Migraine* (French HO, CM December 2018) (both the above coming from the continent), and *Springfield Underground* (US HO). Demonstrations, trade.
Contact: www.ccmrs.co.uk

Saturday 18 & Sunday 19 January
CALNE, Wiltshire

Organiser: Bentley MRG.
Venue: The Beversbrook Sports Facility, Beversbrook Road, Calne, SN11 9FL.
Note change of venue as usual site is undergoing renovation.
Open: 1100 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £4.00, children £2.00, group (2+3) £10.00.
Amenities: refreshments.
Features: layouts include *Grunow* (German TT) and *Digby South Quay* (HO). Trade.
Contact: 01249 654417
www.calnemrs.org.uk

Saturday 25 & Sunday 26 January
EASTLEIGH, Hampshire

Organiser: Southampton MRS.
Venue: Barton Peveril College, Chestnut Avenue, Eastleigh, SO50 5ZA. Free heritage bus service linking venue with Eastleigh and Southampton Airport Parkway stations from c.0930. See website.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £8.00, children 5 – 15 £1.00, family (2+2) £17.00.
Amenities: free parking (satnav postcode SO50 5BX); disabled access to all areas; refreshments.
Features: 20+ layouts, including *Tuxedo Junction* (US N). Demonstrations, societies, trade.
Contact: www.southamptonmodelrailway society.wordpress.com

Saturday 25 & Sunday 26 January
KENDAL, Cumbria

Organiser: Kendal MRC.
Venue: Kendal Leisure Centre, Burton Road, Kendal, Cumbria, LA9 7HX. Oxenholme 20 minutes walk, and venue is on local bus routes.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £6.00, seniors £5.00, children £3.00, under 5s free, family £16.00.
Amenities: free parking; full disabled access to all stands; café.
Features: layouts include *Maloja* (Swiss HOm, CM November 1991 and November 2007). Demonstrations, societies, trade.
Contact: www.kendalmrc.org

Saturday 25 & Sunday 26 January
LONGFIELD, Kent

Organiser: Erith MRS.
Venue: Longfield Academy, Main Road (B260), Longfield, Kent, DA3 7PH.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday
Admission: adults £9.00, accompanied children 5 – 16 £1.00.
Amenities: parking on site and nearby; Longfield station 10 minutes walk; local bus services; full disabled access and facilities; refreshments.
Features: layouts include *Kuchen* (TT), *Alte Furka* (HO), *Köln Draußen*

(HO, CM October 2018), and *Snowy River Rail Road* (US On30), Demonstrations, societies, trade.
Contact:
Paul Plummer 07736 560956

Saturday 25 & Sunday 26 January
PONTEFRACT, West Yorkshire
Organiser: Normanton & Pontefract Railway Modellers Society.
Venue: NEW College, Park Lane, Pontefract, West Yorkshire, WF8 4QR.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £6.00, accompanied children under 16 free.
Amenities: disabled access; café.
Features: 21 layouts, including *Irgendwohn Straßenbahn* (German N), *Dettingen* (German HO, CM October 2016), and *Arcadia, Pennsylvania* (US O). European Railways Association, societies, demonstrations, club sales stand, trade.
Contact: https://nprms.co.uk

Sunday 26 January
TEYNHAM, Kent
Organiser:
G Scale Society Kent Group.
Venue: Teynham Village Hall, Belle Friday Close, Teynham, Kent ME9 9TU. Approximately 400m from A2.
Open: 1100 – 1600
Admission: adults £2.50, children £1.00.
Amenities: car park; light refreshments; disabled access.
Features: large scale layouts in 32mm and 45mm gauges including live steam. Trade.
Contact: roger.allen1@gmail.com
www.gscalekent.co.uk

Meetings

Monday 6 January – 19.30
Peak Rail Association – Sheffield
Interrailing Adventures In Europe
by Stewart Donohoe.
Venue: The Harlequin, 108, Nursery Street, Sheffield, S3 8GG.
Contact: Dave Sharp 0114 274 5478
www.peakrail.co.uk/sheffieldbranch

Tuesday 7 January – 19.30
SEG/LRTA – Eastleigh
50+ years of Following Trams and Tramways in Belgium by Mike Russell.
Venue: Eastleigh Railway Institute, 2, Romsey Road, Eastleigh, SO50 9FE.
Admission: £3.00
Contact: www.lrta.org
www.southernelectric.org.uk

Wednesday 8 January – 19.30
LCGB – Dorking
Turkish Delight by Donald Wilson.
Venue: Friends' Meeting House, Butter Hill, South Street, Dorking, RH4 2LE.
Admission: non-members £3.50, including coffee, tea and biscuits in the interval.
Contact: terryrichards@onetel.com

Wednesday 8 January – 19.30
RCTS – Cardiff
Branch AGM followed by *Behind The Iron Curtain – (Mainly) Narrow Gauge Steam in East Germany 1969 – 1992* by Nigel Wassell.
Venue: Old Church Rooms, Park Road, Radyr, CF15 8DF.
Contact:
Ronnie McAdam 0131 669 7503

Wednesday 8 January – 19.00
Swiss Railways Society – London
Austrian Travels by Neil Wheelwright.
Venue: Meditation Room, YMCA King's Cross 1, 120, Cromer Street, London, WC1H 8BS.
Contact: london@swissrailsoc.org.uk

Friday 10 January – 19.30
Swiss Railways Society – Bristol & Bath
European Miscellany by Steve Painter.
Venue: Jack Pugh Room, Bath Scout Headquarters, 7, Grove Street, Bath, BA2 6PJ.
Admission: £2.00 donation to help cover the cost of the room hire.
Contact: henderson@timicomail.co.uk

Monday 9 December – 19.30
SLS – Ardrossan
Travels In The USA
by David Coddington.
Venue: Lauriston Hotel, 15, South Crescent Road, Ardrossan, KA22 8EA.
Contact: 01294 822303

Saturday 18 January, 18.30
Great Western Society – Torbay
Rhätische Bahn – Three Decades of Change by Jonathan Collinge.
Venue: Parish Centre, Church End Road, Kingskerswell, Torbay, TQ12 5LD.
Contact: 01803 326329

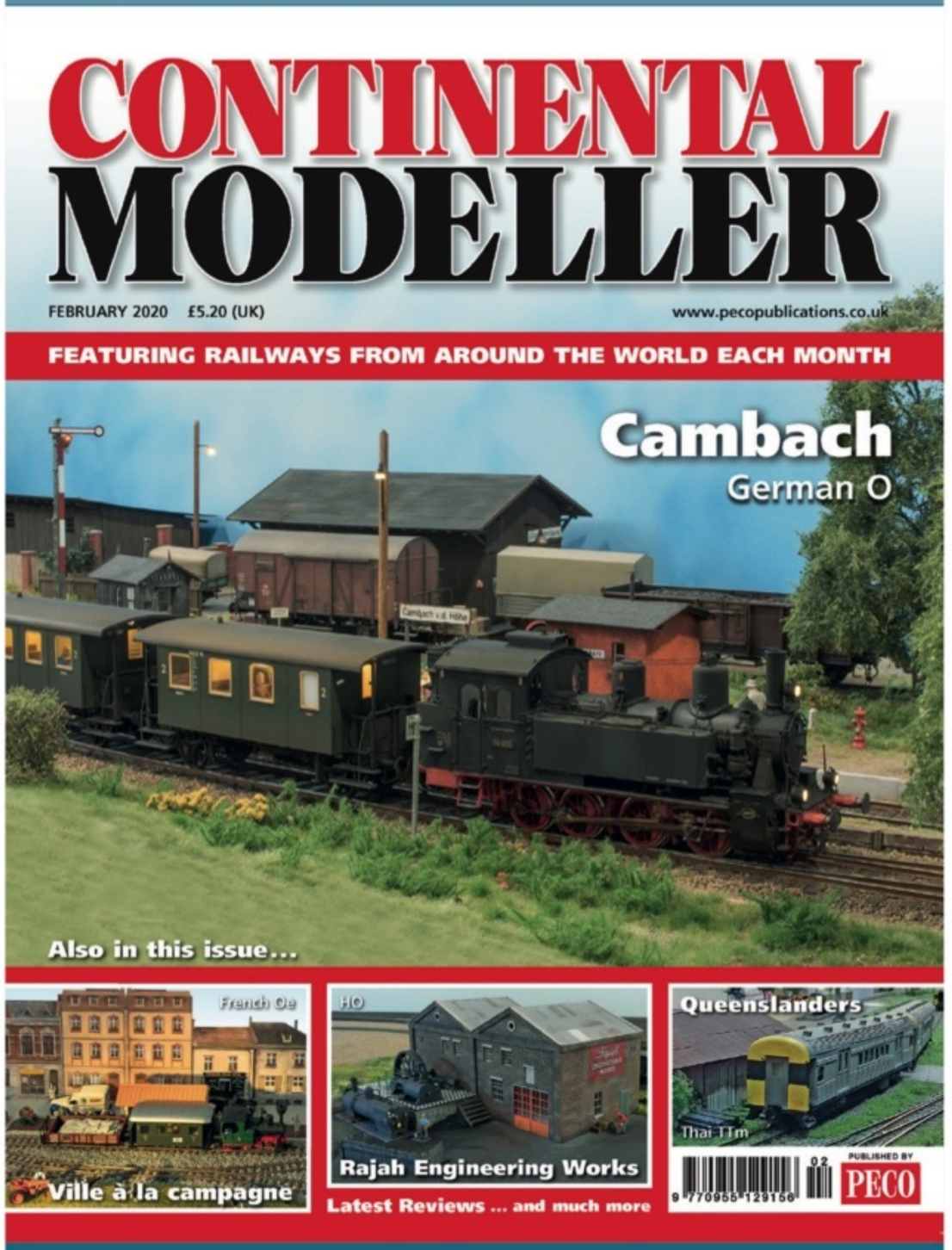
Tuesday 21 January – 19.30
RCTS – Cheltenham
Swiss Travel Wonderland
by Sholto Thomas.
Venue: The Victory Club, Burlington House, Lypiatt Road, GL50 2SY.
Contact: cheltenham@rcts.org.uk

Tuesday 21 January – 19.30
The Grimsby & Cleethorpes Railway Group
'The Tennessean' – a journey from Washington to Memphis
by Bob Gellatly.
Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.
Contact: www.gcrsociety.co.uk
Stuart Blackbourn 01472 505853

Thursday 30 January – 19.00
Swiss Railways Society – East Midlands
This And That, And A Bit Of The Other
by Glyn Jones.
Venue: Brunswick Inn, Railway Terrace, Derby, DE1 2RU (almost opposite station).
Contact:
east.mids@swissrailsoc.org.uk

Coming next month

out 16th January



- **Cambach vor der Höhe**
The Spur O Freunde Worms present their new Epoch III modular exhibition layout, which depicts sections of a single track branch line in the foothills of the Taunus.

- **Ville à la campagne**
A French country town on the border with Germany: Barry Langford tells the story of his Oe exhibition layout.

- **Rajah Engineering Works**
An old stationary steam engine still in use: Warren Miller created a small industry to enhance a spare corner of his HO layout by adapting an interesting commercial kit.

- **Thai Queenslanders**
Wim Harthoorn shows how he scratchbuilt in TTm (1:120 on 9mm gauge) some stainless steel coaches exported from Queensland to Thailand.

- **BR52 *Kriegsloks***
Uwe Lacina looks briefly at the origins of the Deutsche Reichsbahn Gesellschaft BR52 2-10-0.

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January 2020

5 January (Sun) 10am-3pm
CHESTER LE STREET TOY & TRAIN FAIR, Lord Lawson Academy, Birtley, Chester Le Street DH3 2LP. Opposite Kamasu, follow A167, A1 junction 63, bus route 21. Adults £3, Senior Citizens/Children £2, £5 early entry. Refreshments available, good parking. BUY*SELL*SWOP. Diecast, trains, model soldiers, Sci-fi, Scalextric and Lego etc. Spares available for Dinky and Corgi Toys.
Tel: 0750 403 5955 for table hire and further information.

28 January (Tues) 6pm-9pm
GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.
Tel: 01282 439 009.

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THE FRENCH RAILWAYS SOCIETY

MODEL RAIL SHOW & WINTER RÉUNION

SUNDAY 9th FEBRUARY 2020 (10:00 – 16:30)

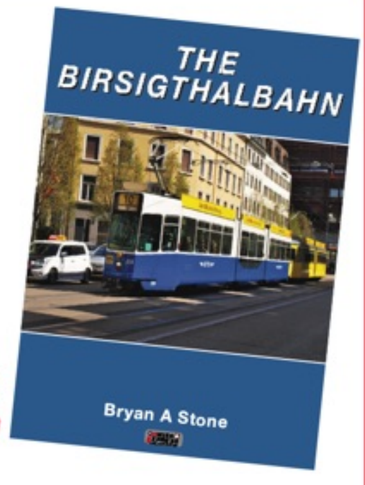
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For joining details please e-mail: membership@SwissRailSoc.org .uk
Or write to: SRS MEMBERSHIP SECRETARY (CM)
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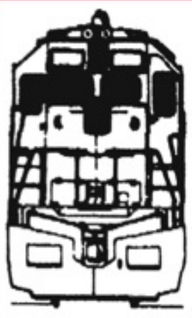


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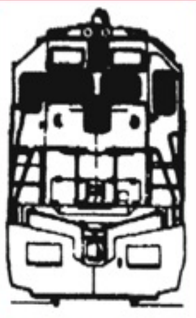
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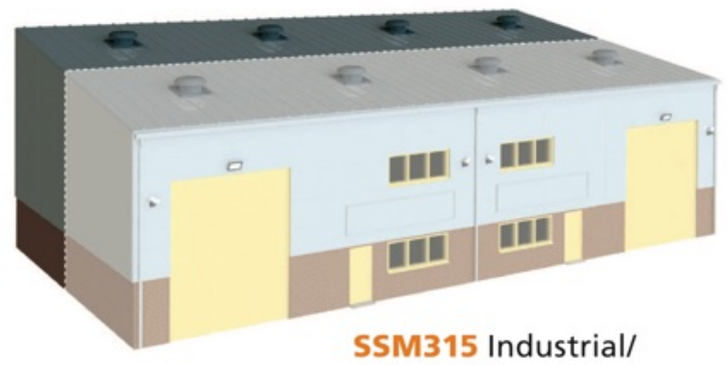
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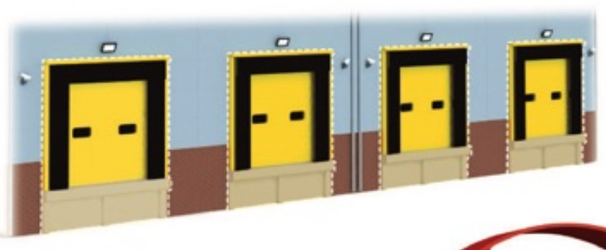
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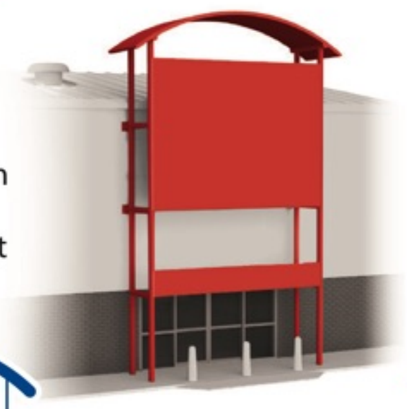
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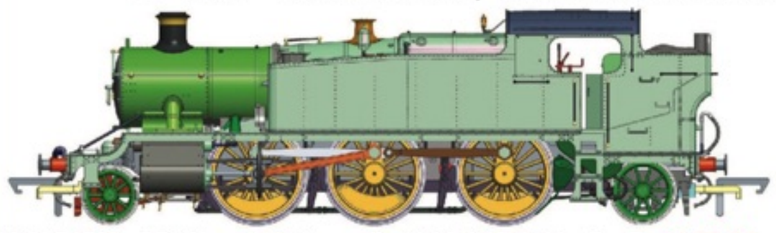
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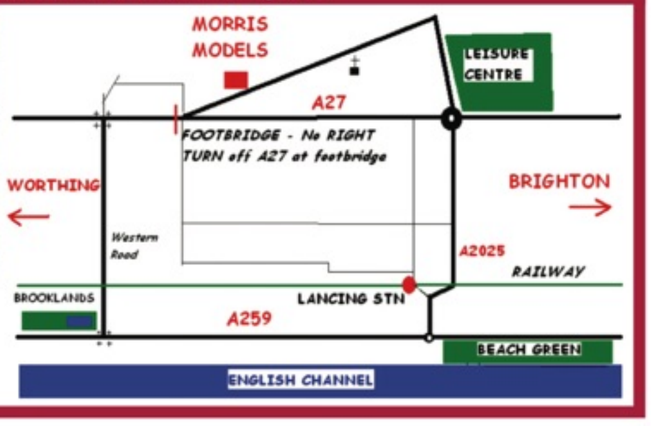
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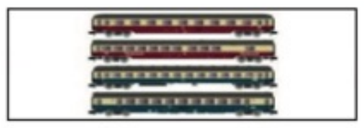
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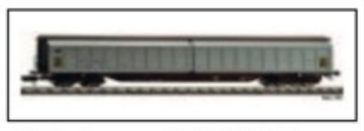
Fleischmann 739418
N Gauge DRB E94 Electric
Loco **£152.95**



Fleischmann 837702
N Gauge SBB Rils Sliding
Tarpaulin Wagon **£32.40**



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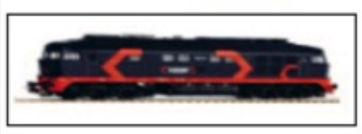
Hobbytrain 3121 N Gauge
DBAG BR248 Bi-Model
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Piko 59188 HO Expert CD
Vectron Prague-Berlin-Hamburg
Electric Loco **£147.95**



Piko 59197 HO Gauge
Expert ZSSK BR193
Electric Loco **£147.95**



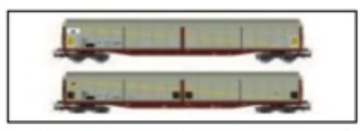
Piko 96307 HO Gauge
Expert PKP SU45-048
Diesel Loco **£134.95**



Piko 96334 HO Gauge
Expert PKP Cargo EET22-243
Electric Loco **£149.95**



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FS Uagpps Monfer Bogie Hopper
Wagon Set (2) **£51.85**



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FS Habils Sliding Wall
Wagon Set (2) **£55.95**



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HO Gauge DR 18 201
Steam Loco **£259.95**



Roco 73259 HO Gauge SBB
Re420 278-4 Electric Loco VI –
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Roco 73285 HO Gauge
SBB Re460 Electric
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Roco 73286 HO Gauge
SBB Re460 Electric Loco –
DCC Sound **£259.95**



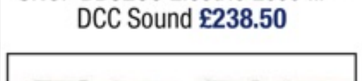
Roco 73397 HO Gauge
SNCF BB9200 Electric Loco III –
DCC Sound **£238.50**



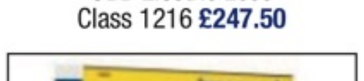
Roco 73484 HO Gauge
ÖBB Electric Loco
Class 1216 **£247.50**



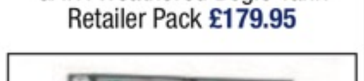
Roco 75972 HO Gauge
GATX Weathered Bogie Tank
Retailer Pack **£179.95**



Roco 76084 HO Gauge
Vigier Uacns Silo Wagon
Set (2) **£81.00**



Roco 76223 HO Gauge DSB
T3 Sdgmns743 Pocket Wagon
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Roco 76225 HO Gauge AAE
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Rinnen Tanktainers **£52.95**



Roco 76343 HO Gauge
HUPAC Rollende Landstraße
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Roco 76344
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Sided Wagon **£35.95**



Roco 76346 HO Gauge
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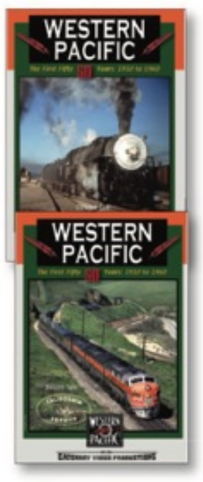
NEW!

Western Pacific: The First Fifty Years: 1910 to 1960 Volume One

72 mins • B&W & Colour • Full Sound Track • £20.77

Western Pacific: The First Fifty Years: 1910 to 1960 Volume Two: California Zephyr

72 minutes • Colour • Stereo Sound • £20.77



Two excellent DVDs of archive film covering the story of the last transcontinental railroad from its opening in 1910 up to the earlier years of dieselisation. Volume One very largely covers the steam era, and the WP's transition from a 'small engine' policy until it was operating a fleet of large and modern articulateds and 4-8-4s based on the SP 'Daylights'. Volume Two covers the wonderful 'California Zephyr' and its journey the length of WP's main line from Sacremento to Salt Lake City, notably through the Feather River Canyon. *(Trailers of both DVDs on our website!)*

NEW!

Fournereau • Pointet • £43.45



The French firm of Fournereau is best known today as publishers of railway orientated magazines and books but between 1930 and 1960 the firm's fame rested on its range of '0' gauge models of French prototypes. These were almost certainly of a higher quality than any produced anywhere else in the world, including Bassett-Lowke in the UK. This wonderful book tells Fournereau's history in detail (and in French), and also illustrates most of its products in glorious colour, as well as showing how they were constructed. 240 pages. 100s of colour and B&W illustrations. Landscape format. Hardback

NEW!

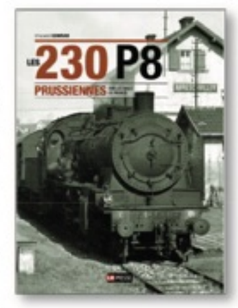
Southern Pacifics's San San Francisco Peninsula Route circa 1954 • 58 mins • colour • Stereo Sound • £20.77



When the SP dieselised, it planned this well, with the best and most modern of the steam fleet being concentrated on the San Francisco Peninsula and, in particular, the heavy commuter traffic out as far as San Jose. So take a time machine to the early 1950s and watch Pacifics and Mountains, some still in 'Daylight' colours, as they roar out of San Francisco at three-minute intervals. Plus there are Cab-Forward articulateds still at work on freights - it is action all the way! *(Trailer on our website!)*

Les 230 P8 Prussiennes sur les rails de France

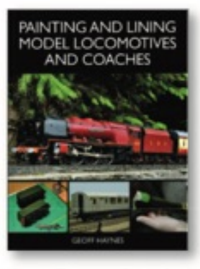
Conrad • £38.70



Introduced in 1906, the Pruissen P8 class of 4-6-0s were one of the largest classes of locomotive ever built. Under the terms of the Armistice at the end of World War 1, P8s went to numerous European countries as war reparations, including 162 examples to France which are the subject of this book. They went to all the French railways other than the PLM, with the largest number (75) going to the Nord. It was there, and especially on the Est region that they lasted longest - into the 1960s. The first 19 pages of this book cover the genesis of the type, and its production and history in Germany, with the remaining 170 pages devoted to those engines which went to France, giving the service of each, and illustrating many. Also listed are the other countries which received P8s, those preserved today, plus models of the class. 191 pages. Around 180 photos, largely B&W. Hardbound.

NEW!

Painting and Lining Model Locomotives and Coaches • Haynes • £22.64



Aimed at modellers in 00 and 0 gauges, but applicable to smaller and larger gauges, this is excellent for anyone wanting to paint metal or plastic models, be they hand built, kit built or repainting a commercial model. Nine chapters in all, including ones on Preparation, Using an Airbrush, Bow pens and other lining pens, adding lettering and numbers, and Varnishing and Weathering. Good, solid and succinct guidance and advice. 186 pages, very well illustrated with colour photographs. Paperback.

WDLR Companion • Ronald & Link • £37.90



Companion volume to Roy C Link's earlier 'WDLR Album', on the British light railways of the First World War, this volume, co-authored by Colonel David W Ronald contains much additional material on the development of these 2 foot gauge lines. This includes much information for the narrow gauge enthusiast or modeller, all contained in a magnificent book of 196 pages, containing over 62 photographs, 59 modellers' scale drawings, 29 drawings, diagrams, maps and plans. Hardbound and landscape format.

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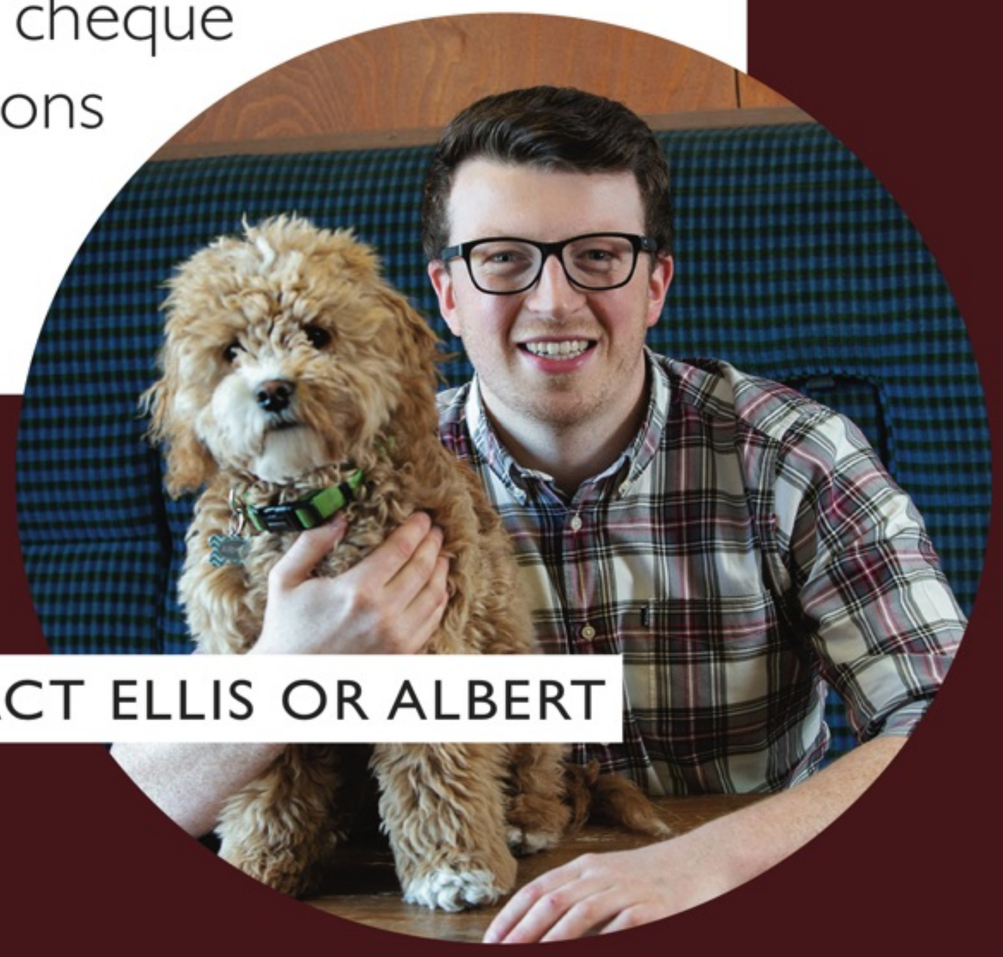
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K.K.St.B. Reihe 56.41 Steam Locomotive HO-023/1

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ÖBB Reihe 253 7141 Steam Locomotive HO-023/4

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5112k DBAG 2nd/open, two tone pink/grey £20.00 (2)
5113k DBAG 2nd/open #61 80 29 94 026-0, two tone pink/grey £20.00
5113k DBAG 2nd/open, two tone pink/grey £20.00 (4)
5118k DBAG 2nd/open, two tone pink/grey £20.00 (2)
5121k DBAG 1st/2nd D Deck two tone green/grey £25.00
5121k DBAG 1st/2nd, D Deck, two tone green/grey £27.00
5122k DBAG 2nd D Deck two tone green/grey £25.00
5122k DBAG 2nd, D Deck, two tone green/grey £27.00
5123k DBAG 2nd/Drivers, D Deck two tone green/grey £35.00
5123k DBAG 2nd/Drivers, D Deck, two tone green/grey £38.00
5143k DBAG 2nd/Drivers, two tone green/grey £35.00
5143k DBAG 2nd/Drivers,(ex Silverfish) D Deck two tone green/grey £32.00
5144k DBAG 1st/2nd D Deck two tone green/grey £22.00
5144k DBAG 1st/2nd, two tone green/grey, lights £23.00
5145k DBAG 2nd D Deck two tone green/grey £22.00
5145k DBAG 2nd, two tone green/grey £23.00 (3)
5176k DBAG 1st two tone blue/grey £20.00 (2)
5177k DBAG 2nd two tone blue/grey £20.00 (4)
5178k DBAG 1st/Bistro Cafe two tone blue £22.00
5179k DBAG 2nd/open, two tone blue £20.00
5623k DBAG 2nd/Drivers, D Deck, red/grey £42.00 (2)
5624k DBAG 1st/2nd D Deck, red/grey £28.00
5625k DBAG 2nd, D Deck, red/grey £28.00
5626k DBAG Zug Cafe, D Deck, red/grey £30.00
562701k DBAG 1st/2nd D Deck, red/grey £30.00
5628k DBAG 2nds, D Deck, red/grey £30.00
5671k DBAG 1st/open, two tone blue/grey £20.00 (4)
5672k DBAG 2nd/open, two tone blue/grey £20.00
5673k DBAG 2nd/open, two tone blue/grey £20.00 (7)
955122k DBAG 2nd/Sparda-Bank, D Deck two tone green/grey £27.00
975121k DBAG 1st/2nd, D Deck, Adverts/two tone green/grey £27.00
985625k DBAG 2nd, D Deck, red/grey/Adverts £30.00
577402k DRG 4wh Baggage, green £20.00
5679k DSG Sleeper, Bogie Clerestory, maroon £24.00
5852k KPEV 1st/3rd, Bogie Clerestory, green/brown £24.00
5078k Mitropa sleeper, bogie Clerestory, maroon £22.00
865870k PSt.EV Bogie Baggage, Cupola, green £25.00
5297 DB 8 axle bogie well wagon with transformer load £22.00
5238k DB 4wh flat with BASF cont £10.00 (2)
5239k DB 4wh flat with P+O cont £10.00
5242k DB 4wh flat with Hagpag-Lloyd cont £10.00
5244k DB 4wh flat with Persil cont £10.00
5250k DB long Bogie stake wagon 2 xcont load £22.00
5250k DB Long bogie stake, OCL + Evergreen conts ..... ~~£26.00~~ £22.00 (3)
52838701k DB Bogie EANOS open, brown with wood log load £17.00 (4)
52838702k DB Bogie EANOS open, red £14.00 (2)
52848702k DB Cargo EANOS open, red £14.00 (3)
52878701k DB Long bogie stake, steel sides, Concrete slab load £25.00 (3)
5287k DB long bogie stake, steel sides £22.00 (3)
533070k DB Slidewall van x 2 set £38.00
5333k DB slide roof wagon, brown/silver £10.00
5335k DB slidewall van, silver/brown £12.00 (3)
5336k DB BP Slidewall Van, green/yellow £14.00 (5)
5337k DB IKEA slidewall van, yellow/blue £12.00 (2)
5344k DB Kuhlwagen van, white £10.00 (3)
5345k DB Maisels Weisse beer van, white/blue £12.00
5385k DB Bosch long bogie slide roof van, white/graphics £18.00
5387k DB 6 axle bogie COWL hopper, brown £18.00 (4)
5392k DB Bogie Swing roof van, brown £15.00 (4)
5412k DB BP 4wh tanker, grey £10.00 (4)
5414k DB Minol 4wh tanker, purple £10.00
5417k DB Hoechst 4wh tanker, grey £15.00 (3)
5473k DB ARAL bogie tanker, blue £15.00
5476k DB VTG bogie tanker, grey £15.00
5510k DB 4wh closed hopper, brown £15.00 (10)
5525k DB Bogie hopper, brown £15.00 (8)
5787k DB Long bogie stake, brown £18.00 (2)
5787k(Schrott) DB Long bogie stake, brown, New Number £20.00
815234k DB Flat with Hyundai + Evergreen conts £14.00 (3)
82.5910k DB 4wh Lime wagon and flat wagon set ..... ~~£20.00~~ £15.00
97.5308k DB 4wh Covered van 'Buhre', blue ..... ~~£19.00~~ £15.00
975257k DB Stake wagon with 2 x Cable drum load, green ..... ~~£19.00~~ £14.00
975787k DB Cargo long bogie flat + steel load £23.00
5370k DBAG Slidewall van, Intercargoe Express, grey/blue £12.00 (2)
5371k DBAG Slidewall van, Intercargoe Express, grey/blue £12.00 (2)
5809k DBAG Slidewall van, Intercargoe Express, grey/blue £12.00
534603k DR Heinrich Baumgarten Fish van, white £14.00
975787k DR long bogie stake with load £25.00 (2)
580908 DRG BAV wagon set (4 wagons) £110.00
545509k DRG grover wine van with brake hut, light grey £16.00
5886k ELASS Lothringen Ommk(u) wood open with brake hut, grey + coal load £12.00
5430A1k OBB 4wh tank wagon with brake 'Nat Mag Wein', grey (Austria Special) ..... ~~£23.00~~ £15.00
527309 SBB/Hupac Rolling Road with Hoyer Artic tanker £35.00
527302 SBB/Hupac Rolling Road with Kieserling Artic, green £35.00

HERIS

11051 City Night Line 2 coach set, blue £65.00
Special Ed City Night Line 3 coach set, blue £100.00
11052 City Night Line WLBm, D Deck, blue £38.00
11052 City Night Line WRm ,Lounge wagen, blue/maroon graphics £35.00
18018 CIWL P type F4527, silver £30.00
11504 DB Beer van Caspary Brau Trier, white eplII £12.00
30003-1+2 DB Cargo Hbs twin van set, red £35.00 (2)
30003-3+4 DB Cargo Hbs twin van set, red £35.00 (2)
11054 DB City Night Line, WLABm sleeper, blue, D Deck. ..... ~~£35.00~~ £28.00 (2)
11077 DBAG Bogie car transporter, green, ep/V ..... ~~£30.00~~ £24.00
11527 DBAG Gbs 263 LWB 4wh van, brown £16.00
30003-5+6 DBAG Hbs van, silver x 2 set £35.00 (2)
11914 D-FRS FFB bogie silo, silver ..... ~~£25.00~~ £22.50 (2)
16014 FS Sleeper Trenp Notte Excelsior, green/blue/white stripes £38.00 (2)
16002/203 FS T25 sleeper, blue ..... ~~£30.00~~ £24.00
16013/203 FS TEN sleeper, blue ..... ~~£28.00~~ £22.00 (2)
16009/204.3 FS UIC-X 2nd, maroon/grey £30.00
16006/205.2 FS UIC-X 2nd, maroon/grey £30.00 (2)
12136 NS 2nd USI Y28, maroon/white stripes £25.00
13007 SBB T25 sleeper, blue ..... ~~£25.00~~ £20.00
13007 SBB TS2 sleeper, blue/moon+stars £35.00
12045 SNCB 2nd I 11B, grey/red doors £22.00
12044 SNCB 2nd, two tone grey/red doors ..... ~~£32.00~~ £22.00
12046 SNCB 2nd, two tone grey/red doors (diff #s) ..... ~~£32.00~~ £22.00 (2)
12095 SNCB P type car INOX, silver/blue £35.00

LIMA

208393 BLS Re4/4 #183, brown £65.00
HL2008 DB V300 001, maroon £70.00
8227LS FS D342 diesel, brown £35.00
8425LP FS E444 075, grey/red/blue ..... ~~£60.00~~ £60.00
8425LP FS E444 079, red/grey/black ..... ~~£55.00~~ £50.00
8314LP FS E444 118, red/grey £60.00
208694 FS E4444 068 XMPR, grey/green livery, epV ..... ~~£70.00~~ £55.00 (2)
HL2610 FS E636 082, brown, eplIIb £125.00
HL2620 FS E636.019, brown £125.00
HL2612 FS E636.082, brown £125.00
149709 NS 4 Unit Hounshead EMU, yellow/blue £80.00
208203LP SBB RBe4/4 #1451, green £70.00 (2)
8156L SBB R44/4", Swiss Express, orange/grey (Sommerfeld Pantograph) £38.00
208183L SBB Re6/6 Uster, green £55.00
L309495k BLS 1st EWI saloon Bleu, blue/cream, flush doors £22.00
L309606k BLS 1st EWI, blue/cream, recess doors £16.00 (2)
309364k BLS Baggage, blue/cream £12.00
309571k BT 2nd, mkII, green/cream £18.00 (2)
309532k DB 1st open, two tone pink/grey £15.00
309218k DB 1st TEE, red/cream, red skirt £15.00
9471k DB 1st/2nd Silverfish ..... ~~£18.00~~ £15.00
309673k DB 1st/2nd, centre entrance, green £16.00
309169k DB 1st/Corridor TEE Erasmus, red/cream £20.00
309531k DB 1st/corridor TEE, red/cream £15.00
9165k DB 1st/Corridor, dark blue/cream £15.00
309168k DB 1st/open Rheingold TEE, red/cream £18.00
309170k DB 1st/open TEE Erasmus, red/cream £20.00
9168k DB 1st/open TEE, red/cream £15.00
309168k DB 1st/open TEE, red/cream £18.00
9181k DB 1st/open, dark blue/cream £15.00
309764k DB 2nd, centre entrance, green £16.00
309631k DB 2nd, green, ep/V £15.00
9472k DB 2nd, Silverfish ..... ~~£18.00~~ £15.00
L30937 DB Baggage coach for INTERFRIGO, light blue £20.00
9590k DB Silverfish, 2nd/drivers, black skirt ..... ~~£18.00~~ £15.00
309637k DBAG 1st/2nd (ex Silverfish) two tone green/grey £18.00
309145k DBAG 1st/2nd Silverfish, black skirt £15.00
309565k DBAG 1st/corridor, two tone pink/grey £15.00
309564k DBAG 1st/open, two tone pink/grey £15.00
309577k DBAG 2nd (ex Silverfish), two tone orange/grey £18.00
309579k DBAG 2nd Silverfish £15.00
9529k DBAG 2nd, Silverfish, blue skirt ..... ~~£18.00~~ £15.00
HL6011 Deutsche Bundespost 4wh coach, green £22.00
309529-1 FS 1st Eurofima two tone grey £18.00
9488k FS 2nd/Bar/drivers centre entrance ..... ~~£28.00~~ £25.00
309392 FS Sleeperette, blue/grey/orange stripe £16.00
309548k Mittelthurgau Panorama coach, red/cream £20.00
309521k SBB 2nd, mkII, green/gold doors, later logo £14.00
309268k SBB 2nd, mkII, green/gold doors, later logo £12.00
L309268k SBB 2nd, mkII, green/gold doors, later logo £14.00
309189k SBB 2nd, recess door, green, early logo £12.00 (2)
L309320k SBB Baggage, green/grey (Velo logo) £10.00 (2)
309334k SBB Bogie baggage, green, late logo £10.00
309613k SBB Calanda Land, Le Buffet Suisse, purple/grey/pink £15.00
309669k SBB Hupac coach, light grey/red stripe £15.00
309515k SBB Hupac coach, turquoise/white stripe £18.00
309613k SBB Le Buffet Suisse, purple/grey £16.00
309616k SBB Self Service Restaurant with panto, red £16.00
HL6002 DB Cargo bogie stake with 3 x cont, red ..... ~~£20.00~~ £16.00 (2)
HL6002 DB Cargo Long Bogie flat with 3 x Swapbody, red ..... ~~£24.00~~ £19.00
3300k NS Cargo Bogie Hopper Eaos, red ..... ~~£7.00~~ £5.00
85323 SBB 4wh tanker, grey £7.00 (2)
303638k SBB Holderbank x 2 bogie hopper set £18.00 (2)

MEHANO

30162 DB Cargo Bogie coal hopper x 3 set, red/factory weathered £40.00
19844 DB Cargo SGKkms 698 flat with 2 x DB Cargo swap body £15.00 (5)
58790 DB Cargo SGKkms 698 flat with DB Schenker cont £24.00 (2)
58793 DB Cargo SGKkms 698 flat with 2 x DB Cargo Cont £24.00 (2)
58791 DB Cargo SGKkms 698 flat with Hoyer Tank Cont £24.00
58789 DB Cargo SGKkms 698 flat with 2 x Railion cont £24.00
58792 DBAG Cargo bogie flat with 2 x Nord Sud cont £28.00 (2)
58789 DBAG Cargo bogie flat with 2 x Railion cont £28.00 (3)
17900 DBAG Falns 121 bogie hopper, Schuttgut, brown/graphics ..... ~~£15.00~~ £13.50 (2)
2778 EVB #42001 (Br216), red/cream £50.00
63399 HGK DE64n (Br66), red £75.00

RIVAROSSI (SH)

1375 BAV Gt 2x4/4 #5766 0-58-8-0T, lined green £125.00
HR2048 DB Br641 diesel railcar, red/grey ..... ~~£120.00~~ £95.00 (2)
HR2315 DBAG 404 061-0 traktor, ICE livery £70.00
1384 DR 89 658 0-6-0T £65.00
HR2148 KWStE G12 2-10-0, green £145.00
1434 FS E402 161, grey/green £95.00
HR2000 FS E4444R, orange/grey (Decoder fitted) ..... ~~£125.00~~ £115.00
HR2011 FS E402A, XMPR livery (Decoder fitted) ..... ~~£130.00~~ £115.00 (2)
HR2011 FS E402A, XMPR livery £110.00
HR2031 FS E402B.133, green/cream £110.00
HR2190 FS E444R-081 ESCI livery (Decoder fitted) ..... ~~£125.00~~ £115.00
HR2272 FS E428 series I, grey/brown ..... ~~£135.00~~ £110.00
R1492 FS E656.581 XMPR livery ..... ~~£110.00~~ £100.00
HR2475 OBB USATC S100 (Dock tank) 0-6-0T £110.00
1654 SBB Ae3/5 #10213, brown £110.00
1656 SBB Ae3/5 #10216, green ..... ~~£110.00~~ £90.00 (2)
HR4140 DB 1st A4u Gr26, green, eplII £20.00
2520 FS bogie Baggage, purple/grey ..... ~~£12.00~~ £9.00 (2)
3564 FS Mu sleeper, blue £30.00
3576 FS 1st, maroon/grey £30.00
3577 FS 2nd, maroon/grey £30.00
3599 FS 2nd, grey £30.00
3600 FS 2nd TpX, maroon/grey stripes £30.00 (3)
3637 FS Type X 3 coach set, maroon/grey £90.00
HR4006 FS 1st UICZ XMPR, green/grey ..... ~~£28.00~~ £25.00 (2)
HR4016 FS 3 x MU sleeper set, blue ..... ~~£105.00~~ £85.00
HR4017 FS 2nd/Drivers, green/grey (XmPR) ..... ~~£50.00~~ £35.00
HR4055 FS 1st/Eurofima, grey £32.00
HR4096 FS 1st UIC Eurofima, maroon/grey £32.00
HR4097 FS 2nd, UIC Eurofima, maroon/grey £32.00 (2)
HR4115 FS 1st, UIC X1968, grey £32.00
HR4116 FS 2nd, UIC X1968, grey £32.00 (2)
HR4117 FS 2nd UIC X1968, grey £32.00
HR4119 FS 1st UIC X, maroon/grey ..... ~~£30.00~~ £25.00 (2)
HR4120 FS 2nd UIC X1982, maroon/grey ..... ~~£35.00~~ £30.00
HR4121 FS 2nd UIC X1982, maroon/grey £30.00 (2)
HR4167 FS 1st UIC-Z1 XMPR livery £32.00 (3)
HR4168 FS 2nd UIC-Z1 XMPR livery £32.00 (2)
HR4185 FS Pair of TEN sleeper, MU/M, blue £62.00
HR4187.1 FS 1st UIC X1968, grey £32.00
HR4241 FS TEN sleeper, blue £30.00
3607 NS Mu sleeper, blue/grey roof £25.00
3565 RENFE BB 1-1102 ex CIWL, green ..... ~~£25.00~~ £22.00
3594 SBB Mu sleeper, blue ..... ~~£30.00~~ £27.00
3602 SBB MU sleeper, /purple/blue £25.00
3537 SNCB Mu sleeper TEN, blue £30.00
R3718 SNCF 2nd OCEM, green £30.00
R3719 SNCF 2nd OCEM, green £30.00
R3720 SNCG 2nd/baggage OCEM, green £30.00
HR6081 DB 2 x Hbis slidewall van, black/brown ..... ~~£30.00~~ £27.00
2441 DB EKU Beer van, white ..... ~~£10.00~~ £7.00
HR6082 DB Hbis299, Ford, 2 piece van set, brown ..... ~~£30.00~~ £27.00
HR6001 DB Tadgs Long Bogie Hopper wagon, brown £24.00
HR6109 DB Tadgs 959 Rexwal, long closed bogie hopper, brown ..... ~~£24.00~~ £20.00
RT700010 FS 2 x UCS twin silo wagon £28.00
2119 FS Fosters beer van, blue £14.00
2138 FS Ausiliare Bogie Cereal hopper, cream £22.00
HR6004 FS Eaos Bogie open x 2, brown ..... ~~£26.00~~ £25.00 (3)
HR6005 FS Eaos bogie open with wood load, brown £18.00 (5)
HR6288 FS Eaos Bogie open x 2 set, brown £34.00
HR6095 FS Ros long bogie canvas cover wagon, grey/brown ..... ~~£16.00~~ £14.00
HR6122 NS 2 x Stake wagon with Bell, P+O, NedLloyd cont ..... ~~£35.00~~ £32.00
HRS6229 SNCF Norsk Hydro Fertilizers long bogie curtainside, blue £18.00 (2)
HRS6234 Tiphook Steel Exp closed bogie tarpaulin wagon £22.00

ROCO (NEW AND SH)

43286 BAV BBII #2510, 0-4-4-0T, green £85.00
62315 DB 042 202-2, 2-8-2 ..... £150.00
43384 DB 151 165-8, t/b, digital £68.00
43704 DB 232 180-0, maroon/white stripe £65.00
62970 DB 365 180-9, t/b £75.00
63689 DB Cargo 232 800-3, red £70.00
43619 DBAG 103 231-7, red £85.00
62502 DBAG 185 222-7, Railion, red £75.00
72517 DBAG 185 388-6, red £95.00
63404 DP4 #4 V60, Post, t/b £65.00
43317 DR 01 089 ..... £95.00
72837 DR 115 328-7, maroon/white stripe £65.00
63231 DR 35 1081-5 ..... £145.00
62294 DR 74 1105, 2-6-0T £70.00
72515 D-Railpool 185 691-3, silver/blue £110.00
62365 GySev 1047 504-4 Joseph Hayden/graphics £160.00
43559 NSB 16.2212 electric, black/red £80.00
62449 OBB 1116 201-3, Railjet, maroon £138.00
72713 OBB 2143.06 diesel, orange, DCC sound £148.00
63504 SBB 460 014-4, HCB, white/graphics ..... ~~£115.00~~ £100.00
63518 SBB 460 118-3, Alptransit, white/graphics (DCC) £118.00
63529 SBB Ce6/8" Crocodile, #14253, brown £135.00
43644.1 Swiss Airolo V100 works loco, yellow £65.00
63808 TX 185 537-8, silver (DCC-Lenz) ..... ~~£90.00~~ £80.00
43216 WURT 'C' 4-6-2, green (poor box) £75.00
45508 Bahn Touristic Express 2nd, blue/red £20.00
45507 Bahn Touristic Express 2nd/baggage, blue/red £20.00
45418 BAV 2nd/3rd, 6wh, lined green £30.00
44014 Bavarian set 4 x short 4wh coach, lined green £55.00
45450 BBO 1st/2nd Pikes eplII, green £22.00
45452 BBO 2nd Pikes, eplII, green £22.00
45034 BBO 3rd, recess door, green £20.00
45238 Bitburger PILS salon coach, green/yellow £20.00
44476 BLS Bogie short bagagge, blue/dark cream £18.00 (4)
44770 BLS 1st mkIV, Blue/cream £30.00
45195 BLS Bogie baggage, blue/cream ..... ~~£25.00~~ £19.00 (3)
45196 BLS Bogie baggage, blue/cream ..... ~~£25.00~~ £19.00 (2)
45592 BLS Bogie baggage, blue/cream £25.00 (2)
74390 BLS 1st mkIV, blue/cream £30.00
74391 BLS 2nd mkIV, blue/cream £30.00 (2)
74393 BLS baggage mkIV, blue/cream £30.00
42390 BLS 2nd mkII, blue/cream £18.00 (2)
44823 BSTB 4th, 4wh, green ..... *New* ~~£15.00~~ £10.00
44823 BSTB 4wh 4th, green ..... ~~£12.00~~ £9.00 (2)
44835 BSTB 4th/bagg, 4wh, green ..... *New* ~~£15.00~~ £10.00
44598 CFL 2nd/DEV, green £22.00
4289 DB 1st, Pikes, green £12.00 (2)
4290 DB 2nd, Pikes, green £12.00
4291 DB 1st/2nd, Pikes, green £12.00 (2)
44250 DB E885 2nd 6wh, centre coach for railcar, maroon ..... ~~£10.00~~ £7.00
44449 DB Baggage Pikes, green, eplII £15.00
44454 DB Bogie Post, clerestory roof, green £16.00
44506 DB 1st 6wh, clerestory, green £15.00
44509 DB Post 6wh, green £16.00
44549 DB Bogie baggage, recess door, green, eplII £20.00 (2)
44552 DB 1st/2nd, recess door, green, ep/V £20.00
44556 DB 2nd, recess door, green ..... ~~£16.00~~ £14.00
44556 DB Bogie baggage, recess door, green, ep/V £20.00 (2)
44592 DB Aux Baggage, green £16.00 (2)
44640 DB 1st/2nd Eurofima, blue/white stripes ..... ~~£24.00~~ £18.00 (4)
44641 DB 1st/2nd, t/b, Eurofima £22.00 (6)
44651 DB 2nd, t/b £20.00 (8)
44653 DB 1st/corridor TEE, red/cream Eurofima £20.00 (2)
44670 DB 1st/2nd S-Bahn, orange/grey 'Jagermeister Ads' ..... ~~£25.00~~ £20.00
44671 DB 2nd, centre entrance, orange/grey, S-Bahn ..... ~~£24.00~~ £18.00 (3)
44683 DB 2nd, centre entrance, t/b £22.00 (3)
44684 DB 1st/2nd, Centre entrance, t/b ..... ~~£22.00~~ £17.00 (5)
44685 DB 2nd/Drivers, centre entrance, t/b, 1:87 ..... ~~£25.00~~ £19.00
44746 DB 2nd t/b £20.00 (2)
44747 DB 1st/Corridor, t/b ..... ~~£22.00~~ £17.00
44803 DB Pikes work coach, green ..... *New* ~~£18.00~~ £14.00 (4)
44832 DB 2nd/Post 4wh, green, eplII £12.00 (2)
44841 DB TEN sleeper, blue ..... ~~£22.00~~ £20.00 (3)
44841 DB TEN sleeper, blue/cream roof ..... ~~£24.00~~ £19.00 (4)
44841 DB TEN sleeper, blue/white roof ..... ~~£25.00~~ £19.00 (2)
44900 DB 2nd/Touropa, green, eplV ..... ~~£22.00~~ £16.00 (2)
44923 DB 1st/corridor, blue/grey (Pop livery) ..... ~~£20.00~~ £17.00
44926 DB 2nd/Corridor, Hapag-Lloyd Tours, t/b £20.00
45068 DB Bogie baggage, green/grey, eplV ..... ~~£20.00~~ £15.00
45249 DB 2nd, two tone pink/grey £20.00
45255 DB Restaurant, two tone pink/grey £20.00
45257 DB 2nd two tone pink/grey £20.00
45299 DB 2nd/Drivers S-Bahn, orang/grey £35.00
45349 DB works recess door, maron, eplII ..... *New* ~~£20.00~~ £15.00
45480 DB 1st/2nd, silverfish, black skirt, eplII £28.00
45662 DB 2nd, recess door, green, eplII £22.00
45663 DB Bogie baggage, eplII, green ..... ~~£25.00~~ £22.00
54294 DB 6wh works coach, yellow £15.00
DB 1st, t/b 1:87 ..... ~~£20.00~~ £15.00 (2)
4214A DB 885 003-4 6wh EMU centre coach, maroon ..... ~~£10.00~~ £7.00
4214B DB Deutsche Wrinstrasse 6wh 2nd, blue/cream £12.00 (9)
4220S DB Baggage Pikes, green, eplII ..... ~~£16.00~~ £10.00
42489A DB 2nd P

CONTINKITS

STRICTLY MAIL ORDER

Continued from the previous page

46355 SBB Hupac Danzas Artic trailer £25.00
46364 SBB Hupac Gartner Artic Trailer, weathered £25.00
46371 SBB Hupac with 2 x Jacky Maeder Swap Body £25.00
46397 SBB HBils van, Migros Bischofszell, silver/graphics £12.00
46398 SBB Hbils van, Orengina, blue £12.00 (2)
46399 SBB Hbils van, Ovomaltine, orange £12.00
46591 SBB Hbils van, Knorr Chirat, yellow/green £12.00
46595 SBB Hbils van, Grapillon, white/red £12.00
46672 SBB Shell 4wh tanker, grey ..... ~~£14.00~~ £12.00
46747 SBB Hbils van, rid sided, silver £10.00
46943 SBB Sihl+Rika High capacity van, red £18.00 (3)
47791 SBB 4wh LWB lowside, silver with load ..... ~~£15.00~~ £13.50
66604 SBB low floor double wagon with 2 x Schoni Artic Trailer £60.00 (3)
66620 SBB Bogie flat Sgns with 2 x Cargo Domino swap body £36.00
66623 SBB Bogie flat Sgns with 3 x Hamburg Sud cont £36.00
66629 SBB bogie flat Sgns with 2 x Dreier swap body £36.00 (2)
66632 SBB Bogie flat Sgns with 2 x Cargo Domino swap body £36.00
66656 SBB bogie flat Sgns with 3 x Bell cont £36.00 (4)
66657 SBB Bogie flat Sgns with 2 x Cargo Domino swap body £36.00
66791 SBB LWB 4wh stake wagon, grey £15.00
67093 SBB twin silo wagon. Light grey (2 dif #s) £14.00
SBB Es steel open, brown £10.00
SBB Gbs LWB van, brown/silver £14.00
46354 SNCB Hupac with Novatrans artic trailer £25.00
46724 SNCB Rexwal closed 4wh hopper, light grey £15.00
47008 SNCB TRW Hupac Maersk+Pierre Cont load £25.00
46161 SNCF Gbs LWB 4wh van, brown/silver door £10.00
46297 SNCF Bogie tarpaulin covered wagon, grey/brown £15.00
46368 SNCF SEGI Hupac ROUCH cont load £25.00 (2)
46374 SNCF SEGI Hupac Danone Artic Trailer £25.00
46580 SNCF SATI Hupac CNC Cont load £25.00
46916 SNCF Bogie tarpaulin covered wagon, grey/brown £15.00 (4)
47096 SNCF 4wh flat with 40' P+O Cont ..... ~~£15.00~~ £13.50
47118 SNCF TRW Hupac Mesguen Cont load £25.00
44311A SNCF Novatrans Hupac with Novatrans Artic Trailer £25.00 (5)
47833 TLG 4wh gravel hopper, brown £15.00

TT GAUGE
BERLINER TT-BAHNEN

2640 DB Br194 electric, t/b £48.00
2521 DR 119 120-4 diesel, red/white stripe £38.00
2640 DR 130 007-8 diesel, maroon £38.00 (2)
13627 DR 130 diesel, maroon £45.00
2230 DR 56 2719, 2-8-0 ..... £38.00 (2)
2641 DR Br130 maroon, diesel £35.00
2410 DR Br254 electric, green £45.00
2110 DR Br56 2-8-0 ..... £45.00
13751 DR Br56, 2-8-0 ..... £45.00
2411 DR E94 065, electric, green £48.00
13616 DB 1st/coridor TEE £10.00
3610 DR 1st/2nd Express, green £7.00
3612 DR 2nd Express, silver £7.00 (2)
13751 DR Bogie baggage, orange/cream £8.00
13723 DR Tourex, blue £8.00

BRAWA (TT)

53000 DR E95 03, green £125.00

BUSCH

33503 DR 3 x bogie Silo wagon, grey £24.00

GUTZOLD (TT)

DR 211-018-7 electric, maroon/white stripe £42.00

See us at the following events: 26th & 27th Jan @ Pontefract MRS. 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.

HOVORKA (TT)

6250 CD Bogie cemenr silo wagon, yellow/grey £22.00
6200 DB Cargo bogie coal hopper, red £22.00

KUEHN (TT)

31310 DBAG Br140, red £70.00
31420 DBAG Br110, red £80.00
32000 Siemens ER20 diesel, yellow/silver £60.00
32200 DBAR, Br185, red £80.00
32220 RailAChem Br185, green £80.00
32300 SBB Br185, Cargo, red/blue £80.00
32310 Holcom Br185, white £90.00
51135 2 x bogie Canvas cov wagons £60.00

PL MODELS (TT)

33170 CD Cargo 3 x bogie tank wagons, grey (Special) £80.00
33160 GATX bogie tanker, grey £20.00
33170-01 CD Cargo bogie tanker, grey £20.00

PMT (TT)

65370 RENFE bogie open, green £14.00

TILLIG (TT) BAHN

01350 Plus 13783, 13784, 13373x6, 13378x3: ICE 14 car set £365.00
02891 Connex, VT613 Desiro, blue/white £110.00
02440 DB Br103, red/cream £80.00
02382 DB Br110.3, blue/cream £75.00
02426 DB Br144, green £70.00
02591 DB Br204 diesel, Cargo, red £70.00
01478 DB TEE: E10.3 electric + Avmz111 +WR132, red/cream £110.00
01479 DB TEE set 2: Avmz111 + 2x Ampz 121 coaches red/cream £55.00 (2)
02514 DB V200 diesel, red/grey £70.00
02311 DBAG Br 101 'Metropolitan', silver £80.00
02308 DBAG Br101 'BKK workshop', yellow/black £80.00
02304 DBAG Br101 'Mini Cooper', red £100.00
02310 DBAG Br101 'Police', red/green £85.00
02306 DBAG Br101 'Unsere Zug Schonen die Umwelt', red £75.00
02300 DBAG Br101, red £80.00
02300 DBAG Br101, red, epIV £70.00
02430 DBAG Br103, red £80.00
02343 DBAG Br143, red £80.00
02335 DBAG Br155, red £80.00
02470 DBAG Br189, red £75.00
02730 DBAG Br218 diesel, red £70.00
02890 DBAG Br642 Desiro, red/white £110.00
02560 DR 118 114-8 114-8 diesel, matoon/white, epIII £65.00
02340 DR 243.3-9 electric, epIV, red £65.00 (3)
02270 DR Br 52, 2-10-0 ..... £90.00
02124 DR Br01 2118-6, 4-6-2, epIV £75.00
02356 DR Br112.1, red £80.00
02780 DR Br119 diesel, red/cream £90.00
02112 DR Br23 2-6-2 ..... £80.00
02850 DR DMU, Carmine/cream £100.00
01476+ 01477 DR E11 blue + drivers + 3 x coaches, blue/yellow £165.00
02126 DRG Br01, 4-6-2, Photographic grey £95.00
02413 DRG E94 ' Crocodile', blue £85.00
04901 ITL Br186, white £100.00
96138 ITL V60 0-8-0 diesel, green £80.00
02471 MRCE Br189 'City Night Line', black £80.00
02412 OBB Br1020, orange £70.00
02247 OBB Br86, 2-8-2 tank £60.00
04902 PKP Cargo EU43, two tone blue/green £100.00
02597 Rent-a-rail Br202, blue £65.00
02474 SBB Re474 Cargo. Blue/red £80.00
500522 Scandlines Br109-1, light grey £90.00
02893 VLB Desiro, green/white £110.00
01556 ALEX Arriva 3 x coaches, Bn, WRm, Bm £80.00
13869 DB 2nd Silverfish epIV £22.00
13679 DB Reisezug 1st, t/b £22.00 (2)
13678 DB Reisezug 1st/2nd, t/b £22.00
13502 DB Reisezug 2nd, t/b £22.00 (2)
13508 DB Reisezug 2nd, t/b £22.00
13509 DB Reisezug 2nd, t/b £22.00
13676 DB Reisezug 2nd/brake, t/b £22.00
13794 DBAG D Deck 1st/2nd, red £28.00
13795 DBAG D Deck 2nd, red £28.00 (2)
13792 DBAG D Deck 'Zug Cafe', red £28.00
13797 DBAG D Deck, 2nd/driver, red £45.00
13685 DBAG IC 1st, 'Bistro Cafe', blue/grey £22.00
13570 DBAG IC 1st, red/purple/white £22.00
13575 DBAG IC 1st, red/purple/white £22.00 (2)
13688 DBAG IC 2nd, red/purple/white £22.00 (2)
13689 DBAG IC 2nd/brake, red/purple/white £22.00
13561 DBAG IC 2nd/Driver, red/purple/white £45.00
13563 DBAG IC 2nd/Drivers Bimdzf 269 (ICE colours) £40.00
13682 DBAG IC Bistro, white/red stripe (ICE colours) £22.00
13694 DBAG IC Restaurant, red/purple/white £30.00
13683 DBAG IC white/red stripe (ICE Colours) £22.00 (2)
13690 DBAG IC white/red stripe (ICE Colours) £22.00 (5)
13680 DBAG IR 2nd. two tone blue/grey £22.00 (2)
13661 DBAG regional 1st/2nd, red/grey £22.00
13660 DBAG regional 2nd, red/grey £22.00
13664 DBAG regional 2nd, red/grey £22.00
13842 DBAG regional 2nd/driver, red/grey £40.00
13615 DR 1st, orange/cream £10.00
13001 DR 2nd (ex Bi 29 4wh, green, epIII £12.00 (2)
13016 DR 2nd (ex Bi 29 4wh, red/cream, epIII £12.00
290370 DR 4wh 555 Yr Hinterhermsdorf, green/white £14.00
13752 DR Mitropa Diner, Reko, brown/cream, epIV £10.00 (2)
15801 AAE Habbis 'Pangas', white £20.00
500706 CD 4wh coal hopper 'Lovochemie', blue (Ltd Ed) £18.00
500705 CD 4wh Cov coal hopper 'Agrofert', green (Ltd Ed) £18.00
500701 CD Cov coal hopper 'Lovochemie', blue (Ltd Ed) £20.00
15800 CD Habbis van, silver £20.00
15204 CD High Capacity coal hopper 'Poslední", brown £18.00
15239 CFL Eaos open, brown £12.00 (2)
15572 CFL wagon with Rinnen tank cont, green/silver £16.00 (2)
O1480 CFL/OBB/SNCB 3 x 4wh hopper £60.00 (3)
O1481 CFL/PKP/CD 3 x bogie hopper £65.00
15545 CFR Bogie Canvas Cov wagon 'Marfa', grey £18.00
15468 CFR Marfa bogie tanker, light grey £24.00
15742 Covered bogie 'Green Cargo', grey £16.00 (2)
15597 CSD Artic car carrier, brown £22.00
O1467 DB 3 x 4wh coal hopper, brown £60.00 (2)
14104 DB 4wh Beer van, Union Beer, white £10.00 (2)
14570 DB 4wh closed hopper, yellow £16.00
14281 DB 4wh open with brake, brown £7.00
14408 DB 4wh tanker, BP, grey £10.00
14990 DB 4wh tanker, Hoechst, black £14.00 (2)
95008 DB 6 axle bogie flat with 5 engine load £20.00
95011 DB 6 axle bogie flat, red £25.00
15540 DB Bogie Canvas Cov wagon, blue £20.00
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15510 DB Bogie Cont wagon, white £14.00
O1331 DB Cargo 3 x bogie wagons: flat/hopper/open £60.00
15281 DB Cargo bogie hopper, red £20.00
15574 DB Cont wagon, UBC, red £14.00
15213 DB High Capacity bogie hopper 'EVA', brown £18.00
15564 DB Hupac with 'Peter cont £25.00 (2)
14421 DB Silo wagon, white/blue £14.00
O1457 DBAG 3 x bogie lowsides, 2 x yellow, 1 x black £40.00
15541 DBAG Bogie Canvas Cov wagon, grey £18.00
15547 DBAG Bogie Canvas Cov wagon, 'Railion', red £18.00
15294 DBAG bogie coal hopper, red £15.00
15501 DBAG Bogie Cont wagon, K Line, red £16.00 (2)
15496 DBAG Bogie Powder wagon, KVG, light grey £20.00
15464 DBAG bogie tanker 'ARAL', blue/white £15.00
15428 DBAG Bogie tanker 'Grillo', cream/yellow stripe £18.00
15460 DBAG bogie tanker 'KVG', light grey £20.00 (9)
15427 DBAG Bogie tanker 'On Rail', grey £15.00
15425 DBAG Bogie tanker, BASF, white £15.00
O1487 DBAG Cargo 3 x 4wh Cov hopper, red £60.00 (2)
15566 DBAG Cargo Hupac with Hapag-Lloyd cont £25.00
15543 DBAG Cargo, Bogie Canvas cov wagon, red £18.00 (2)
15226 DBAG Cargo, bogie open, red £12.00 (2)
15563 DBAG Hupac with 'DHL cont', yellow £25.00 (2)
15371 DBAG long bogie hopper, facs, brown £22.00
15352 DBAG SKW Piesteritz, long bogie hopper, Tads £22.00
15240 DE bogie open #2507, green £12.00 (2)
O1473 DR 3 x 4wh hopper, brown £60.00
O1468 DR 3 x 4wh Tds cov coal hopper, brown £60.00 (2)
14523 DR 4wh Cont wagon, red/black £8.00
14412 DR 4wh tanker, black £10.00
95807 DR 4wh tanker, Minol, yellow £10.00
95010 DR 6 axle bogie flat, brown £20.00
15595 DR Artic car carrier, brown £22.00
O1790 DR bogie coal hopper, brown, epIII £15.00
15523 DR Bogie cont wagon 'Deutrans', grey £14.00
15507 DR Bogie Cont wagon 'Lina Mexicana', green £16.00
15520 DR Bogie flat with 2 x lorries £16.00
15495 DR Bogie Powder wagon, dark grey £22.00 (2)
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50060 DR bogie timber wagon, brown (Ltd Ed) £22.00 (2)
15370 DR Long bogie coal hopper, brown £22.00 (2)
14920 DR lowside, epIII, brown £8.00
14280 DR open with brake house, epIII, brown £10.00
14153 DR Refrig wagon, Interfrigo £9.00
14725 DR sand wagon, grey £16.00 (2)
14626 DR Stake wagon with wood load, epIV £10.00
14125 DR van brown, epIII £12.00
95815 DRG 4wh tanker 'Albizol', silver £10.00
95817 DRG 4wh tanker 'Eisenbahn', silver £10.00
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250923 DRG Bogie coal hopper, brown, epIII £15.00
14103 DRG Refrig van, Wickuler, white £12.00
15492 Ermewa bulk tanker 'Cebe', Uacs-y, grey £27.00
14265 GySev 4wh steel open, brown £8.00 (2)
15467 GySev bogie tanker, grey with graffiti £25.00 (2)
O1482 GySev/Railion/PKP 3 x bogie open £35.00 (2)
14373 Halleroder Bier 4wh beer van, white £7.00
O1469 ITL 3 x 4wh coal hopper, green £60.00 (2)
14458 MAV Cement silo wagon, grey £10.00
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15297 RAG High Capacity Bogie hopper, brown £15.00 (2)
15235 Railion Bogie open, red £12.00
500520 RCB 3 x loaded coal hopper, light grey (Ltd Ed) £65.00
14487 SBB 4wh tanker 'Rexwall', grey £10.00
15565 SBB Hupac with Drier cont £25.00 (3)
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95821 SNCF 4wh tanker 'Lautrec', silver £10.00
14144 SNCF 4wh van, brown £8.00
15573 SNCF Bogie flat, grey £12.00
15282 SUAS bogie hopper, green £20.00
500582 WIEBE 3 x loaded coal hopper, 2 x yellow, 1 x brown £65.00
15741 ZSR Canvas Cov wagon, NACCO, blue £15.00 (2)
83706 Curves R353mm, 30 degrees £2.50 (6)
8840 Couplings (8 pieces) £4.00

MEHANO (TT)

55704 Tiger ITL (Lt Ed 400/500) £100.00

PIKO (TT)

47454 DBAG 147 553-2 electric, ICE colours £100.00
47200 DBAG Br151, 'Railion' red £50.00
47240 DBAG 442 EMU Talent 2, red £100.00
47415 MWB Br182 Taurus, blue/silver £50.00
47419 Hupac Br182 Taurus, silver £50.00
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71401 OBB Taurus 'Deutschland Fusball", black/orange/yellow £65.00
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ROCO (TT)

36000 DB 80023, 0-6-0T £50.00
36206 Railion Br232, red £80.00
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36226 DR 130 102-7, maroon ..... *New* £90.00
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ZEUKE/TILLIG (TT)

O2332 DR Br155 031-8, electric, red £65.00
O2550 DR 229 diesel, red/white stripe £65.00
13310 DRG 3rd bogie recess door, green ..... *New* £12.00 (4)
13320 DRG 2nd/3rd bogie recess door, green ..... *New* £12.00 (2)

BEMO HOm

7262 200 FO HGe4/4 #101, red + 3 x coach + track (Lenz digital) £185.00
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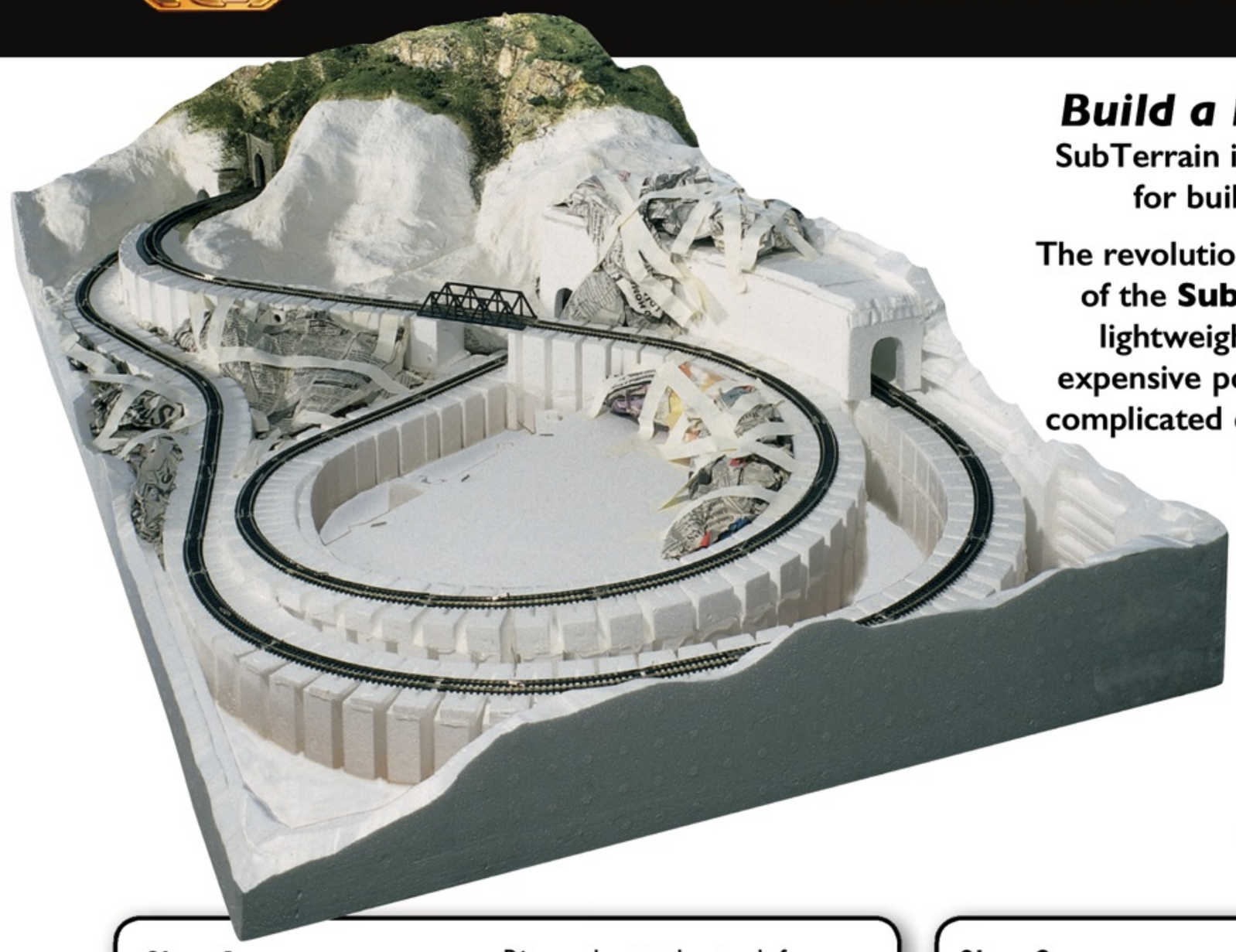
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WOODLAND SCENICS®

SubTerrain System

BUILD A LAYOUT IN 5 EASY STEPS!



Build a layout quickly & easily!

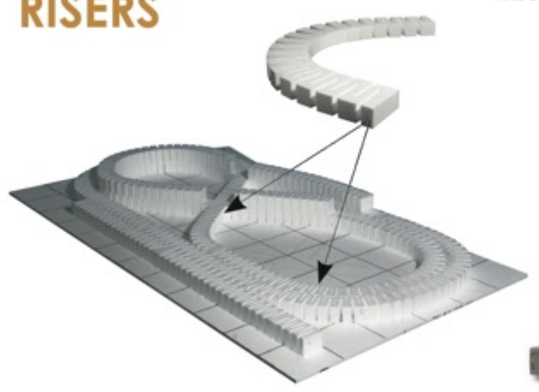
SubTerrain is the most innovative foam system for building layouts for model trains.

The revolutionary, high-density foam components of the **SubTerrain System** are extremely lightweight and easy to use. Requiring no expensive power tools, there is no dusty mess, complicated calculations & most importantly, no experience necessary!

As seen on

THE GREAT MODEL RAILWAY CHALLENGE

Step 1
RISERS

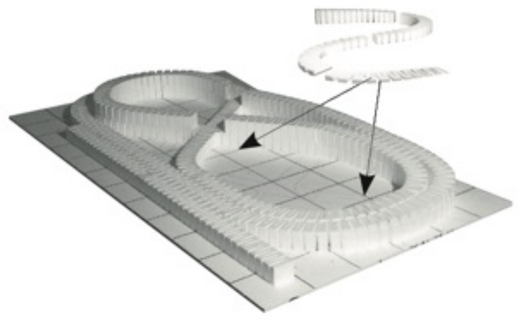


Risers elevate the track from a flat surface so low lying areas can be created.

WST1406	1/2" (x4)
WST1414	3/4" (x4)
WST1407	1" (x4)
WST1408	2" (x4)
WST1409	4" (x2)



Step 2
INCLINE SETS & STARTERS



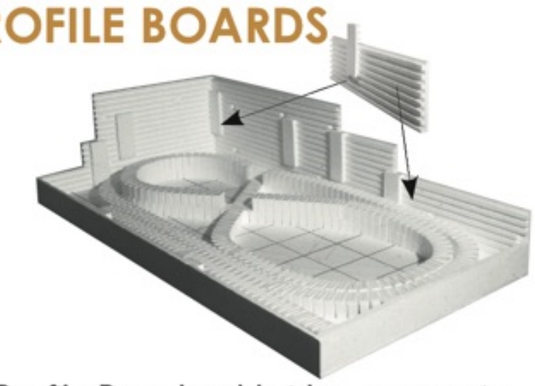
Inclines provide the proper change in elevation so your train runs smoothly.

WST1410	2% Set (x8)
WST1416	3% Set (x6)
WST1411	4% Set (x4)
WST1412	2% Starter (x8)
WST1415	3% Starter (x6)
WST1413	4% Starter (x4)



✓ No need for power tools ✓ No dusty mess ✓ No complicated calculations ✓ No experience needed

Step 3
PROFILE BOARDS

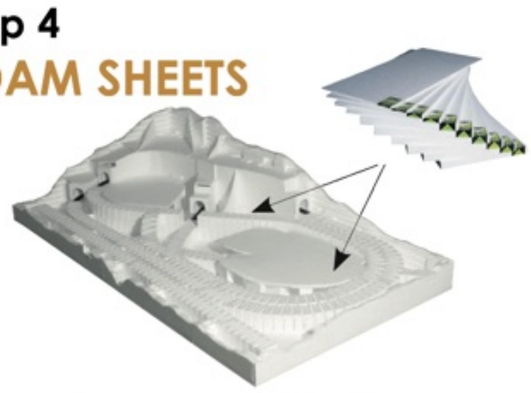


Profile Boards add sides, so terrain contours can be created with the Hot Wire Foam Cutter.

WST1419 2 Boards & 2 Connectors

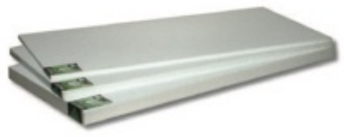


Step 4
FOAM SHEETS



Foam sheets are used for flat areas, tunnels and layout bases.

WST1422	1/4" (x1)
WST1423	1/2" (x1)
WST1424	1" (x1)
WST1425	2" (x1)
WST1426	3" (x1)
WST1427	4" (x1)



Step 5
PLASTER CLOTH



Plaster Cloth covers newspaper wads to create a hard shell for landscaping.

WC1203 8" wide x 15' long, 10 sq. ft.



BACHMANN EUROPE Plc

BACHMANN EUROPE ARE PROUD TO SUPPORT THE GREAT MODEL RAILWAY CHALLENGE

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www.bachmann.co.uk

Model • Collect • Create

Roco

Big in Detail and Technology

HO Scale

Roco produce a large range of HO Scale German Railway locomotives nad 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.





HOe Scale

The HOe 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 will 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!

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