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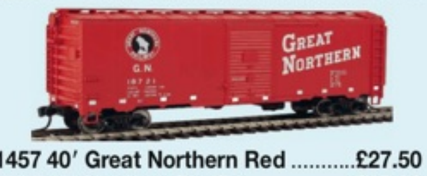
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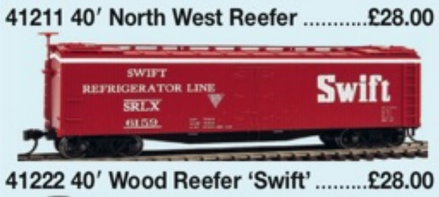
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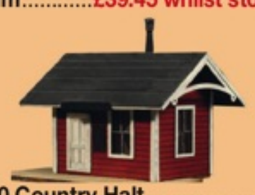


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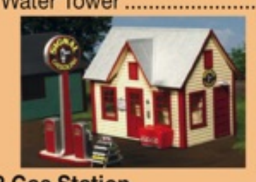
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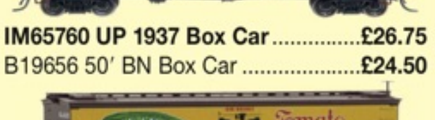
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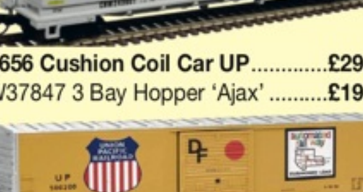
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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday of the preceding month.



Cover
A local passenger train of former Bavarian stock (locomotive and coaches) arriving at the branch terminus, Cambach vor der Höhe.
Photo: editor.

A question of terminology

While we were preparing the item below, we were struck by a distinction the organisers made in appealing to their "target market" – beginners, experienced modellers, and *those who might know model railways from the past and now want to take up the hobby again*. We were already well aware of this category, but it has become even more apparent recently as a result of widespread positive publicity for the hobby in print and broadcast media prompting those with a latent interest to investigate the current state of play. (Once you are 'infected' with the model railway 'virus', the symptoms can recur even after a long time!)

If you are one of those "returners" (for want of another term) – welcome back! There are two things to remember – first, there are no silly questions; and second, the idea is to have fun!

RAIL at Houten, The Netherlands

The well-known RAIL exhibition will take place once again between Friday 21st and Sunday 23rd February at the Euretco Center in Houten, near Utrecht, in The Netherlands (alongside the A27 motorway). This is an event not only for experienced modellers but also for beginners and those who might know model railways from the past and now want to take up the hobby again.

Demonstrations and workshops will include getting started, digital control, brass kit construction, weathering, and electronics. There will also be activities for children.

The show is due to feature around fifty layouts. These should include *Ballade d'Europe* (TT), *Oberunter en Niemendahl* (HOe), *Bouillière* (Belgian Vicinal HOm, CM July 2015), *Les Tramways de Sedan* (HOm), *Neuburg Waldhofen an der Jagst* (HO-HOm), *Ligne des Pignes* (HO), *Les Robertmonts* (Belgian HO), *Depot de Trois-Ponts* (Belgian HO, CM April 2018, *Lemur (Tilff)* (Belgian HO, CM October 2018), *Blokpost 13* (HO), *GVB Trams* (HO), *MSG Driebergen* (HO), *Delfthavense Schiebruggen* (HO), *Scherpenheuvel* (HO), *Station Sauwerd,* (HO), *Thuringerbahn* (German HO), *Leipzig* (German HO), *Jean-Ville* (French Oe (French Oe, CM August 2015), *Luxor Sugar Cane Valley* (Egypt Oe), *Innes Mill* (British O-16.5), *Zwaaghoek* (Dutch Om, CM November 2015), *Wasserij Vandam, Deense baan*, a modular O layout, *Chemins de Fer des Terres bataves* (G), *Pagosa Junction* (G), *Kenilworth RR, Utah* (HO), *Alaska*, and *Densha* (Japan 1:80).

The event will also incorporate the Proto87 fine scale convention once again. Participants are due to include a Fremo 87 modular layout from The Netherlands and Germany, *Docks-Ceinture* from France, *Rue de la Cloche Bellot* by Samuel Ladoux (France), and *North 9th Street Terminal* by Neil Kinison (UK), plus special guests *Splitveld/Veghel* (FS160) from The Netherlands and *Splott* (P4) by Paul Spencer (UK).

The successful RAIL Theatre will return with an interesting programme.

In addition there will be a wide range of traders, both new and secondhand, as well as some specialist suppliers.

For further details, see *Exhibition Diary* (p.21a).

CM 2019 Cup competition – reminder

As this issue will appear before the 31st January deadline, we would like to remind you about the Cup competition, announced in the January issue. Full details can be found on page 69 of that edition, but essentially we would like to know which three articles you found most inspiring, entertaining, and informative. We expect it may be difficult to make a choice! Please vote – we appreciate the feedback. And someone has to win the draw!

CONTINENTAL MODELLER

February 2020
Volume 42
Number 2

Contents


74

74 **CAMBACH v. d. HÖHE – RAILWAY OF THE MONTH**
As the Spur O Freunde Worms, Klaus Fischer and Sascha Fliegner got together to build a sectional layout for exhibitions depicting a branch line in Hessen.

82 **RAJAH ENGINEERING WORKS**
Warren Miller created a small industry to enhance a spare corner of his HO layout by adapting an interesting kit for an old stationary steam engine.

86 **BR52 *KRIEGSLOK***
Uwe Lacina looks briefly at the origins of the Deutsche Reichsbahn Gesellschaft BR52 2-10-0, an austerity measure for wartime mass production. With scale drawings by Benno Wiesmüller.

92 **THE BRIDGE AT REMAGEN – PLAN OF THE MONTH**
Al Turner was inspired to create an accurate 1:160 scale model of the Ludendorff Bridge across the Rhine, with an impressive collection of authentic train consists. *The layout is due to be at Model Rail Scotland at the SEC Glasgow from Friday 21st to Sunday 23rd February.*

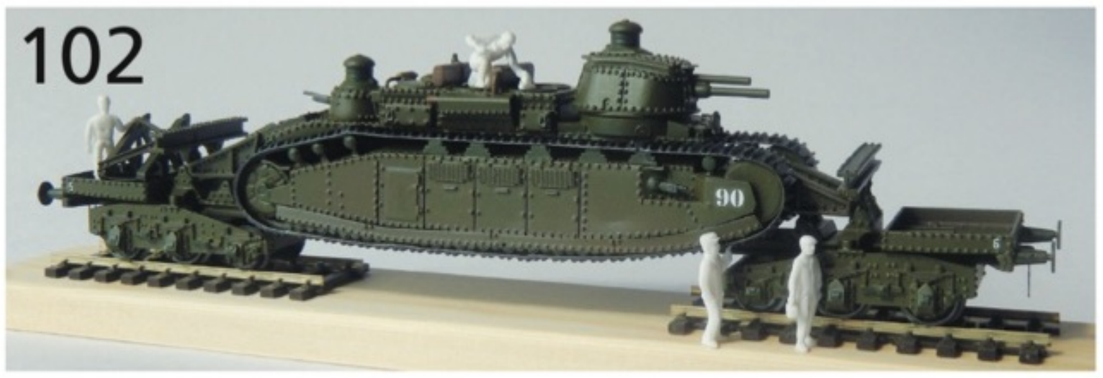

82


86



108





102 **TANK TRANSPORT**
Mike Williams built an unusual vehicle in HO from a kit – a French F.C.M. Char 2C tank with rail bogies.

108 **OBERWEIßBACHER BERGBAHN**
Graham Lightfoot explores the prototype for the model which was described in our December 2019 issue – a unique funicular and electrified branch in Germany.

114 **TALLAHATCHIE RIVER**
Modelling American narrow gauge in 1:55: Giles Barnabe adopts a new scale, and a new location.

118 **QUEENSLANDERS IN THAILAND**
Wim Harthoorn shows how he scratchbuilt some stainless steel coaches exported from Queensland to Thailand in TTm (1:120 scale on 9mm gauge).

124 **VILLE À LA CAMPAGNE**
A French country town on the border with Germany: Barry Langford tells the story behind his Oe exhibition layout, set in the 1950s/1960s.

130 **LATEST REVIEWS**

134 **BOOK and VIDEO REVIEWS**

136 **NEWS**

20a **EXHIBITION DIARY**









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

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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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Gauge 1 1:32 Scale -

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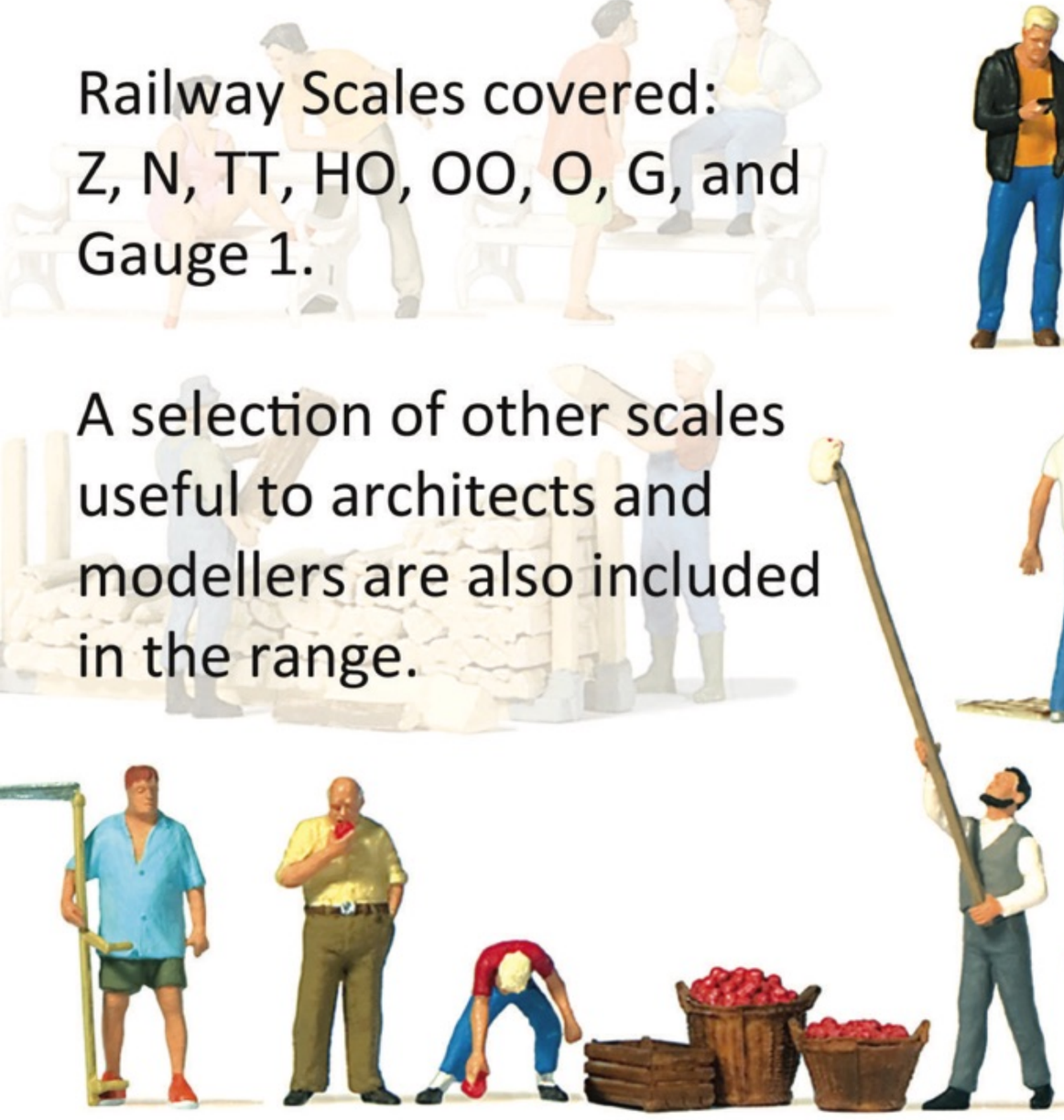




A selection of other scales useful to architects and modellers are also included in the range.







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

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







Preiser also produce value packs, allowing you to cover your layout with people for a keen price.
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FAIRGROUND

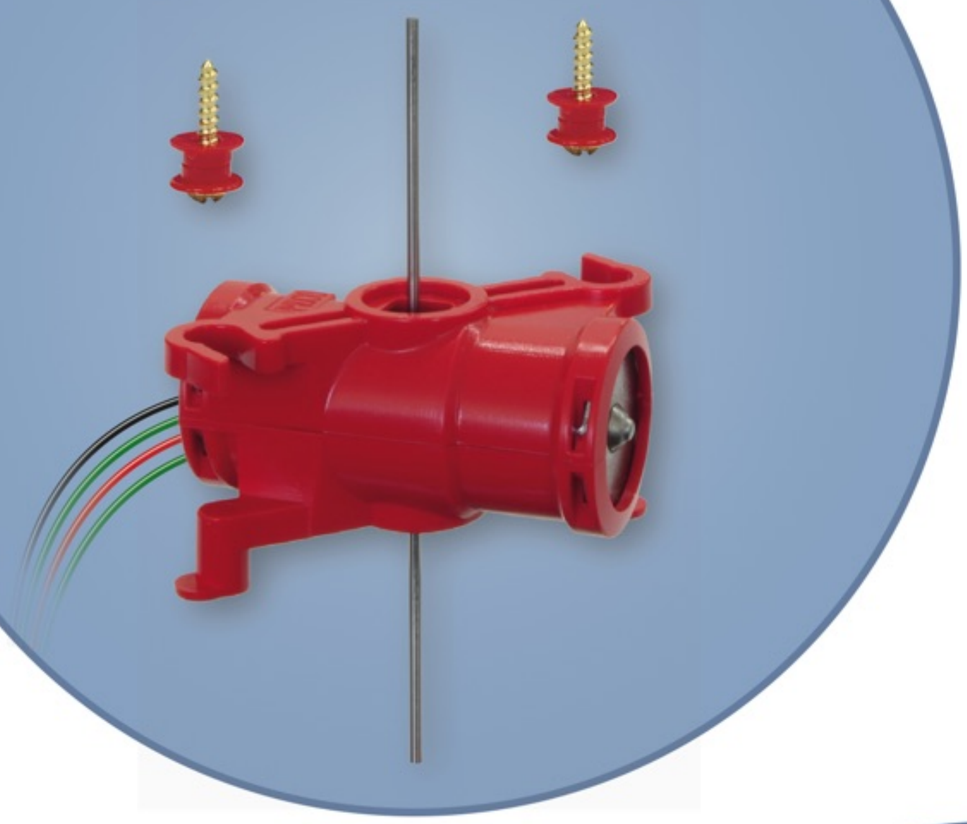
The Faller Fairground range is produced in N and HO Scale, and is almost a separate hobby it itself!
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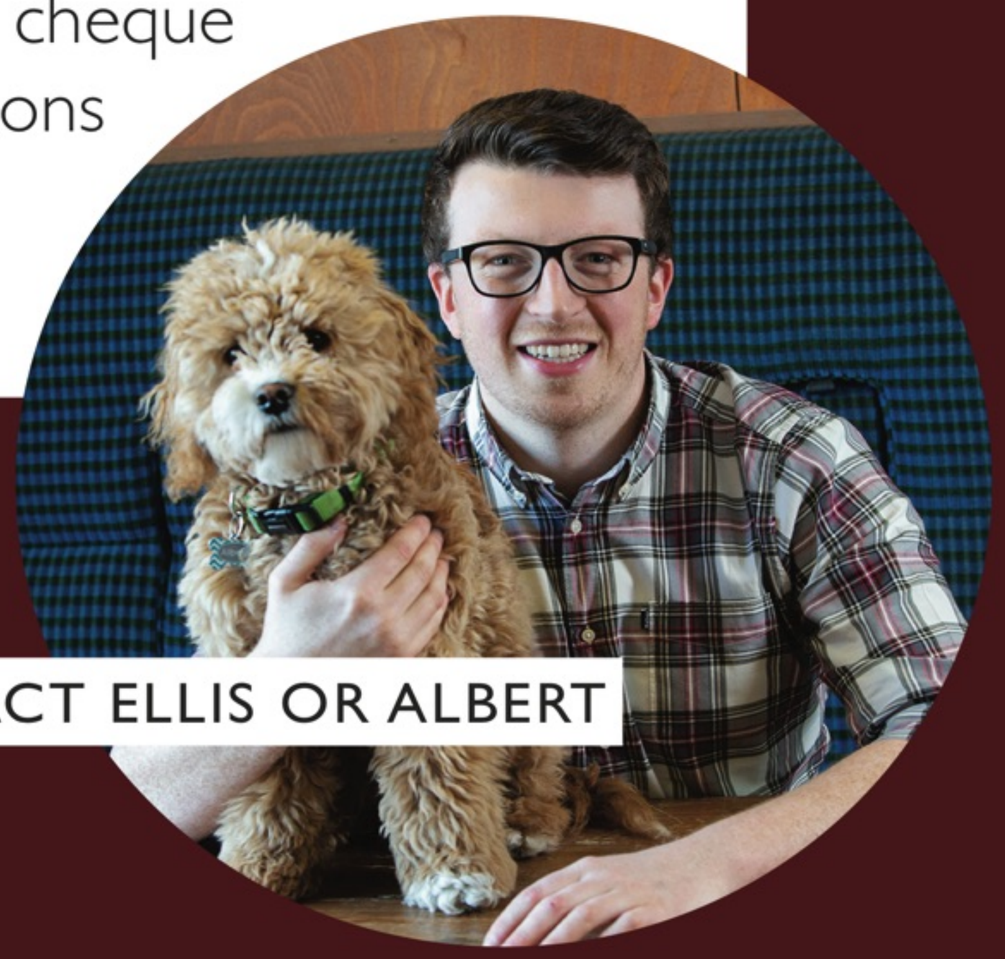
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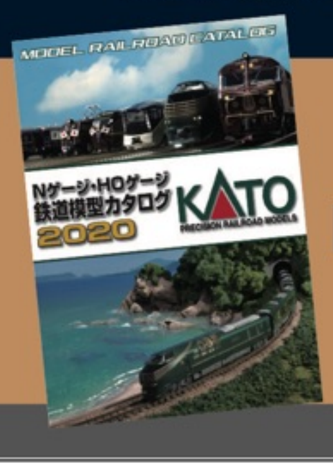
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Klaus Fischer and **Sascha Fliegner** were motivated to collaborate as the Spur O Freunde Worms in building a sectional exhibition layout.

Cambach v.d. Höhe

A branch line in Hessen

It is hard to believe that two O gauge modellers living more than 500km apart came together to build a modular layout, and created such a harmonious result. Although they call themselves 'Spur O Freunde Worms', one comes from Bad Camberg in Hessen and the other from Hoyerswerda in Saxony.

Initial thoughts

Like so many other layouts, this project came about as a result of a 'bright idea'. After visiting various exhibitions, such as Intermodellbau in Dortmund and the specialist O gauge event in Büseck, we thought we could do better than some of the layouts on show. At some point we decided to



undertake a joint project, and it was irrelevant that we lived more than 500km apart. Since we had both given up modelling HO, the choice fell on a larger scale.

We knew that, at some point, we wanted to present the layout to the public at one of the main exhibitions, so it was clear that it had to be transportable. For a long time the idea slipped into the background, and we worked independently on our own layouts. But in the spring of 2018, the starting signal was fired: we got an invitation to the Gauge 1 meeting in Maarn, in The Netherlands, for February 2019. The organisers of Intermodellbau in Dortmund were also interested for April 2019. So it got serious and after this 'shock' – though it was rather delight that well-established exhibitions were interested – we got together and forged firm plans.

The name suffix

Inhabitants of the Rhein-Main region know that 'Höhe' means the Taunus. Some stations in the area have this suffix, 'before the heights', because of their geographical location. So we already had a basis for a single track branch line with its operational centre at the station of Cambach.





Above
0-8-0T 98 886 (a Bavarian GtL4/4) ready to leave Cambach station with three short branch line coaches. The loco is by Kiss, the coaches Lenz.

Top
2-8-2T 93 670 (a Prussian T14, model by MBW) rolls through the countryside towards Cambach.

Photographs by the editor.

In terms of period, the layout is set in the 1960s, i.e. in the heart of Epoch III.

The layout does not have a specific prototype, but we tried to give an impression of the countryside, with features suggested by observations in the area.

Modular construction

The modular bases have standard ends of our own design, which are now available commercially from the specialist supplier Harald Brosch (www.williwinsen.de) who offers a wide selection of baseboards.

The plain track modules are 60cm wide, increasing to 80cm for the station. The station boards were widened because it would not have been possible to accommodate the track plan otherwise. And there should be a bit of scenery around the station!

We decided it was not necessary to lay the track right in the middle of the module at each join. This means that the boards are not modules in the strict sense, but segments, and a truly variable layout is no longer possible.

After the first module bases were created (there are now nine of them), track laying could be carried out in stages.

The track plan for Cambach station came from an old edition of *MIBA* (1/2013). Conveniently, it is based on the Lenz track geometry. We already had a basic stock of track thanks to a starter set, and so this only had to be supplemented as required.

The material was prepared before installation: sleepers were cut, everything was primed and painted, and each sleeper was coloured by hand before ballasting.

The sub-structure received a lot of attention. The track is on a layer of 8mm foam, secured with mounting glue.

The ballast is from miniTec. Different materials from the same supplier were used to create the crown of the embankment. And to increase operational reliability, we did not skimp on the power supply: each section has its own connection.

Below
The daily freight, hauled by V100 1133 (a Lenz model) has rumbled over the level crossing on the way to Cambach. The crossing keeper's hut is from Vampisol. Even such simple structures as the dilapidated farm shelter, from Model Scene in the Czech Republic, are nice eye-catchers.





Left
The telegraph pole before the tunnel which camouflages the entrance/exit of the fiddle yard is being prepared for new cables; the bulky cable drum is already to hand.

Right
The entrance signal for Cambach station, which is some distance away, is prototypically set on a large base. As the train passes, a railway worker telephones the controller in Cambach.



Civil engineering and scenery

The route passes through an undulating landscape of hills and valleys. This presents a variety of opportunities: retaining walls, cliffs, rocks, forests, meadows, farm tracks, roads, tunnels, drainage channels, and other watercourses, even a river. The route is sometimes on an embankment, sometimes in a cutting, and passes over bridges. There is plenty for the viewers to see and hold their interest. The trains pass in and out of view, increasing the impression of distance. The whole idea was to show a railway built into the landscape, with an emphasis on the scenery. To achieve this, we only used high quality materials from different manufacturers: miniTec, Model Scene, miniNatur, and MBR. Some of the more than sixty trees on the layout were scratchbuilt.

All the walls, rocks, roads, and the concrete slabs in the loading area are made of plaster: they were poured in moulds or carved, and then appropriately coloured.



Right
Children are playing in front of the allotment, which looks well tended. Next door, farm workers are busy with the apple harvest.

Left
A VT98 railbus (Lenz) on the girder bridge over the river.

Below
Having shunted the yard, the V100 returns, crossing the small plate girder bridge near the allotment.

Below
**There is a small shed for a Köf shunter.
The goods yard includes a large paved area,
which originated from Langmesser Modellwelt.**





Above
The loading area is dominated by an impressive gantry crane for transferring small containers between rail and road vehicles. The model is by Hubertus Viessmann from Hungary.

Left
The Klv50 track maintenance *draisine* with crane was made from a brass kit once sold through ArgeSpur0.



Below
There is loading gauge to check compliance with the profile.

Structures

The buildings were predominantly made from kits. The goods shed is a kit from Bünnig. It was ideal as the original is from Hessen, on the former Vogelsbergbahn. During assembly, dry paints from Pan Pastel were used for the first time; they are easy to work with and provide even the beginner with convincing results.

Some buildings have detailed interiors, and this work continues. Accessories and details came from Bünnig, Weinert, H0fine, Preiser, and Paulo, which unfortunately no longer exists.

The various signs, point levers, lanterns, and other track accessories were supplied by Weinert.

All lighting came from Viessmann.

Rolling stock

The models come from both major brands and small series manufacturers; we will spare you a list at this point.

All have been realistically weathered, most by Michiel Stolp (alias Becasse), but some by Georg Dirmeier (AW Ampfing) or the ASM Werkstatt of Dülmen.

All the coaches are populated with Preiser figures, and open wagons carry realistic loads – we think this is essential for the overall impression.

Control

The layout is controlled by a Lenz digital system. A continuous XpressNet bus with several connection panels at intervals in the fascia allows the driver to accompany the train as it travels along the route.

Above
2-6-0 24 014 has the all clear to depart from Cambach station.



Below
The small wooden shed by the signal (a kit by Bünnig) is based on a prototype at Laubach in Hessen. The small toilet building is from Stangel in Poland.

The six points in the station and all the signals (Viessmann) are operated with servos; the authentic-looking lever frame came from Ralf Steinhagen and Melinda Hellmann (H0fine).

The system has deliberately been kept simple to make troubleshooting easy in case of disruptions at exhibitions – you must keep something operating.

Forthcoming exhibitions

Cambach vor der Höhe is due to be at the specialist O gauge event in Gießen on 21st and 22nd March.



Warren Miller created a small industry to enhance a spare corner of his layout by adapting an interesting commercial kit. *Photographs by the author.*

Rajah Engineering Works

An old stationary steam engine still in use

The Rajah Engineering Works really did exist. It was located in Redfern, an inner suburb of Sydney, and dated from the late 19th century, but was gone by the 1970s. It was in part the inspiration for this model, but the modelling project started with a different objective, and developed in a different form than originally intended.

I had purchased an attractive Faller kit for a small industrial steam engine. I did not have any specific idea of what I might use it for but it was such an unusual and appealing model I felt sure it would find a place on my layout.

Above
As presented by Faller, the engine is seen as a display in a park, a bit of industrial heritage.

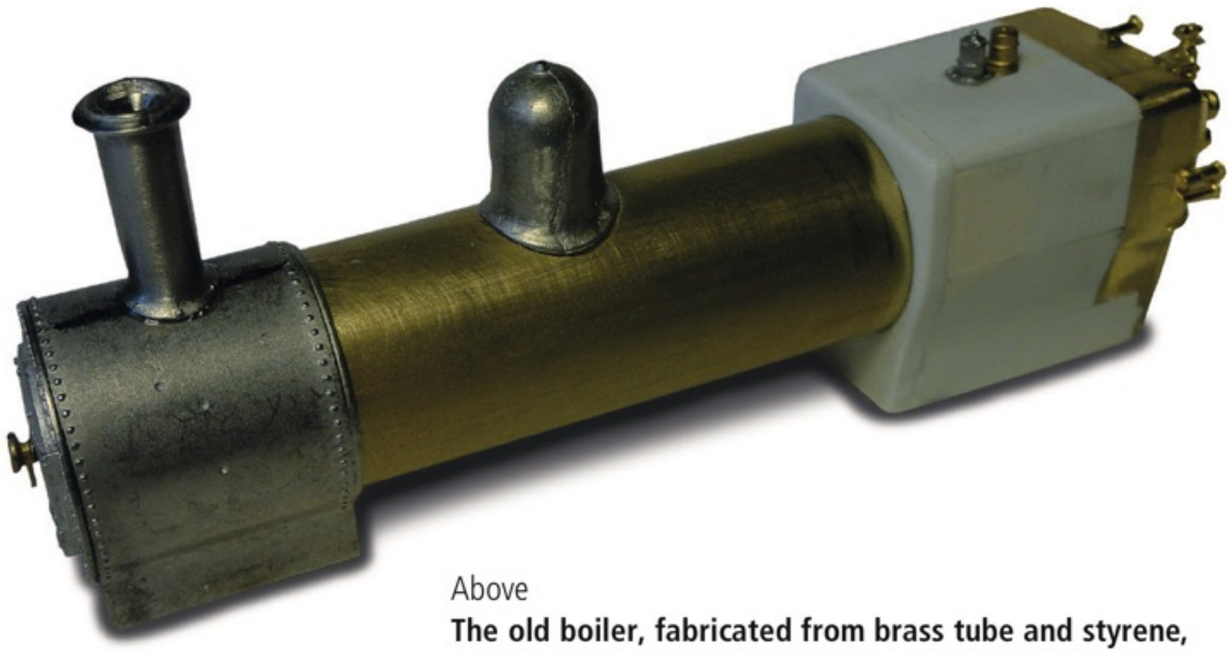


On the box Faller illustrate the model as a preserved industrial monument, in a park-like setting, but I thought it would be more interesting if it could be installed as a working model, in use to power a workshop or mill. In truth, given that the single cylinder steam engine with a large flywheel is a fairly antiquated design, this type of installation would be quite rare, but engines of this type did linger on in India and some Asian countries until well into post-colonial days, powering factories and mills, so its appearance on the layout is just plausible.

Boiler

I realised that the engine would look good if associated with a locomotive-type boiler to provide the supply of steam. Although such use of spare boilers was quite common in railway workshops, it is not unlikely that a private concern might have acquired one.

For the loco boiler I resorted to my spare parts box, which contained several whitemetal smokeboxes, chimneys, and domes from various DJH kits of Australian locos, plus a brass boiler backplate from a local hobby shop (possibly from a New South Wales 32 class locomotive) for which I had not yet found a use. I used a section of brass tube for the boiler, and made a firebox out of 2mm styrene sheet. The resulting boiler approximates to that of a small NSW 30 class loco.



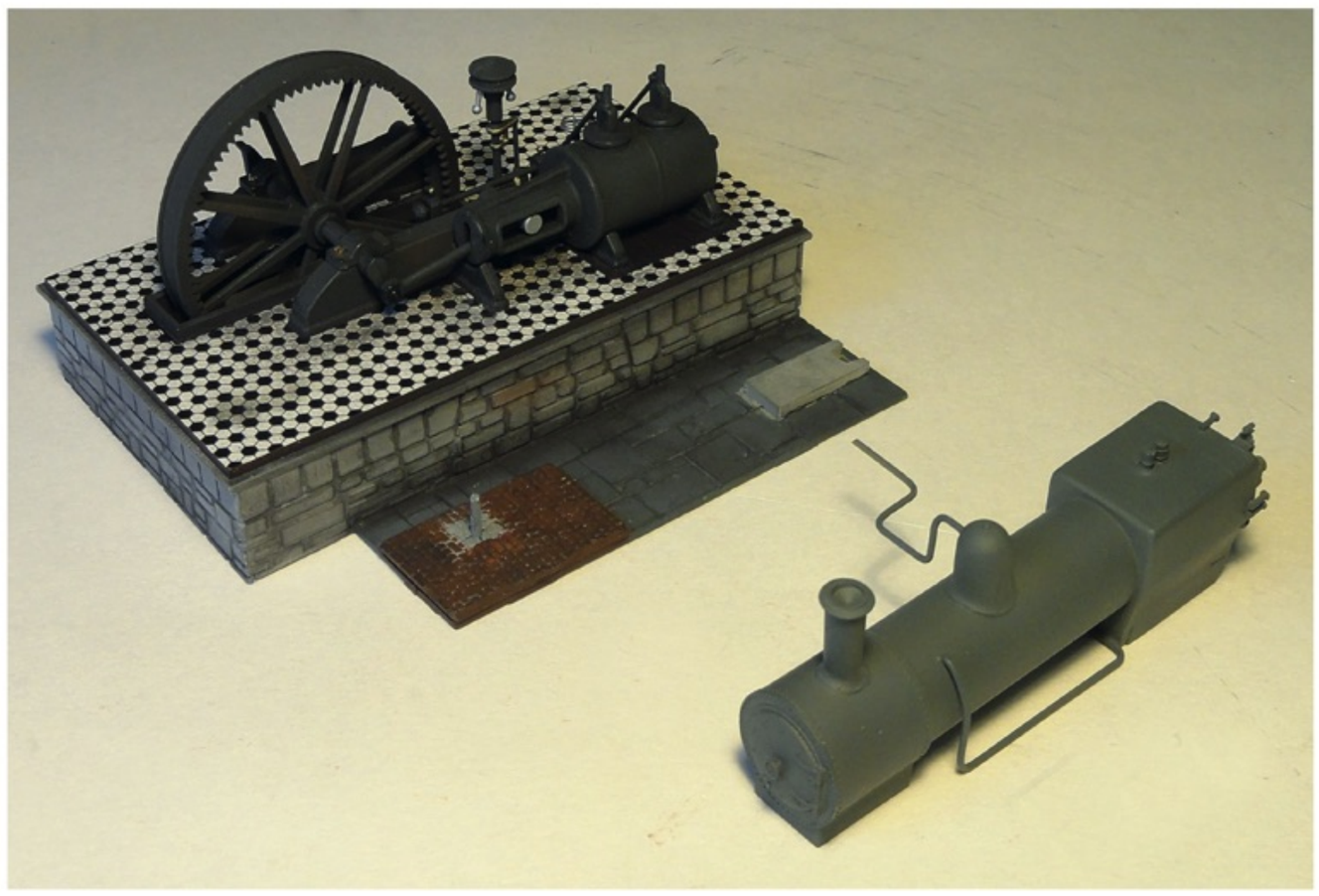
Above
The old boiler, fabricated from brass tube and styrene, with spare parts from DJH kits and a cast brass backhead.



Above
The ensemble of the factory, engine, and boiler makes a good focal point for an otherwise empty corner of the layout, which is still being developed.

Inset above left
As an example of an old loco boiler used to provide steam, this picture shows one at the Dematagoda workshops of the Sri Lankan railways in 2014.

The Faller kit provides a baseplate for the engine ready-printed with a black and white tile pattern, of a style that might have been found in a 19th century factory or power station, and the engine flywheel protrudes below this. The engine is shown in the kit illustration mounted at ground level, but this is unlikely to represent how such an engine would have been installed in service so I made a raised masonry base for the engine out of scrap pieces left over from the piers of an Auhagen bridge kit, and placed the 'floor' from the kit on this. This meant that the flywheel was now elevated clear of the ground (and baseboard). The tiled floor is probably not typical of an outdoor installation, but I decided to retain it and weather it. A strip of rough paving was attached to the base at ground level, and the boiler was located on this.



Above
The base for the engine was made from scrap stonework parts from the abutments of a bridge kit, with a foundation for the boiler attached at ground level.

Assembly

The kit was straightforward to assemble, though there are several unidentified and unused parts on the sprue, which was a bit curious. The flywheel and connecting rod are operable. There is no piston as such, but this is not evident as the casing in which the crosshead runs hides the lack of a piston.

The flywheel, engine bed, and cylinder were all painted with Humbrol ref.67 matt tank grey and then dusted with weathering powders. Basic piping was added to the boiler, representing the water feed and steam delivery lines.

The engine and boiler now being complete, the next step was to create a suitable building against which to mount the engine. At this point I had intended simply making a low-relief model of a factory wall, and mounting the engine beside it. It was then that I had the idea of making it a working model. Initially I planned to locate a small motor in the base, driving the flywheel with a friction drive to its rim, but this proved impractical. I then decided to drive the engine via the flywheel axle. The axle would extend through the factory wall, and take a drive from a motor hidden in the factory. Thus the 'low relief' factory now had to be deep enough to house a motor and gears.

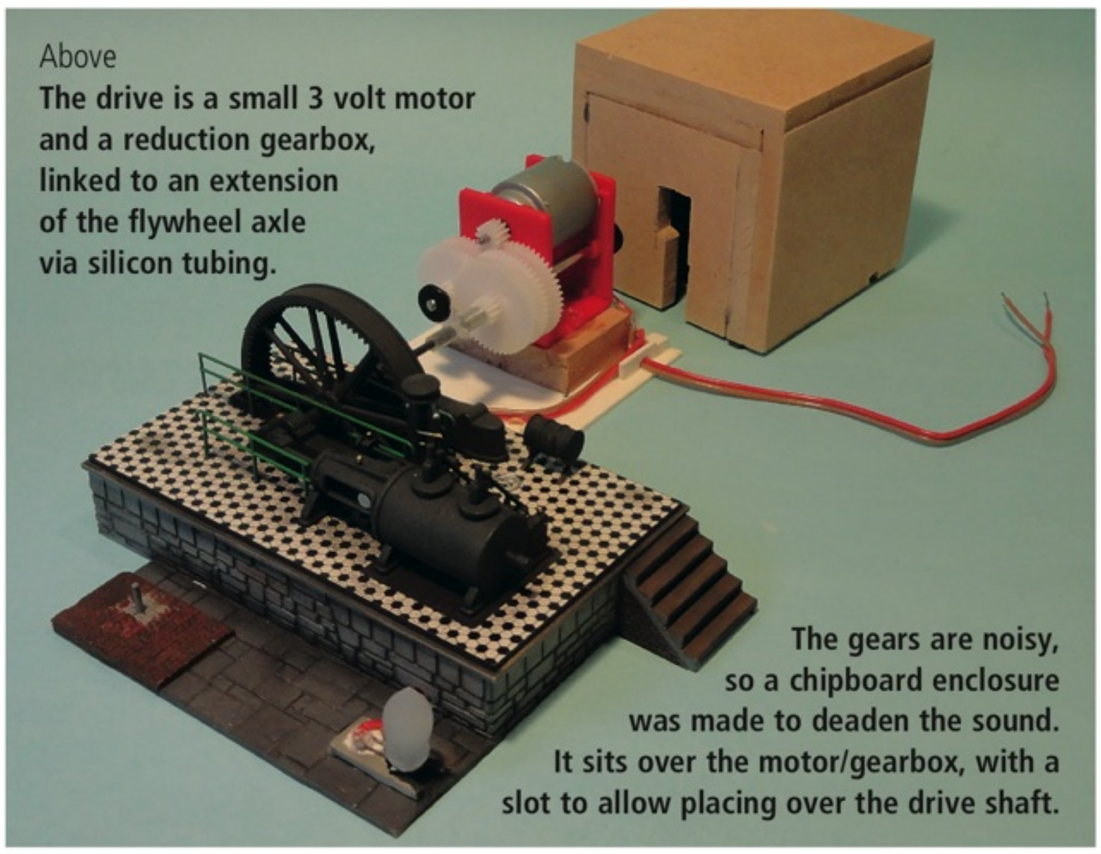
At a local electronics and hobby shop I found a nice little package of a 3 volt motor and gearbox, which offered a range of gear reductions, giving output speeds including 3rpm and 12rpm depending on how many of the gears you use. I opted for 12rpm, and connected the gearbox output shaft to an extension of the axle of the flywheel with a bit of silicon tubing, similar to a locomotive drive. The gearbox is rather noisy, so I enclosed it in a box made of chipboard, to deaden the sound, which was only partially successful.

For the fire in the boiler's firebox, a battery 'tea light' candle provided an LED that runs off 3 volts, and both the motor and the LED were powered from two AA batteries mounted inside the building with a cable to an on/off switch mounted nearby on the edge of the baseboard.

The factory

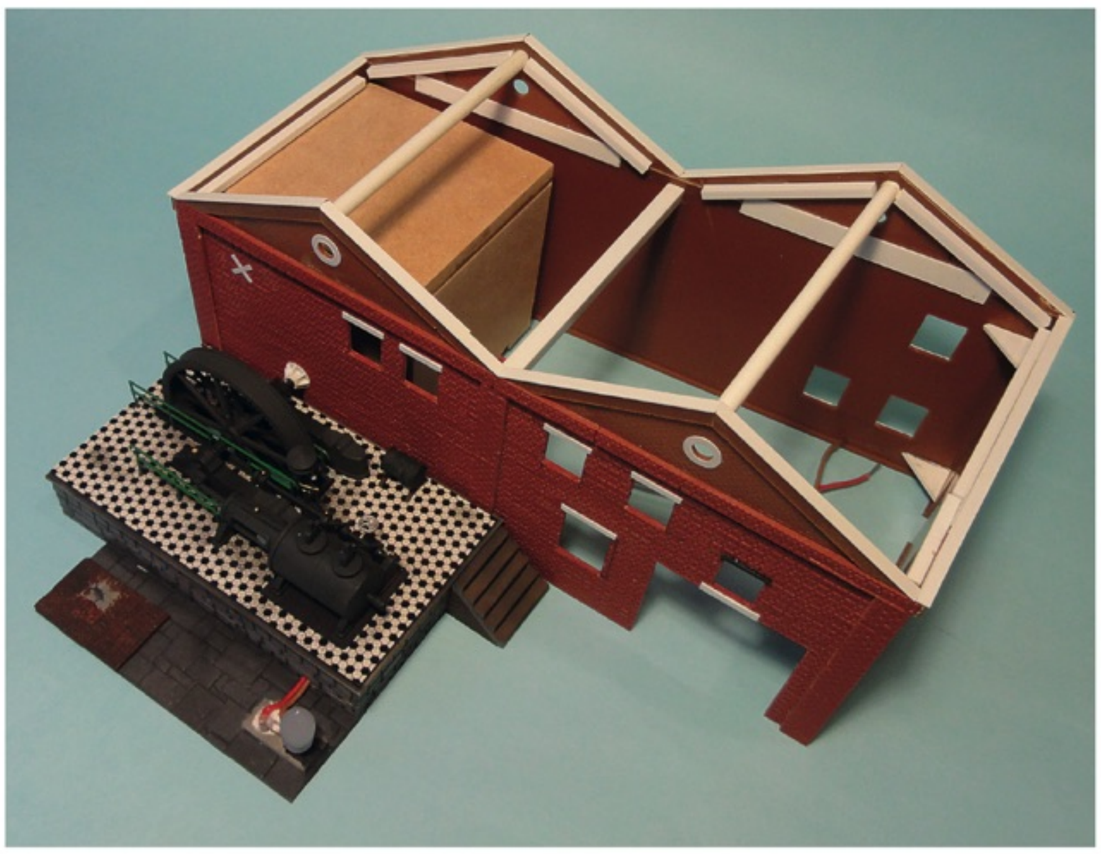
The construction of the factory building itself expanded the project somewhat, and it was at this point that I recalled the decrepit 'Rajah Engineering Works' that I had seen in the 1960s, and which became the inspiration for the model. Again, a visit to the spare parts box provided a supply of doors and windows which were left over from numerous Jouef and MKD building kits, and a selection of styrene brick sheeting by Wills and Cornerstone, as well as some corrugated roofing material, both plastic and aluminium, so all the materials for a freelance building were at hand.

Below
The building was made from plastic brick sheeting, both Wills (UK) and Cornerstone (US), with an irregular floor plan. The entry of the drive shaft through the building wall is through a substantial bearing set in the wall.



Above
The drive is a small 3 volt motor and a reduction gearbox, linked to an extension of the flywheel axle via silicon tubing.

The gears are noisy, so a chipboard enclosure was made to deaden the sound. It sits over the motor/gearbox, with a slot to allow placing over the drive shaft.







In designing the structure, I used a variety of window sizes, and spaced them irregularly, to give the appearance of a building that had seen modifications over its lifetime. The use of differing types of sheets of brickwork also suggested that the building had been added to or rebuilt at some time in the past.

The main doors were from a Jouef main line station.

The drive from the engine passes through the wall into the factory via a substantial bearing mounted in the wall. This bearing was scratchbuilt in styrene, and looks good but it is hardly visible when the model is in place on the layout. In reality such an engine would most likely have been housed inside the building rather than beside it, or in its own separate building. However, I wanted it to be visible, so it is assumed the factory owners were either short of space, or saving money! The real Rajah Engineering Works did not, alas, have a steam engine powering it, but it did have all the character of an old run-down 19th century factory, hence the inspiration for this model.

Painting

Painting and weathering the building gave it the intended aged character. The base colour was Humbrol earth brown, and the painted walls were 'spattered' with lightened and darkened mixes of the same colour, using a stiff near-dry toothbrush, followed by running very dilute light grey into the mortar courses using a draftsman's pen. The walls were finished with weathering powders.

Having moved away from the concept of a low-relief building, the model was then given a free-standing position on the layout, adjacent to the narrow gauge line. Behind the model I placed a disused siding, derelict, overgrown, and disconnected from the nearby line. The factory's heyday has passed, and its few needs for materials and coal now come by road.

Conclusion

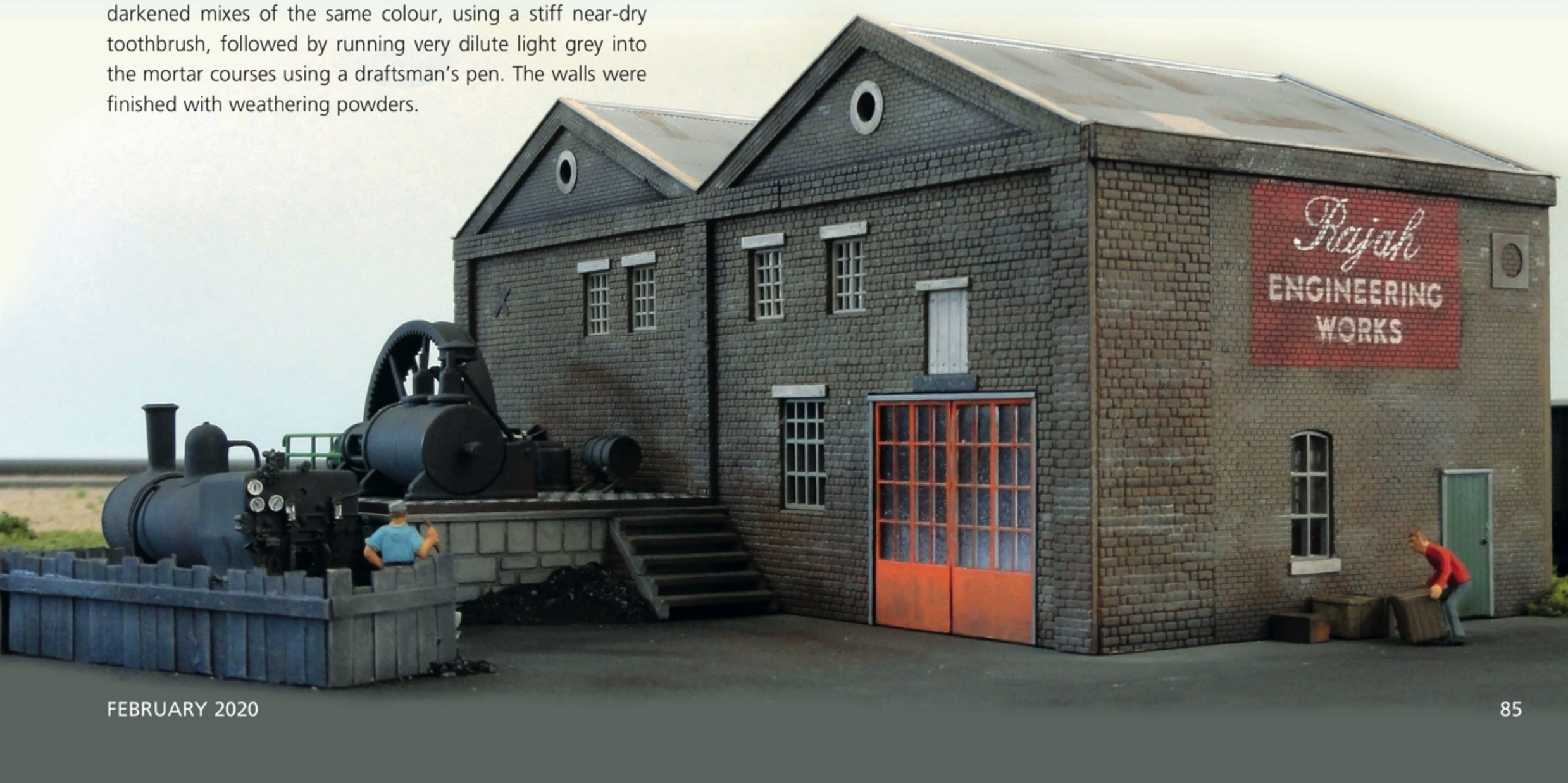
The model has been given an initial basic scenic treatment, but more will be needed to make it look a convincing part of its setting. A few trees, and some foliage climbing the walls will be of benefit, as well as some accumulated industrial debris around the site.

The working steam engine is an eye-catching feature, which invites viewers to examine the old factory more closely. A piece of industrial archaeology such as this would probably qualify for a heritage listing these days! The Faller steam engine kit is something a little out of the ordinary, and in my case it prompted a construction project that was more ambitious than I had intended, but proved to be very rewarding.

Above
The siding at the back of the factory has long been disconnected, reflecting the downturn in the fortunes of the business. The siding once served a loading dock at the rear, now dismantled.

Above left
The engine attendant takes a pause in his duties, as the fire is in good order. The LED in the firebox has a suitable flickering effect.

Below
The boiler and engine in place by the factory on the layout. The eventual addition of some clutter and encroaching undergrowth will add to the atmosphere of decrepitude.



Uwe Lacina looks briefly at the origins of the Deutsche Reichsbahn Gesellschaft BR52 2-10-0. *Photographs by courtesy of Dr Thomas Samek, Hamburg.*

BR52 *Kriegslok*



An austerity measure for wartime mass production

The BR52 *Kriegslok* (war locomotive) is a class of 2-10-0 steam locomotive built in very large numbers during the Second World War.

No fewer than 6,383 were built between 1942 and the end of 1944 for the Deutsche Reichsbahn Gesellschaft, and with others suppled to other railway administrations after the war there were over 6,700 – probably unique in the history of locomotive building.

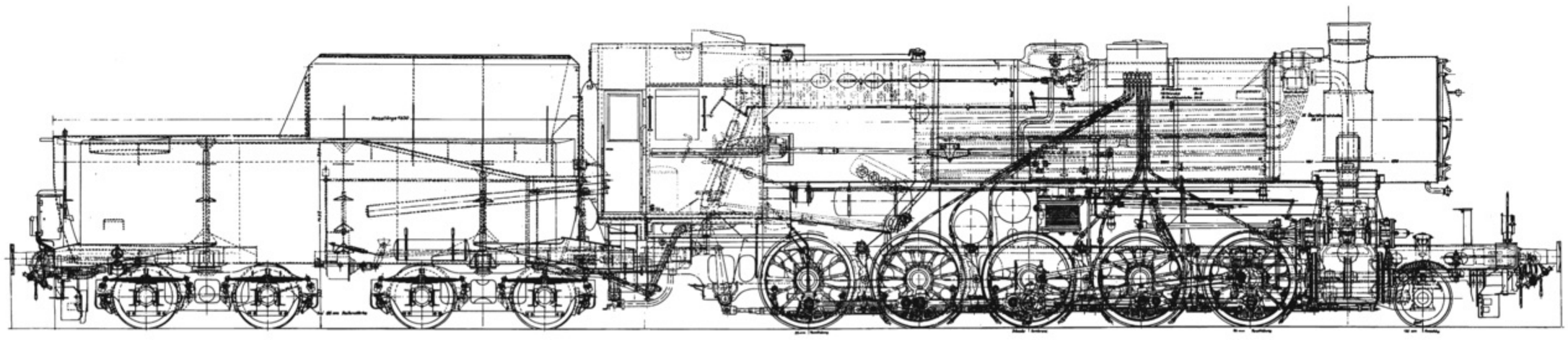
The BR52 has a peculiar position in the DRG procurement programme. It was not in the first plan of 1924, nor the second of 1934, nor even in the third of 1939. But the need was so pressing that on 12th September 1942 the first of the class left the Borsig works in Berlin.

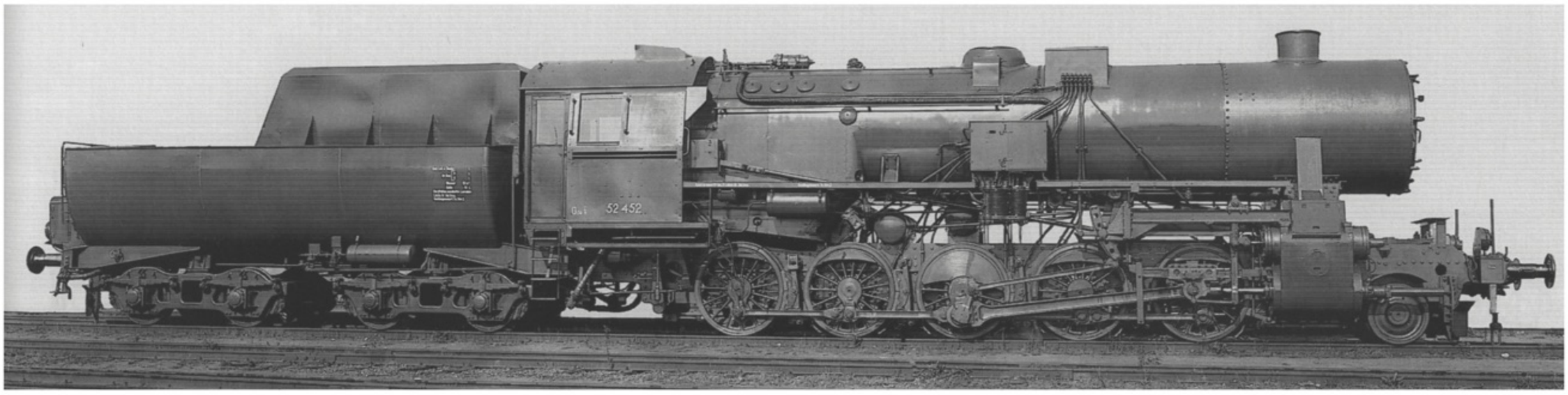
By the end of 1941 only three of the standard classes designed and built under those plans were still authorised for war production – the BR44 three-cylinder heavy freight 2-10-0, the versatile BR86 mixed traffic 2-8-2T, and the BR50 2-10-0 – up to that time the most important locomotive for the war effort. In particular, the axle load of only 15 tons and the ability to haul 1,200 tons at 65km/h made the BR50 universally useful.

The military leaders realised that the railways were the crucial factor in supplying the advance into the Soviet Union, and rapid increase in production was ordered. The armed forces required 7,500 locomotives each year for 1943 and 1944. This could only be achieved by the manufacturers with drastic simplification in construction. The designs for a new war locomotive, submitted by different factories, were of little help, because a new start would have led to a halt in production. Instead it was decided to simplify the BR50, in a smooth transition. It started in March 1942 with the first ÜK (*Übergangs-Kriegsbauart*) locos. In the late summer of 1942 the BR50s coming from Henschel and Krauss Maffei already looked like the BR52.

Above
52 001 with tub tender was the first of the class and left the Borsig works on 12th September 1942.

Below
Drawing of the BR52 with tub tender.
Reproduced to 1:120 (TT).





Above
52 452 with tub tender.

Experience in the Russian winter of 1941-42 revealed the shortcomings of the allocated locomotives under the extreme climatic conditions (frost damage and crew protection). The supply lines broke down almost completely. New construction must take this into account.

Adolf Meckel is considered to be the father of the *Kriegslok*. He had been director of the standardisation office for the locomotive industry. The new war locomotive should clearly have the same performance criteria as the BR50 but save distinctly on the amount of labour and material. The BR52 was actually designed by Richard Wagner who was Chief Engineer of the Central Design Office at the DRG Locomotive Standards Bureau. He wanted machines which were simpler to build and easier to maintain, with wide route availability; a high power-to-weight ratio was not a priority.

In September 1942 the first prototype was rolled out. The result was remarkable. Compared to the BR50, the simplification was extensive. The BR50 consisted of approximately 6,000 parts, but the BR52 reduced this to only 5,000, of which 3,000 were simplified. Several tons of material could be saved, of which 2.65t was expensive non-ferrous metals. The time needed to build each loco was reduced to 30% less than the BR50.

The work was initially shared between sixteen builders, dependent on their respective capacities.

On 3rd July 1943 the Maschinenbau- und Bedarfs AG in Babelsberg celebrated the fulfilment of the order to build 500 locomotives per month. A few days later, in the marshalling yard at Seddin near Berlin, no fewer than 51 of the new locos were on parade, the highest daily output achieved by any of the builders.

A 1943 propaganda film presented the simplified production of the BR52 in a positive manner. In peacetime, there were different designs for various purposes. But war required a new approach: the concentration of all resources on one goal – a standard design, built by all the manufacturers, adapted for wartime construction conditions, and optimised for war service. This required simplification of every possible component, strict standardisation of all parts, and distribution of the work to many factories.

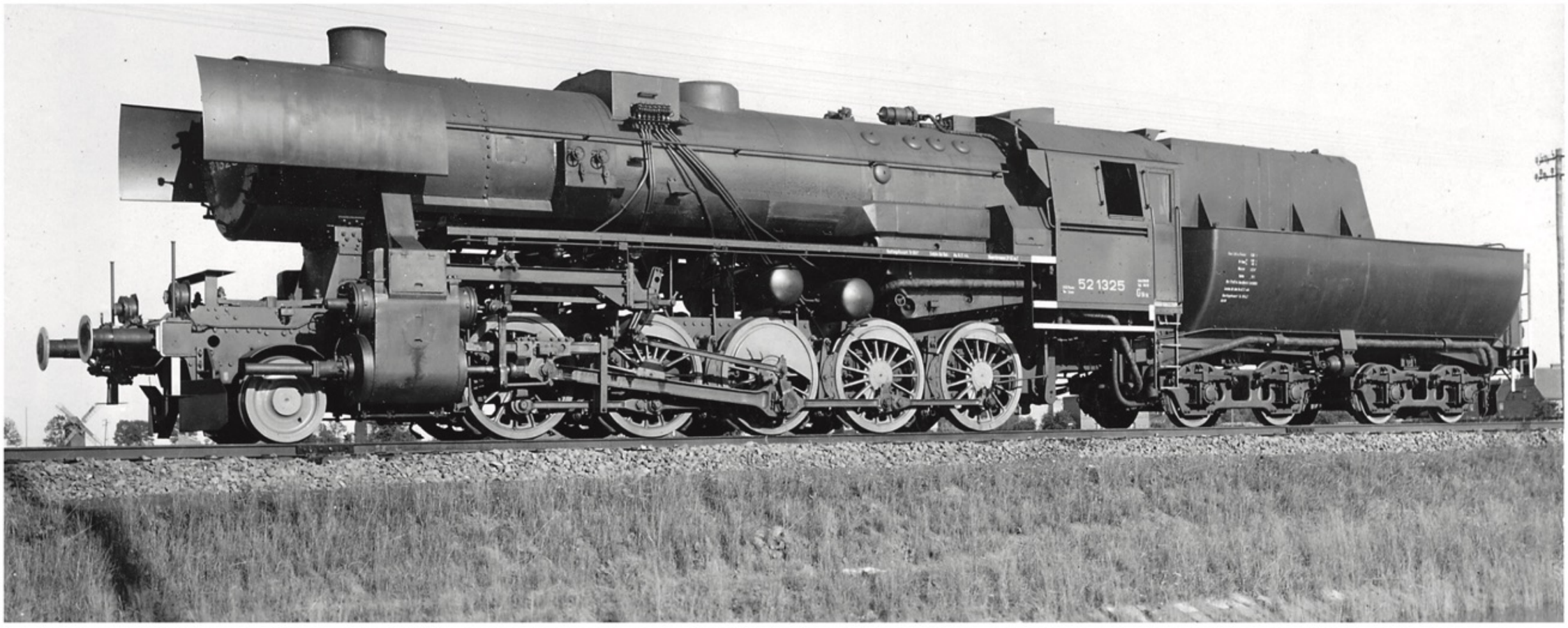
The aim was to build a thousand more locomotives each year than in peacetime without requiring a larger workforce with special skills.

Smoke deflectors

The traditional large smoke deflectors fitted to the BR50 were not used on the BR52, and in service this absence soon became an issue. Every now and then the operating workshops made do by attaching improvised deflectors; various forms were tried.

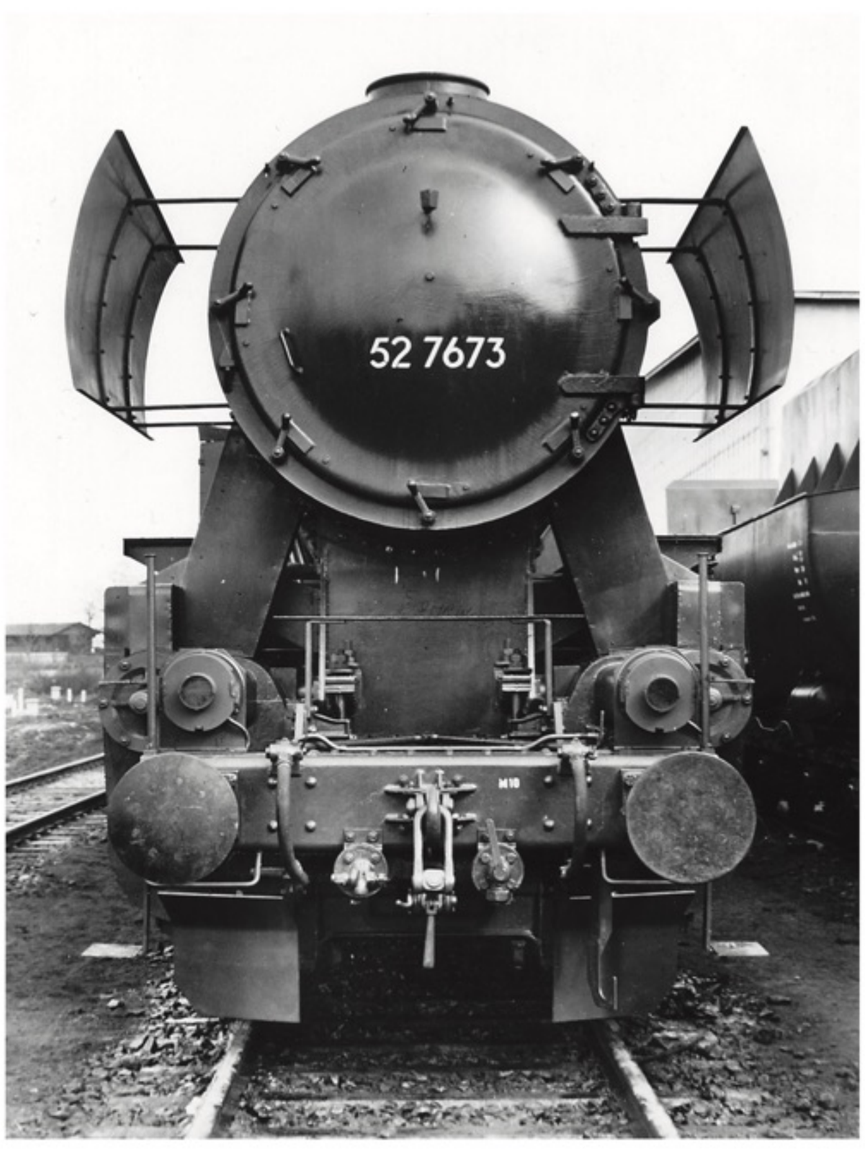
Below
52 7535 is characterised by new smoke deflectors and a modified tub tender.





In 1943, small Witte deflectors were tested on 52 2328 in the wind tunnel at the Technische Hochschule in Hanover and in service with 52 180, and were added to series production thereafter.

Above
52 1325 with a tub tender and deflectors is not what it seems but another (perhaps 4504) renumbered for official filming in 1944.



Left
The 'face' of 52 7673.

Below
The rigid frame tender.

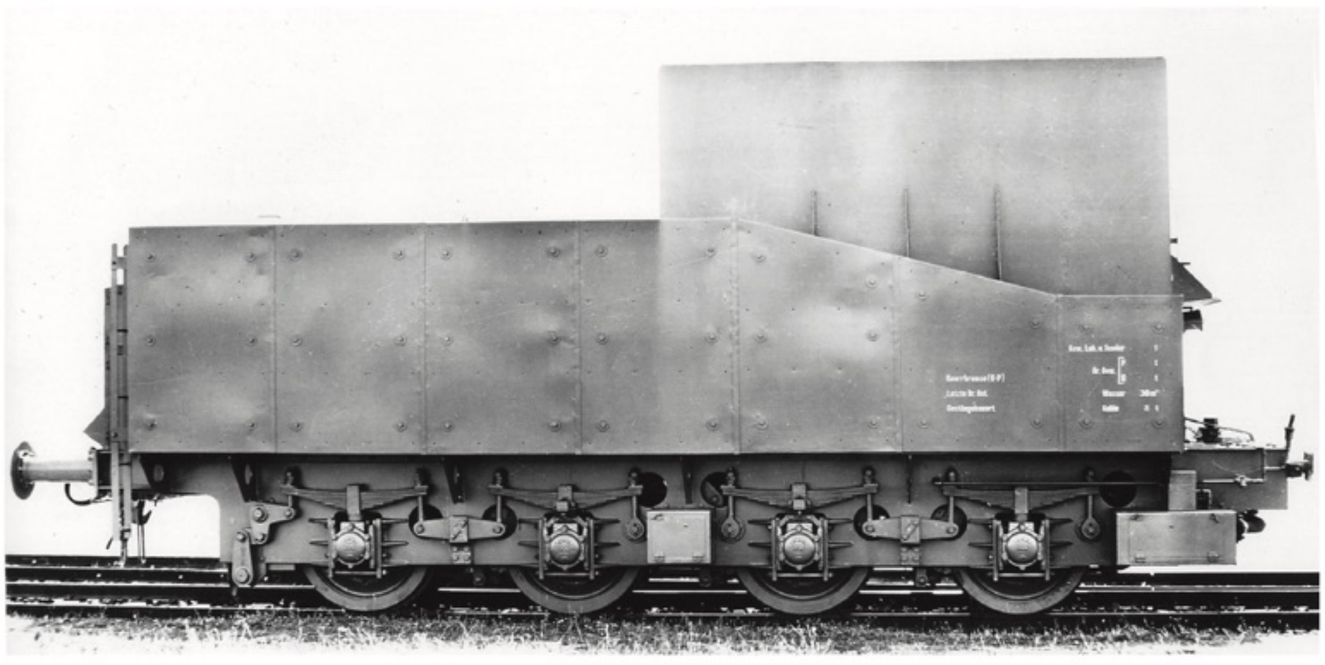
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Drawing of the BR52 with rigid frame tender.
Reproduced to 1:120 (TT).

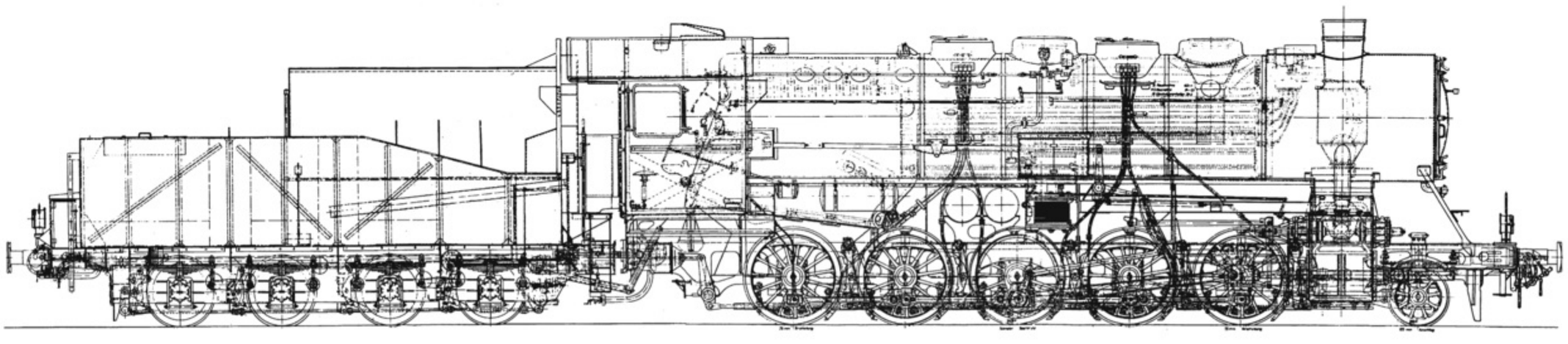
Tenders

The design featured a tub-type 2'2'T30 bogie tender, up to then uncommon in Germany, developed by Westwaggon of Köln, with a capacity of 30m³ water and 10 tons of coal. The design went through a number of refinements before series production. Most of the *Kriegsloks* had this tender.

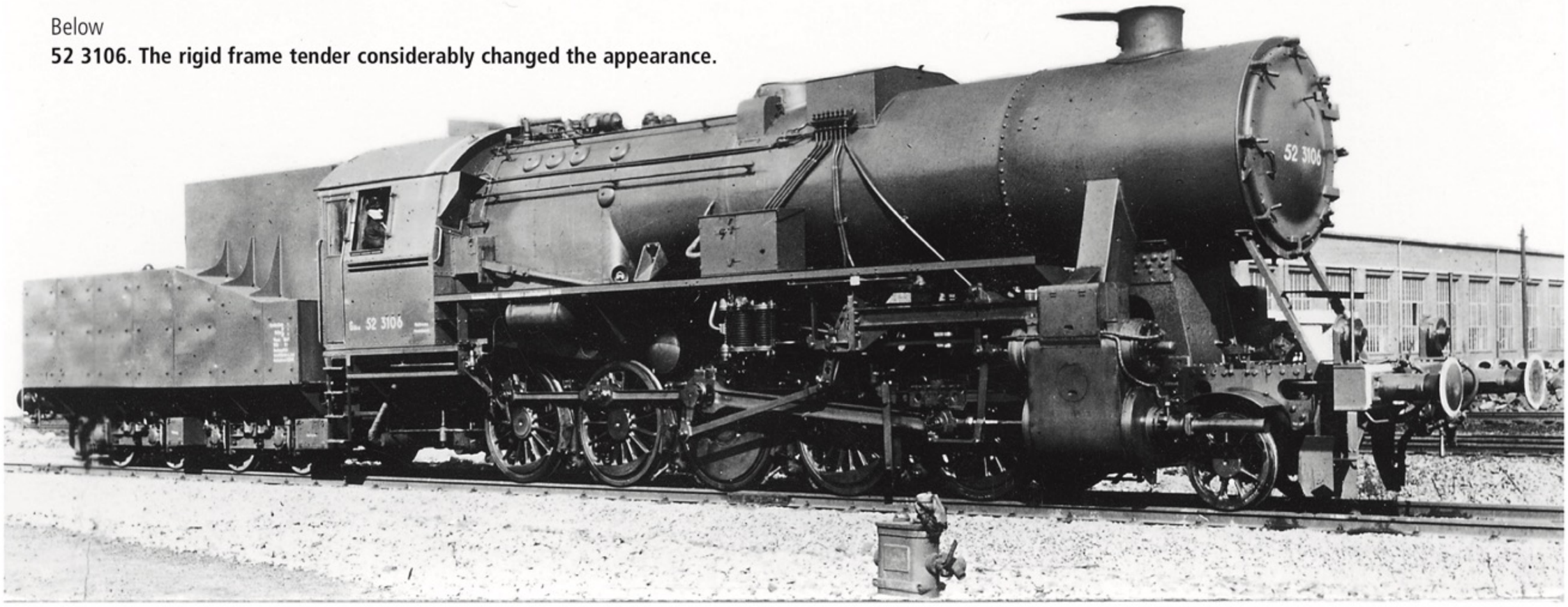
However, two other tenders were used with the BR52. First was the 2'2'T26 as used with the BR50, but modified with a back to enclose the cab. The second was the type K4T30 rigid frame designed by the Vienna locomotive works with all four wheelsets in a conventional frame. However, although it was simpler and more economical to build, it could not match the running properties of bogies, particularly when travelling at speed in reverse over poor track.

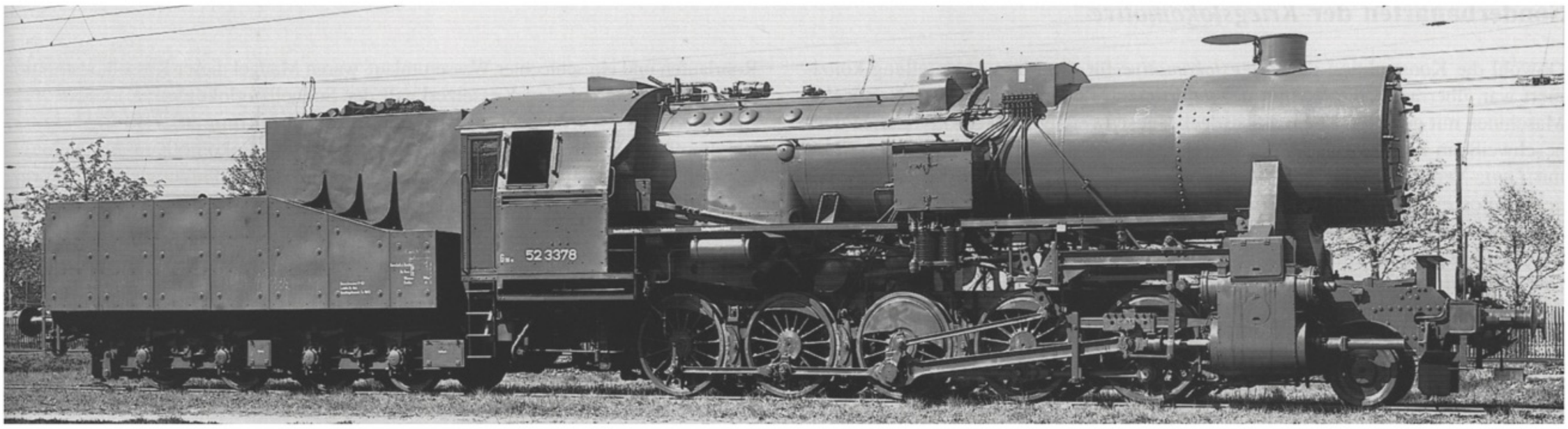
Both bogie tender types were approved for a speed in reverse of 80km/h.





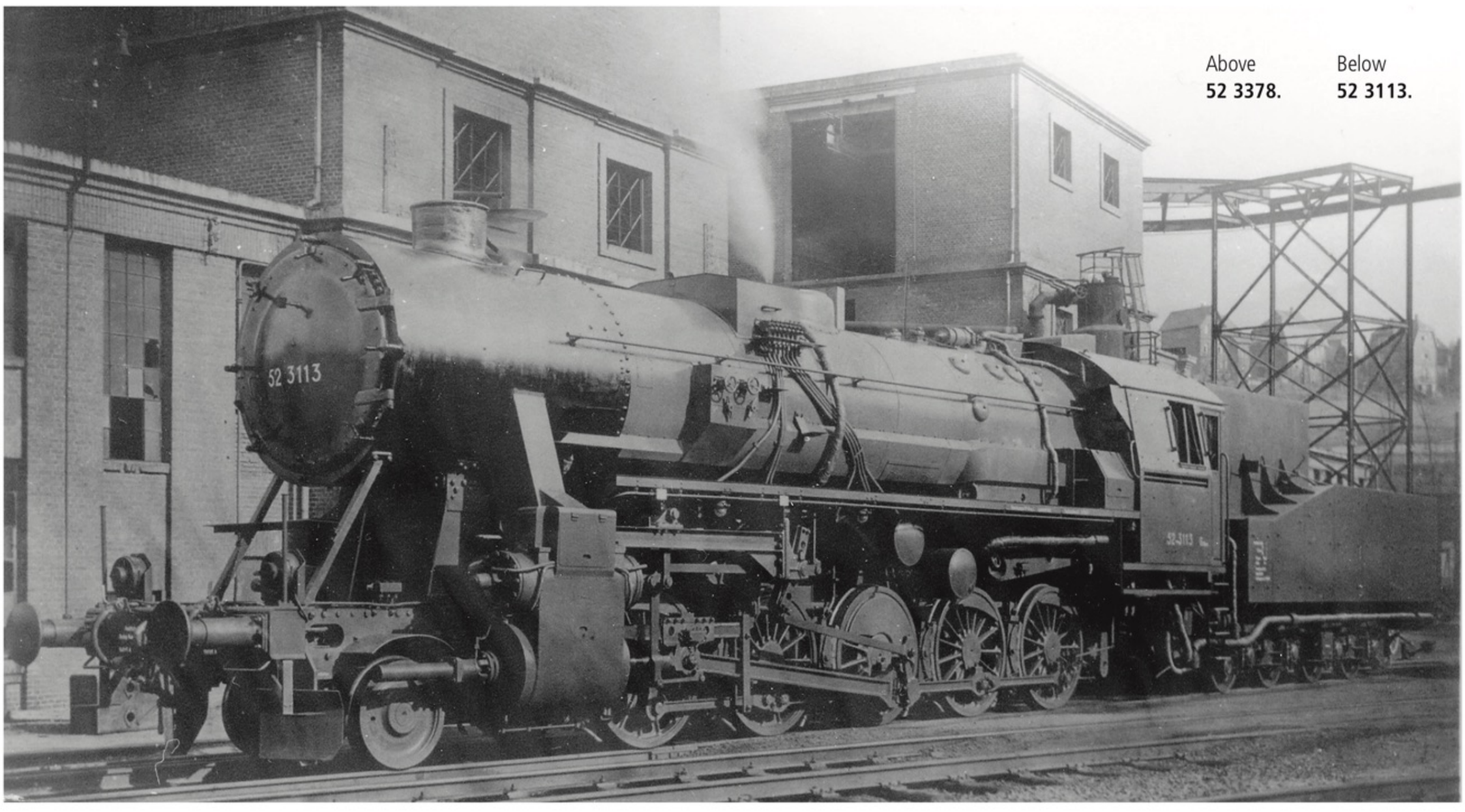
Below
52 3106. The rigid frame tender considerably changed the appearance.



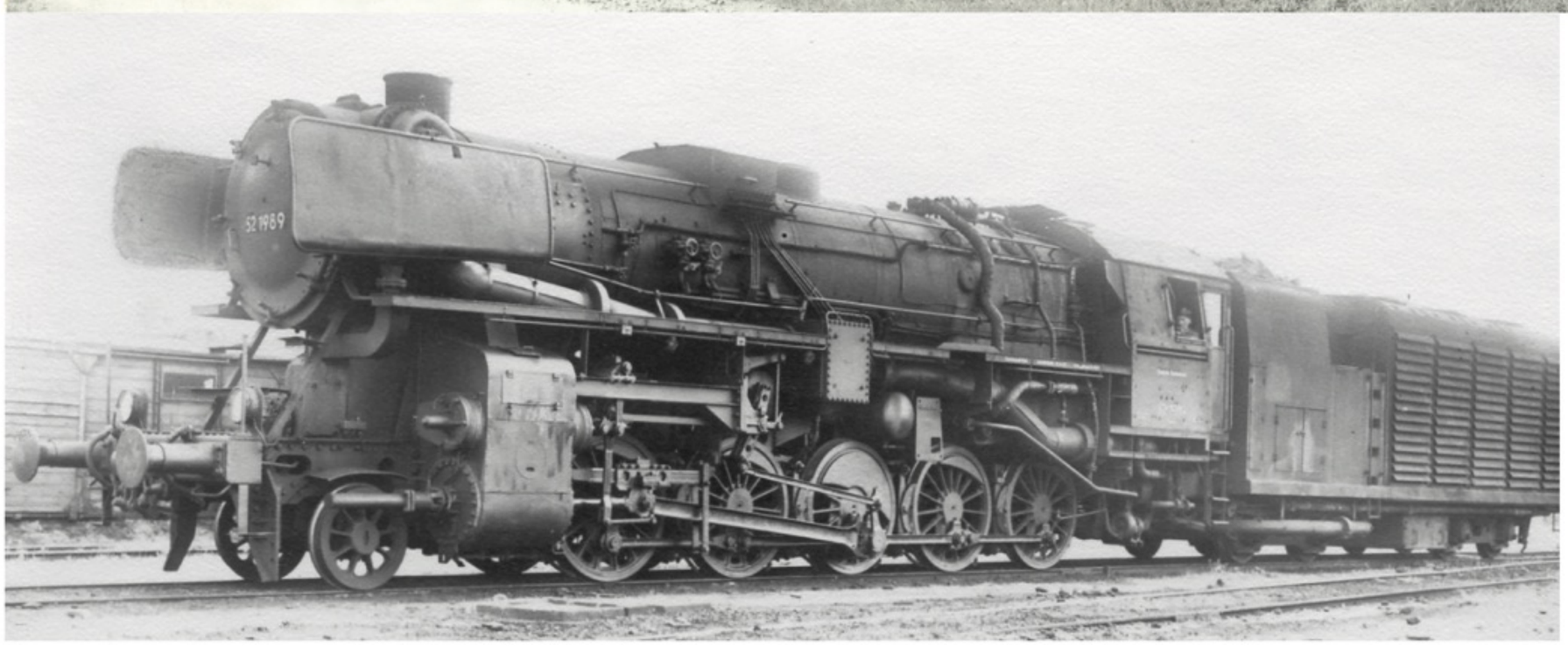


Above
52 3378.

Below
52 3113.

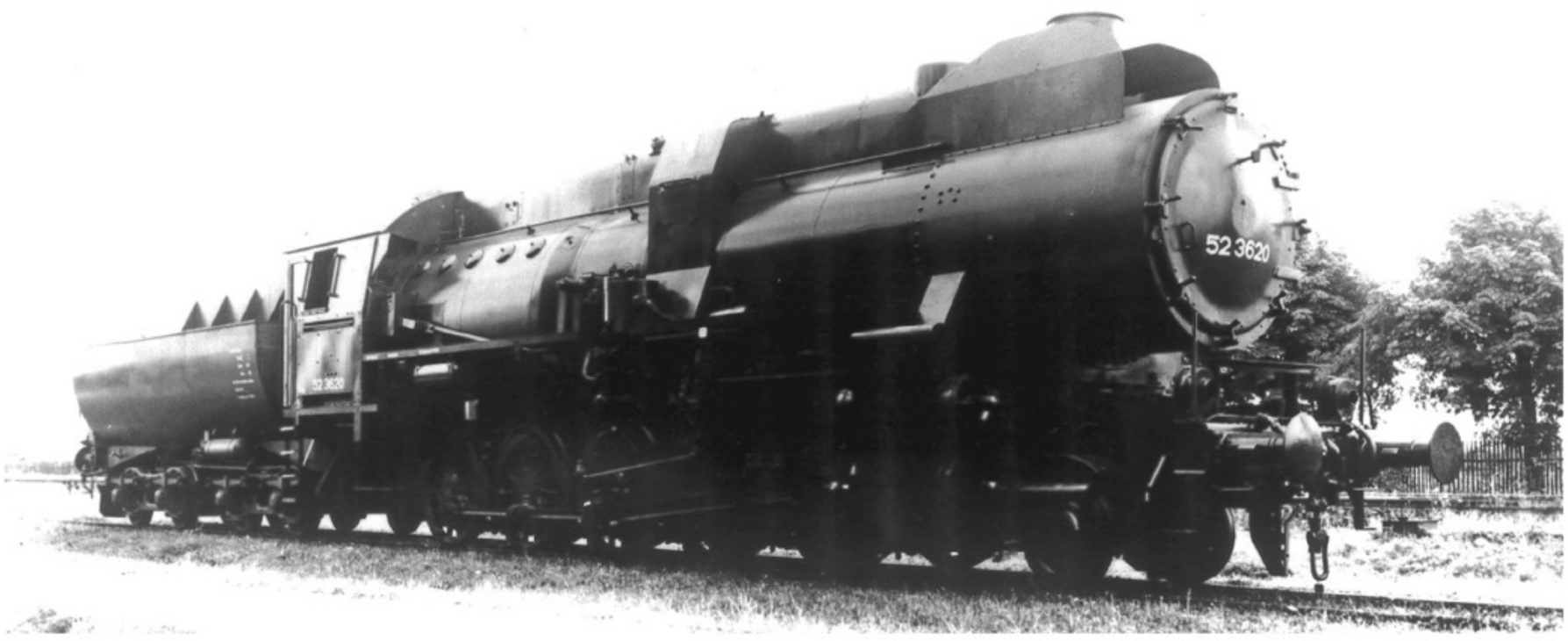






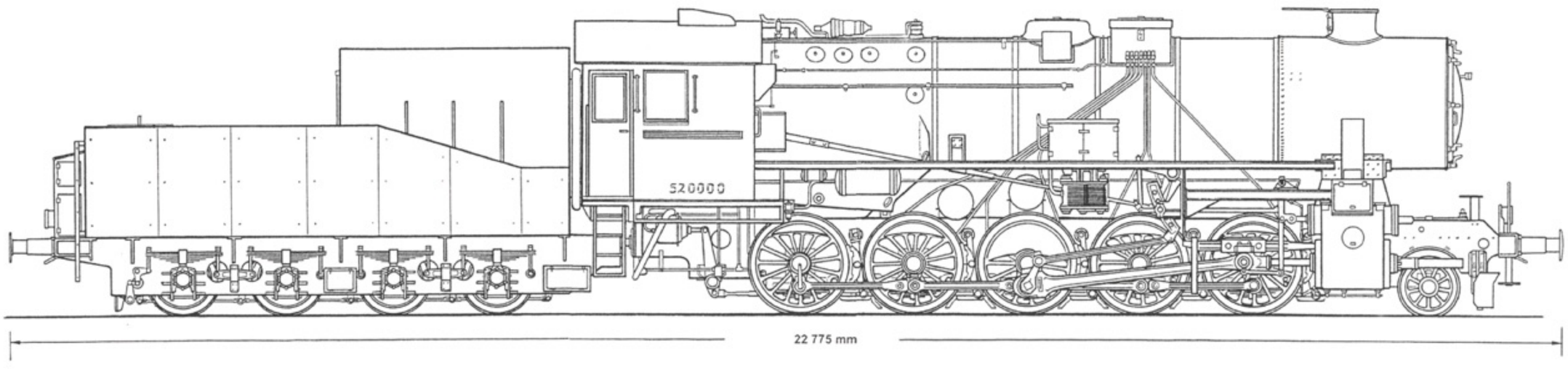
Above
Works photo of 52 3378, built by Krauss Maffei.

Left
BR52 1989 with condensing tender. Around two hundred were so equipped, to extend the range and to reduce the visible exhaust plume and so avoid air attack on the Eastern Front.



Left
BR52 3620, Krauss-Maffei works no.16671 of 1943, with a Krauss *Wellrohr* (corrugated tube) boiler, with no steam dome but a long collector on the top. This was the first of four built as an experiment; one lasted until 1957.

Below
Drawing of the BR52 with rigid frame tender. *Reproduced to 1:120 (TT).*
Drawing: Benno Wiesmüller.



Right
BR52 5804, with tub tender, built by Schichau Werke (Elbing) in 1943 as works number 4101. After 1945 it worked in Austria until 1975 and since then has been at the Deutsche Dampflok Museum at Neuenmarkt-Wirsberg.

Below
A small selection of BR52s elsewhere in eastern Europe.

BR52 as ÖBB 52 1238 in Austria, c.1964. Note the Giesl ejector and cabin tender.
Photo: Manfred Hohmann.

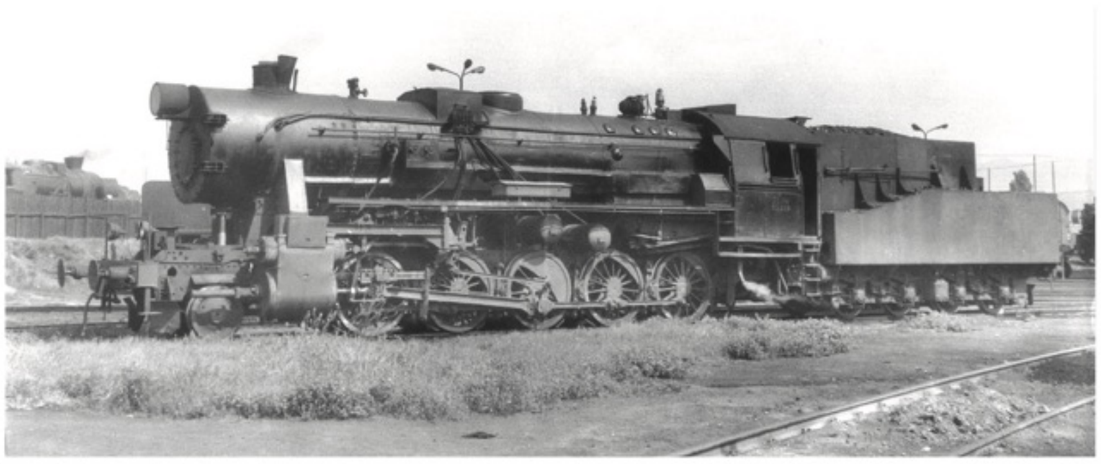


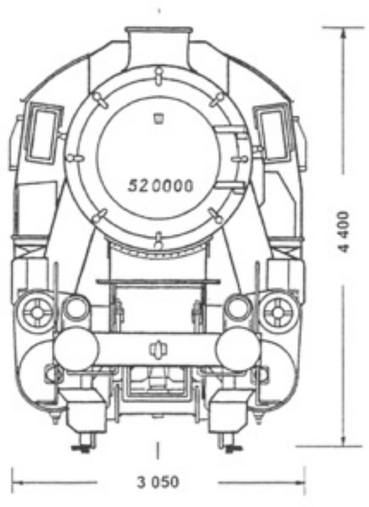


Below
BR52 as MÁV 520 038, at Miskolc in Hungary in 1964.
Photo: Manfred Hohmann.









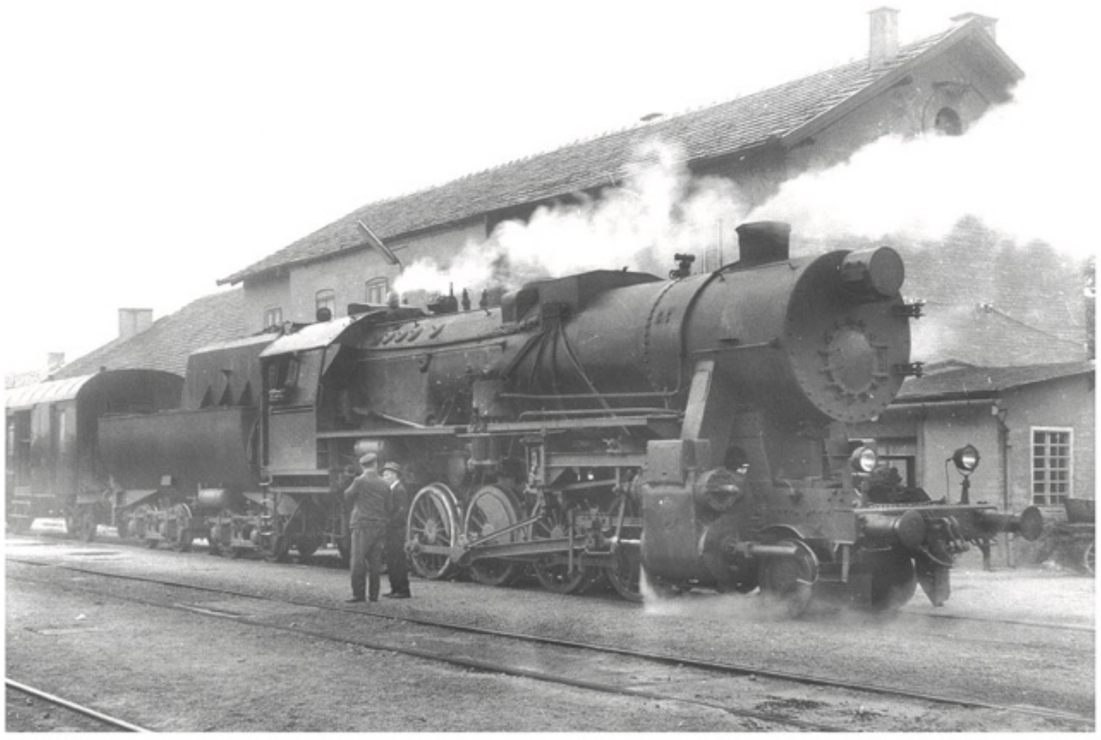
Above
BR52 as CSD 555 0267, Czechoslovakia, 1965.

Above right
BR52 as JZ 33 339, Jugoslavia, 1966.

Right
The former 52 5039, later Russian TE 5039, in Jugoslavia, 1964, but without JZ markings.

All these locomotives have been fitted with a large electric headlight.

Photos (3): Manfred Hohmann.



Al Turner was inspired by a well-known feature film to create an accurate scale model of the Ludendorff Bridge across the Rhine, and has built up an impressive collection of authentic train consists to run over it. *The layout is due to be at Model Rail Scotland, Friday 21st to Sunday 23rd February.*

The bridge at Remagen

Braced for the Allied attack

History

On the afternoon of 7th March 1945, the bridge at Remagen secured its place in history as it became the first bridge over the Rhine to be taken intact by the Allied forces. Exploiting this unexpected turn of events, the Allied command rapidly changed their battle plans and threw 8,000 troops over the bridge in the first 24 hours to establish a foothold on the east bank of the Rhine. In the ten days that followed, the bridgehead rapidly expanded to ten miles deep as five armoured divisions crossed the bridge – some 25,000 troops, tanks, trucks, and equipment – before they broke out, striking to the east into the Ruhr. Six weeks later the war was over.

In the months preceding this event the bridge had endured months of bombing and shelling from the Americans and British as part of the campaign to destroy every bridge across the Rhine and cut off the German 6th Army's line of retreat.

During the battle for the bridge, the German garrison nearly succeeded in destroying it by setting off a demolition charge that nearly severed the main east bank supports. And in the ten days that followed its capture, the bridge endured constant bombardment from the Germans – tanks, howitzers, mortars, floating mines, a K5 Leopold rail gun, two giant 540mm Karl-Gerät super-heavy mortars, and new Ar234 and Me262 jet bombers were all thrown at it in a desperate attempt to complete the job. It even became the target of eleven V2 rockets in what was the first recorded use of ballistic missiles in a tactical capacity.

Finally, on 17th March at around 3:00pm, the bridge succumbed. With a final groan and a shudder, it collapsed into the Rhine, killing twenty-eight American engineers and injuring sixty-three others. Fortunately by that time three more pontoon bridges had been built downstream to supply the bridgehead.

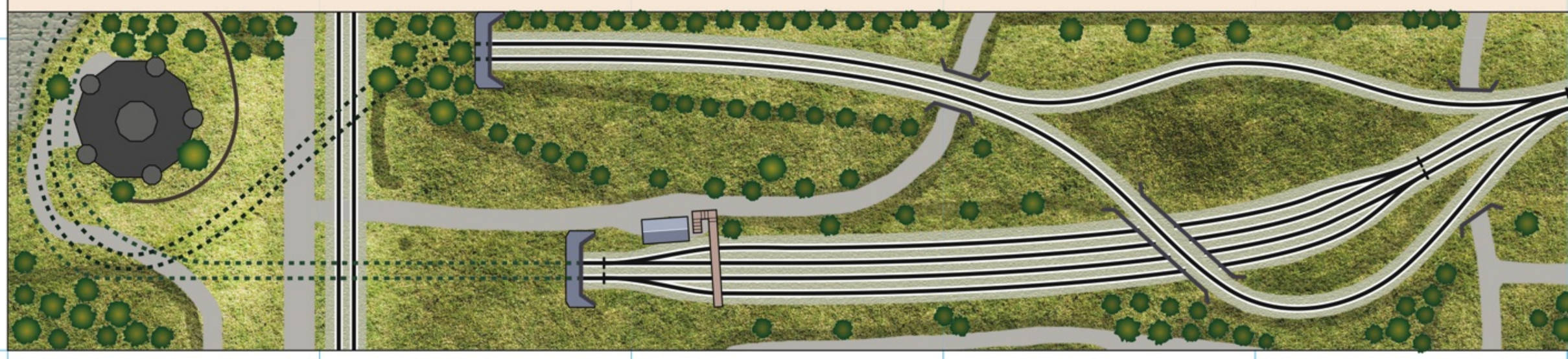
The layout

The capture of the bridge is months away. Since the Allies broke out of Normandy in early July, the German Army has fought a relentless rear-guard action that has seen them pushed back across France towards the Rhine. Paris was liberated on the 25th August, Brussels on the 3rd September, and Antwerp two days later. The threat of Allied boots on German soil becoming all too much a reality.

Above
A BR52 *Kriegslok* 2-10-0 with condensing tender hauls a train of *Vampir* Panther tanks west over the bridge.



The Bridge at Remagen Overall length 10 metres. Each grid square = 1m x 1m.

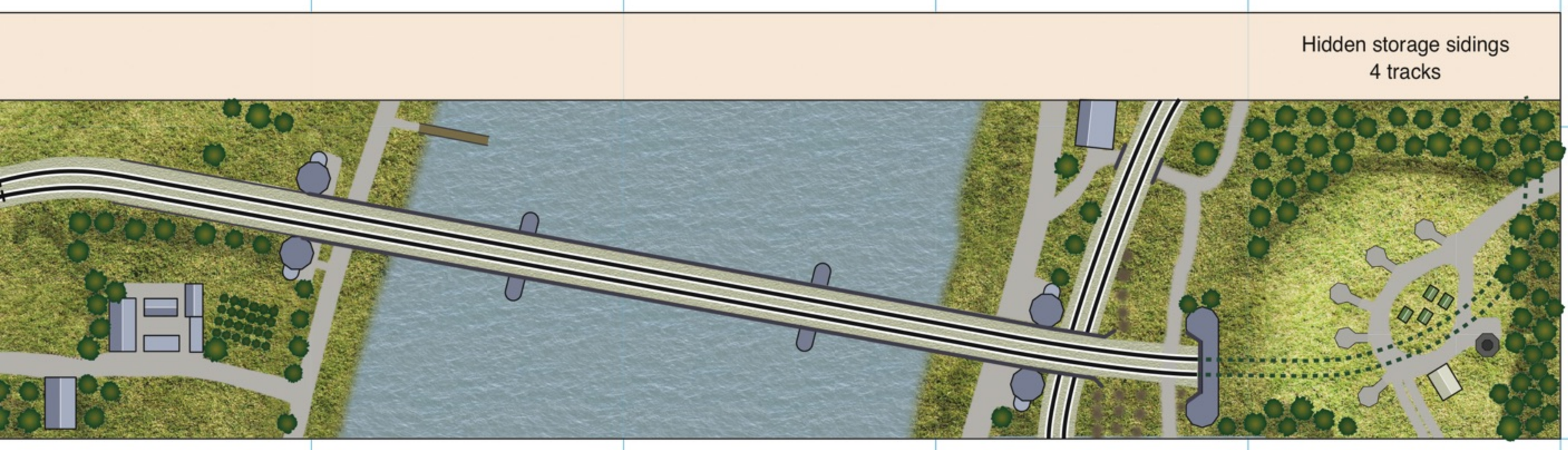


Below

A quad 20mm anti-aircraft gun scans the sky overhead while the nearby farm tries to continue as normal. There are trenches hidden beneath the canopy of the orchard, where a Pak40 anti-tank gun covers the southern approach.



Above
A paddle steamer, its deck crowded with refugees from the Ruhr, heads south while a flotilla of *Schnellboote* carry out a training exercise.



But then, on the 17th September, the Allies over-reached themselves. Operation Market Garden – the daring plan to seize a foothold on the east bank of the Rhine at Arnhem – failed, and with it the momentum of the advance. For a brief period there was time for the German army to re-group, re-equip, and dig in – and then, perhaps, an opportunity to strike back.

Until this point in the war Remagen had survived pretty much unscathed. The steep valley sides, narrow roads, and thick woods made it unsuitable for tanks, and the larger cities to the north and south had kept the Allied bombers occupied. But by September the strategic importance of the bridge could not be ignored.

The bridge garrison, once made up of old men and schoolboys from nearby towns, was strengthened by regular troops. On the east bank they dug trenches and lay barbed wire. An anti-tank gun was positioned to defend the northern approaches to the bridge, while 190m above, on top of the Erpeler Ley, a battery of 88mm anti-aircraft guns stand watch.

On the west bank more trenches and a second anti-tank gun nestle amongst the trees of an apple orchard covering the southern approaches. A nearby farm tries to carry on as normal, shoeing horses and preparing to bring in this year's harvest, the sudden influx of young soldiers providing much needed help with this task, and a delightful distraction to the young Bund Deutscher Mädel girls.

Further west the neo-gothic Apollinaris church, surrounded by vineyards, stands imposingly over the valley while below an armoured panzer company from the 6th Army rest beneath the cover of the trees; they make the most of the late summer days to carry out vital repairs and maintenance to their tanks, all the while with a wary eye to the sky for wayward Mustangs or Typhoons.

Below
A goods train slips quietly off the bridge into the cover of the Erpeler Ley tunnel while on the east bank line a camouflaged anti-aircraft train is waiting for clearance to proceed.



Construction

Measuring 10m long, *Remagen* is a large, dramatic layout with open expanses of flowing countryside and large feature structures that would dominate and overwhelm a small layout but here blend into the scenery.

The most significant feature, and the focal point of the layout, is the Ludendorff Bridge. At two metres long, it is an accurate scale replica.

At the start of the project there were no drawings readily available of the bridge, so working from known dimensions and extrapolating other dimensions from photographs I produced my own scale drawing which served well for the initial construction. As part of my research into the bridge and the surrounding area, I made contact with the Curator of the Peace Museum located in the west bank tower and with his help acquired a scale drawing which when enlarged to 1:160 and overlaid on my drawing proved a pretty accurate match.

Below
A BR50 2-10-0 with wooden protection emerges from the Erpeler Ley tunnel while below on the east bank line a camouflaged BR44 2-10-0 waits at the signal alongside an anti-tank gun position overlooking the northern approach to the bridge.

The bridge and abutments took the best part of a year to complete. The bridge is all brass construction with individual pieces of engineering brass sections soldered together to construct the free-standing structure. The abutments are constructed from a 3mm PVC card framework which was then clad with textured plasticard. This technique was used on all the buildings; it can been seen on the as yet unfinished model of the Apollinaris church.

The inspiration

The inspiration for the layout came from the 1969 film *The Bridge at Remagen* which starred Robert Vaughn and George Segal, which I first say way back in the mid-1970s. While being a Hollywood dramatisation, it does follow the events of the battle for the bridge pretty well.

The challenge was how to turn the image of that film into a working layout. Setting the layout during the period represented in the film would have made an interesting military diorama, but it would have been pretty limiting as an operating layout. So I decided to set the layout six months before these events, in late summer 1944, in the quiet period between Operation Market Garden and the Battle of the Bulge, when the defences around the bridge were being re-inforced in the face of the coming Allied advance.

The original concept of the layout was to have the bridge as the central feature of a home layout, running into dumbbell storage loops at each end. But following increased interest on line and a number requests to view the layout, I decided to convert it into an exhibition layout, which had its first outing at the Warley NEC show in 2016. However, the dumbbell configuration proved unsuccessful; after a year long rebuild it re-emerged for Stevenage in early 2018 as a more traditional continuous run format. It has attended a number of shows and has proved popular.



Left
An armoured train on the main Bonn to Koblenz line waits alongside a BR38 4-6-0 with rake of vans. Above, the model of the Apollinaris Church is work in progress.

The next outing will be Model Rail Scotland at the SEC in Glasgow between Friday 21st and Sunday 23rd February – just two weeks before the 75th anniversary of the capture of the bridge.

Scenery and details

While I have an enthusiastic operating crew, the build has been a solo affair. The majority of the scenery is scratchbuilt, the few exceptions including the crashed Lancaster in the cornfield and the paddle steamer.

The Lancaster has been converted from an A-Models kit which has been carefully taken apart and re-assembled to spars and ribs. I am particularly proud of the two scratch-built Merlin engines as debris in the field. Several keen-eyed observers have picked up that the markings on the Lancaster – AJ – reveal that this particular aircraft was part of the famous 617 'Dambusters' squadron. I tell them it is another cameo reference, in this case to the 1955 film. But the reality is that I dropped the ball on the research and added the markings without checking first. I will at some point correct this to 15 Squadron – DJ.

The crash scene is based on a Lancaster that came down in Norfolk in late 1943. According to the records, the aircraft got jumped by a nightfighter on the way home. With one engine out and three badly wounded crew, the pilot ordered the remaining crew to bail out once they crossed the Norfolk coast while he and the engineer stayed with the aircraft and tried to reach one of the USAAF bases. The modelled scene depicts the pilot and engineer being attended by a nurse while prisoners-of-war remove the body of the last crewman from the wreck.

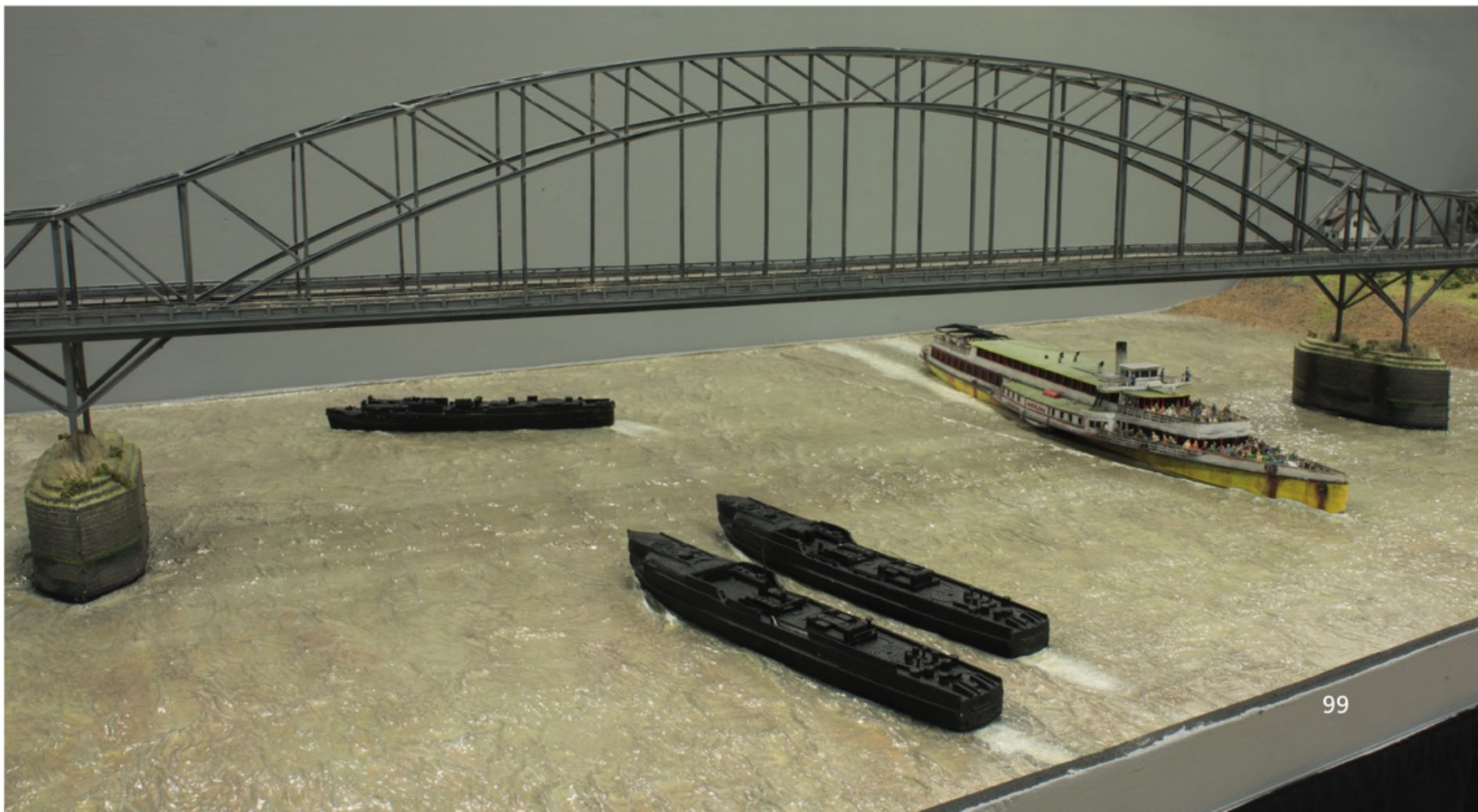
Above
A former *Rheingold* set, now under party control, comes off the flying junction over the Remagen – Kripp road where two Sdkfz7s struggle with the massive weight of a super heavy Maus tank.

The refugee filled paddle steamer is the Revell *Goethe* model which has had its wheelhouse and upper decks rebuilt to resemble a pre-war steamer. Over 160 hand-painted figures have been crammed onto its forward deck – but it requires a further 160 to finish it off! At each show I get asked at least once if river cruises would still be running during this period and have to explain that these are refugees fleeing south away from the bombing in the Ruhr. I plan to add Red Cross markings to indicate its non-military status.

The Apollinaris Church is a beautiful neo-gothic church that overlooks the Rhine north of Remagen, and with the bridge is one of the most recognisable features of the town. For the layout, I relocated it west of the bridge to mirror the elevation of the Erpeler Ley and add some symmetry to the layout. The present church was built in 1837 and boasts some beautiful stained glass windows and carved stone spires. The model is still work in progress and is currently just the basic plastic substructure. The windows and spires will be 3D-printed but at present my CAD skills are not advanced enough to do these justice.

Other unfinished items are the four *Schnellboote* (E-boats) that accompany the paddle steamer on the river. These are scratchbuilt and depict three stages of the evolution from the early S7 to the fully armoured S100. So far the hulls have been made in cast resin. Wheelhouses, guns, and crews are still needed to complete.

Left
Hit by flak over the target, this Lancaster struggled to make it west of the Rhine before succumbing to the damage and crash landing.



Right
***Schnellboote* or E-boats (also as yet unfinished) on an exercise pass a steamer heading south well loaded with refugees.**



One of the big challenges to come is finding the right figures to populate the layout. At the moment it is pretty sparsely populated with small pockets people. Most of these are civilians, and are either from Preiser or Noch. The military figures are going to be a different problem as there is a lack of good quality figures in 1:160. There is a wide range of wargaming figures, but they all tend to be in combat poses and rather short and stocky. 90% of the figures I need are soldiers in non-combat poses – relaxing, cooking meals, maintaining vehicles and equipment – which are typically not covered by wargamers. I am therefore talking to 3D-printed figure suppliers about starting a range.

The majority of the military vehicles are whitemetal kits from Arrowhead miniatures. At 1:144 scale, they are a slight compromise, but the models are among the best detailed about, so it is worth while.

The storage yard

The storage yard is the real operational feature. Visiting shows, I noticed two things about fiddle yards: they are often large, occupying over 50% of the board space, and can be complicated. Also, operators spend a disproportionate amount of time working the yards, to the detriment of the public side of the layout. I did not want either of these on *Remagen*. 80% of the layout faces the public, and I wanted the operators to be driving the trains on this section, not the fiddle yard.

My solution was to design a fully automatic 'cascade' fiddle yard that would handle all the train moves automatically. The yard would present a train to the operators who drive it out, through the layout, and deposit it back into the yard before taking the next one out.

On first appearance the yard looks simple. It has only four roads, two up, two down, but each is divided into eight sections allowing trains to be stacked nose to tail along each road. The yard therefore has the capacity for thirty-two trains. Each section is controlled by Azatrax infra-red sensors which detect the train's presence. A bank of relays controls the current to the sections, so that when a train leaves the section, the IR sensors detect the section is empty and release the train behind to move forward to occupy the empty section. All the trains behind it then 'cascade' forward in sequence, leaving a section at the back of the yard clear to accept the recently departed train. This frees the operators from marshalling duties so they can concentrate on driving the trains and entertaining the viewing public.

Above
A company of the 6th Army use the lull in the fighting to carry out vital repairs and essential maintenance to their Panther tanks.

Below
A supply convoy heads south under the bridge along the east bank of the river.



Control

The layout is DC powered, with Gaugemaster controllers and old fashioned block sections. Points are operated via toggle switches supplied through Capacitor Discharge Units. The up and down lines are completely independent of each other, and do not interact on either an operational or electrical level, so a fault on one should not have an impact on the other, and this allows trains to continue running if things go wrong.

To complement this, there is no operating timetable. The operator simply takes the first train in the sequence, runs it through the layout and back into the rear of the yard before taking the next one out.

I have only one rule, and that is that there should always be something moving on the front. It has worked pretty well so far.

Other elements

With the inspiration coming from a war film, it seemed fitting to add cameos from other classic war movies. The most obvious one is the PoW train which appears to have overshot the Alps (*Von Ryan's Express*). Down at the foot of the Erpeler Ley, Lucy the elephant has slipped away from Oliver Reed and Karin Baal and gone for a stroll by herself (*Hannibal Brooks*). Tucked under west side of the bridge is a very lost Austin ambulance (*Ice Cold in Alex*). A few more are planned. Over by the church we will have a lone Sherman tank and a small group of GIs on their way to rob a bank (*Kelly's Heroes*), while somewhere there will have to be a motor bike tangled up in barbed wire (*The Great Escape*).

... to be continued.

Above
The anti-aircraft battery atop the Erpeler Ley, a quintet of 88mm guns, with a radar.

Photographs by the editor.

Below
A train of new Messerschmitt aircraft emerges from the tunnel, crosses the east bank line, and onto the bridge.

Mike Williams built an unusual vehicle from a kit.
Model photographs by the author. Historic photographs courtesy Chars Français.

Tank transport

Wespe Models F.C.M. Char 2C with dedicated bogies



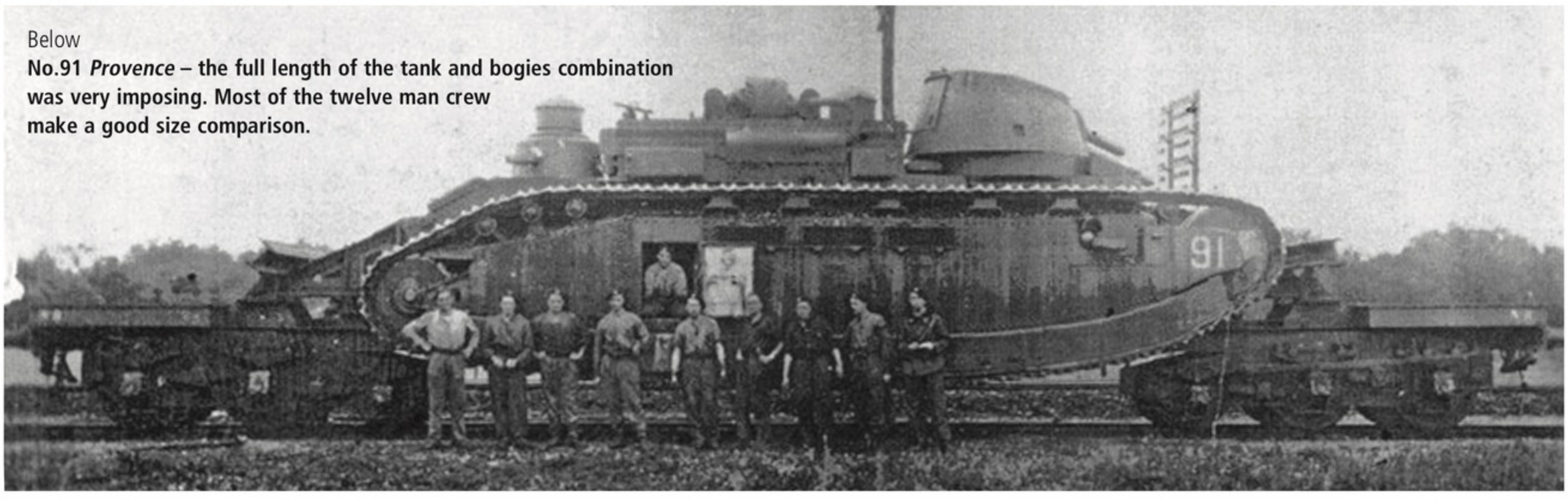
To transport its ten 70-ton Forges et Chantiers de la Mediterranée (F.C.M.) Char C2 super-heavy tanks, veritable *cuirasse terrestre* (land battleships), between 1921 and 1940 the French Army used a unique system of a pair of dedicated six-wheel bogies to move these leviathans between depots, because of the limitations of existing roads and bridges of that period.

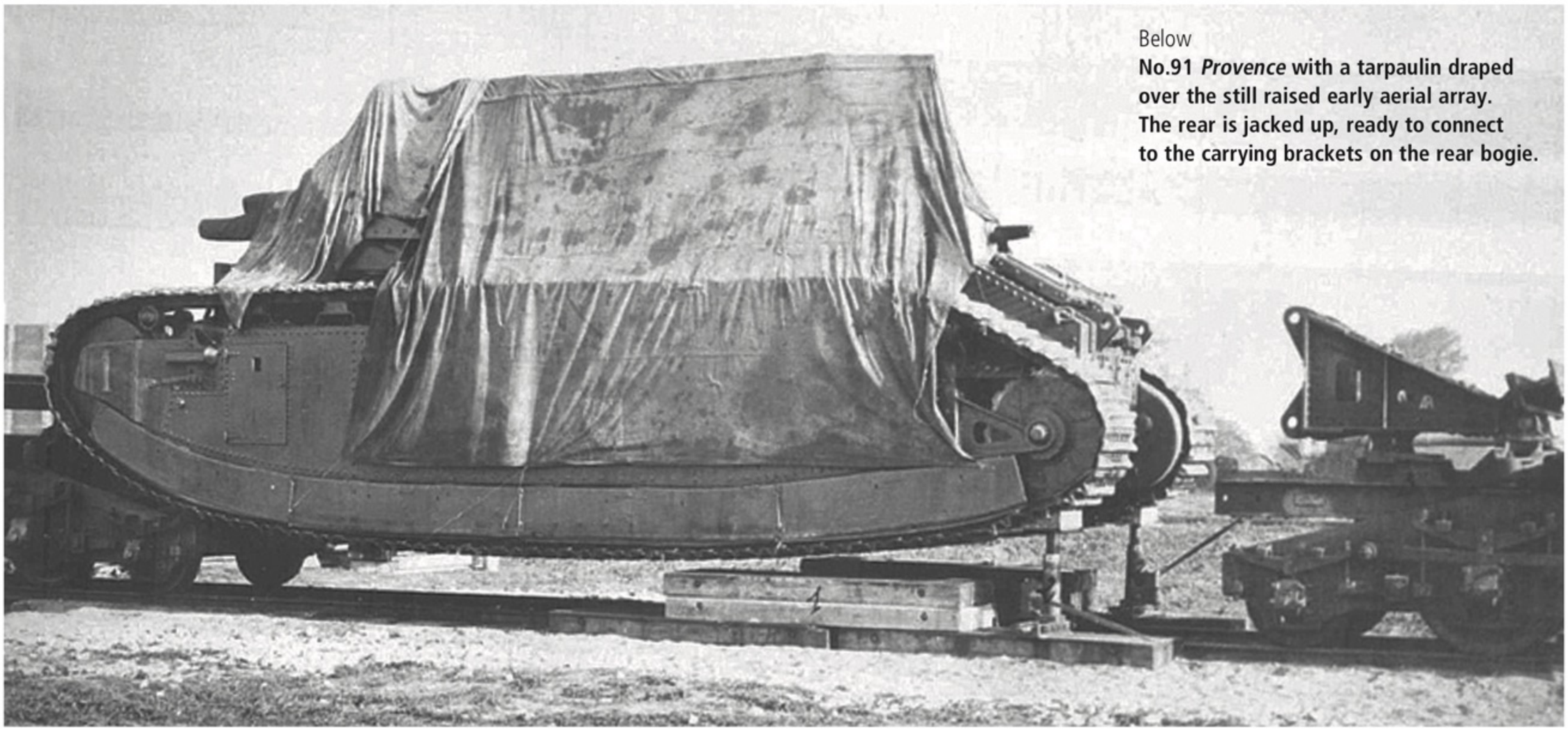
This necessity for rail transport required a major logistical commitment on the part of not only the French Army but also the railway system, with a three strong tank Company composed of bogie equipped Char 2C's requiring a powerful steam locomotives and some fifteen assorted items of rolling stock to transport the tank crews, maintenance personnel, necessary supplies, and spares.

Wespe Models from Romania market two 1:87 scale versions of this innovative armour and rail combination, one fully assembled and painted for €89.00 (ref.PWES 87132.1), and the example I preferred, a basic model to be built and finished (ref.WES 87132.10) for €59.20, plus postage of €17.00. At the time of my purchase in July 2019 this resulted in a total cost of £71.00.

Above
The finished model certainly captures all the significant features of this unique French super-heavy tank with separate bogies for rail transport.

Below
No.91 *Provence* – the full length of the tank and bogies combination was very imposing. Most of the twelve man crew make a good size comparison.





Below
No.91 *Provence* with a tarpaulin draped over the still raised early aerial array. The rear is jacked up, ready to connect to the carrying brackets on the rear bogie.

Rail transport

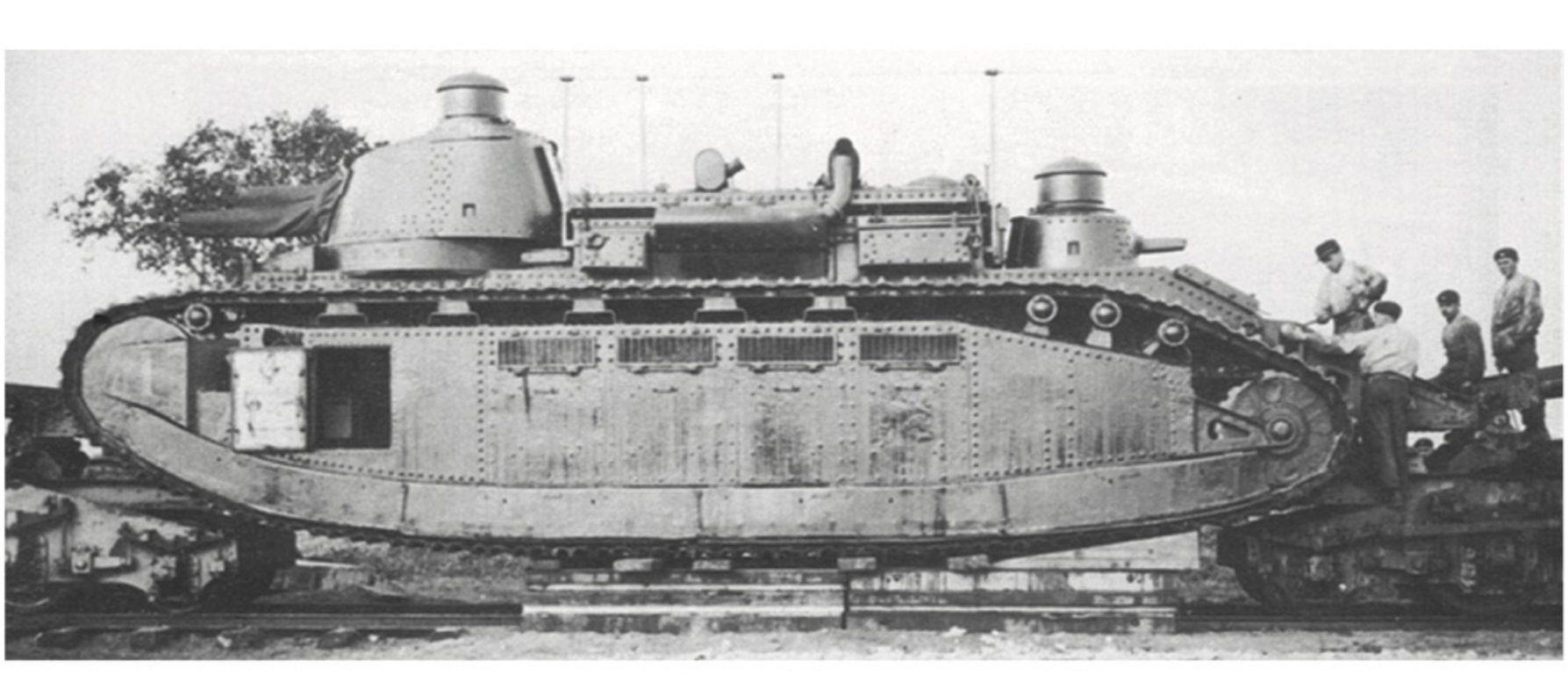
The early French medium (13.6 ton) Schneider and heavy (23 ton) Saint-Chamond tanks of the Great War were moved by rail on conventional flat wagons, and the following light (6.5 ton) Renault FT-17 tanks were carried by road lorries. However, with a mass of 70 tons and overall length of 10.27 metres, the long distance transportation of the colossal F.C.M. Char 2C's was to be an exceptional logistical undertaking.

This commitment to movement by rail also explains why the width of the Char 2C was limited to 2.95m. Also the main turret upper cupola could be removed for transit to reduce the height to 3.8m, to pass under bridges and through tunnels.

The assembly of the whole combination required a skilled team several hours with the fabrication of ramps, the employment of four powerful 35 ton hydraulic jacks, and dunnage (wooden beams, matting, or similar material), to raise a Char 2C to the correct level for attachment to its two dedicated bogies before any move, and the reverse operation upon arrival.



Above right
No.95 *Touraine* with a large working party attending to fitting the rear bogie, clearly conveying the complex nature of such transport by rail.



Right
No.91 *Provence* with a working party securing the rear bogie. The heavy baulks of timber under the raised vehicle were an essential part of the attachment procedure.

WESPE MODELS 1:87 CODE: WES 87132.1

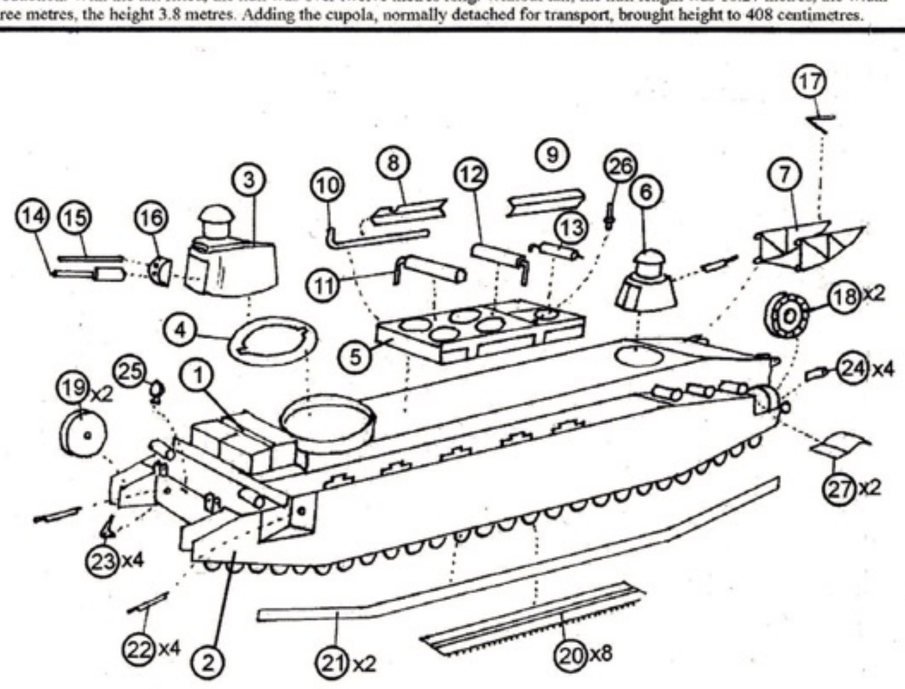
CHAR 2C (F.C.M.) - RAIL

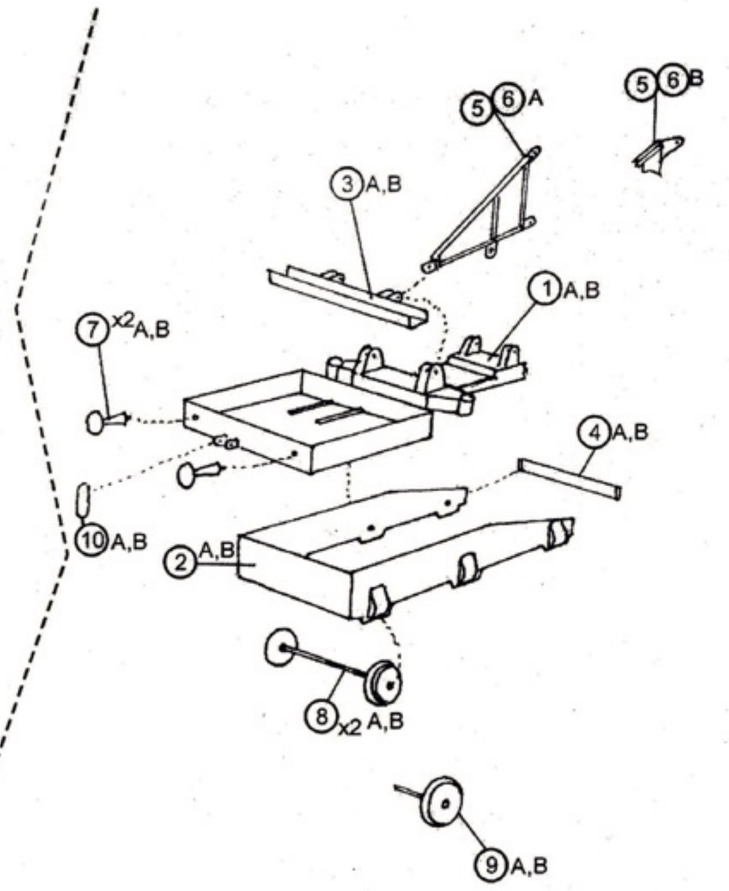
The Char 2C, also known as the FCM 2C, is a French super-heavy tank developed during World War I but not deployed until after the war. It was, in physical dimensions, the largest operational tank ever made.

Specifications

Weight	69 tonnes (68 long tons; 76 short tons)
Length	10.27 m (33 ft 8 in)
Width	3 m (9 ft 10 in)
Height	4.09 m (13 ft 5 in)
Crew	12
Armour	45 mm (1.8 in) max.
Main armament	75 mm Canon de 75 modèle 1897
Secondary armament	Four 8 mm Hotchkiss Mle 1914 machine guns
Engine	Two engines 2 x 250 hp
Suspension	unsprung
Operational range	150 km (93 mi)
Speed	15 km/h (9.3 mph)

The Char 2C had a loaded weight of 69 tonnes, partly because of its armour — 45 mm at the front, 22 mm at the sides, 13 mm at the top and 10 mm at the bottom — but much of it just because of its huge size. The armour was among the thickest of World War I-era tanks, though by modern standards this would be considered thin. It is still easily the largest tank ever taken into production. With the tail fitted, the hull was over twelve metres long. Without tail, the hull length was 10.27 metres, the width three metres, the height 3.8 metres. Adding the cupola, normally detached for transport, brought height to 408 centimetres.



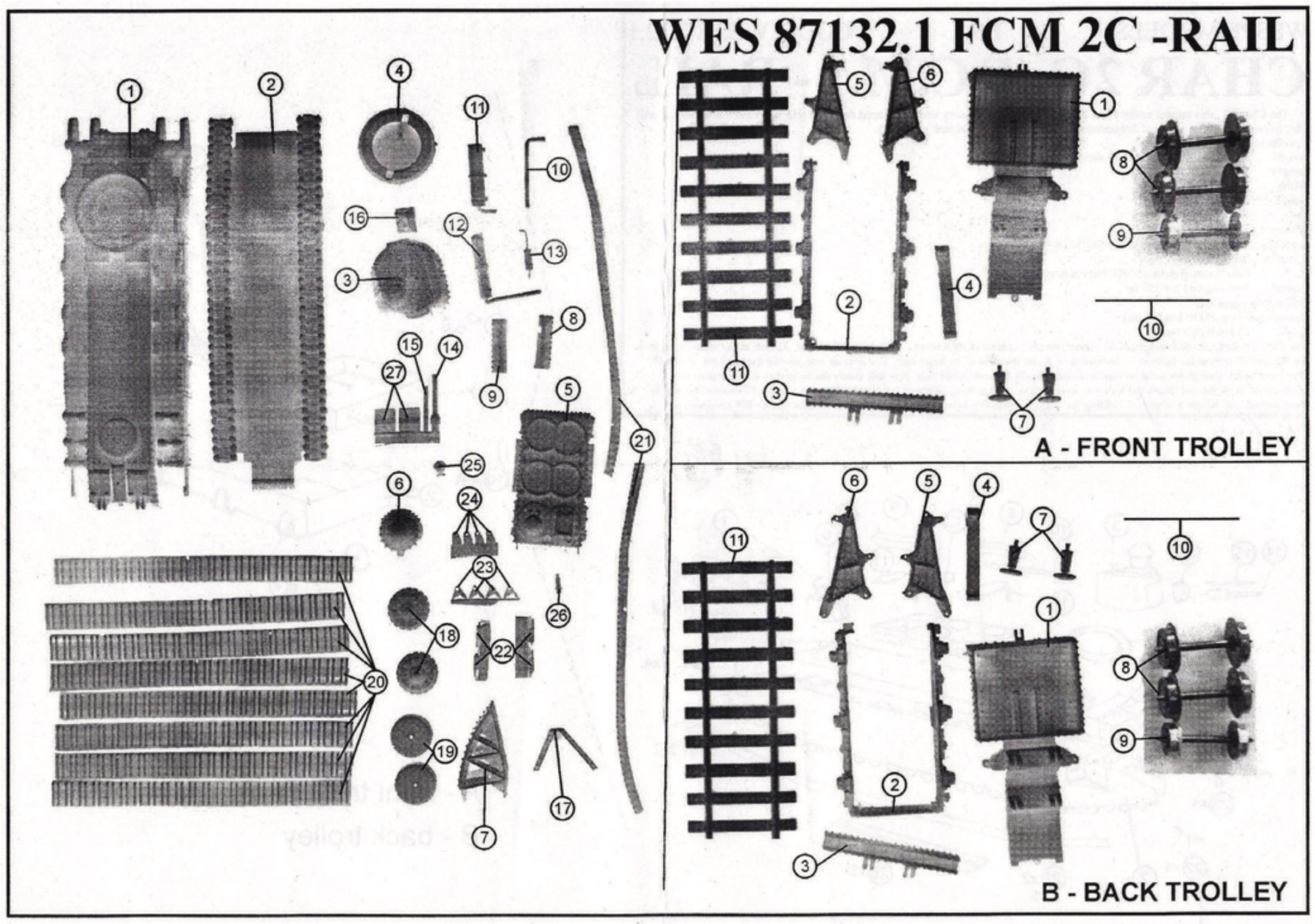


Left
The Wespe Models assembly instruction sheet can only be described as basic, requiring reference to other sources to clarify some points.

The model

Quite evident upon opening up the robust box is the wealth of nicely crafted light-tan resin components, all securely packed in a clear poly bag. My initial evaluation appreciated the sharply executed moulded detail throughout all aspects of each piece.

This involved 64 components, two 7cm long sections of HO track, six metal wheelsets in two sizes, and a length of wire. The only modelling demand, at the very start of this build, was the careful and clean separation of a number of the smaller resin items from the carrier base and light clean-up of the larger components.



Left
The layout of components is also quite rudimentary but is quite adequate to check the contents.

Since I intended my replica to be a static display piece, the only additional item required was a suitable plinth.

No decals are provided, so this was another area for personalising my replica.

Given the minute size and intended location of some of the parts, I certainly found my prior knowledge of the Char 2C's overall structure (through assembling the Meng 1:35 injection moulded plastic kit) invaluable, since the rudimentary doubled-sided instruction sheet was rather basic. The two bogies were simpler to assemble so this was not such a problem.

Char 2C

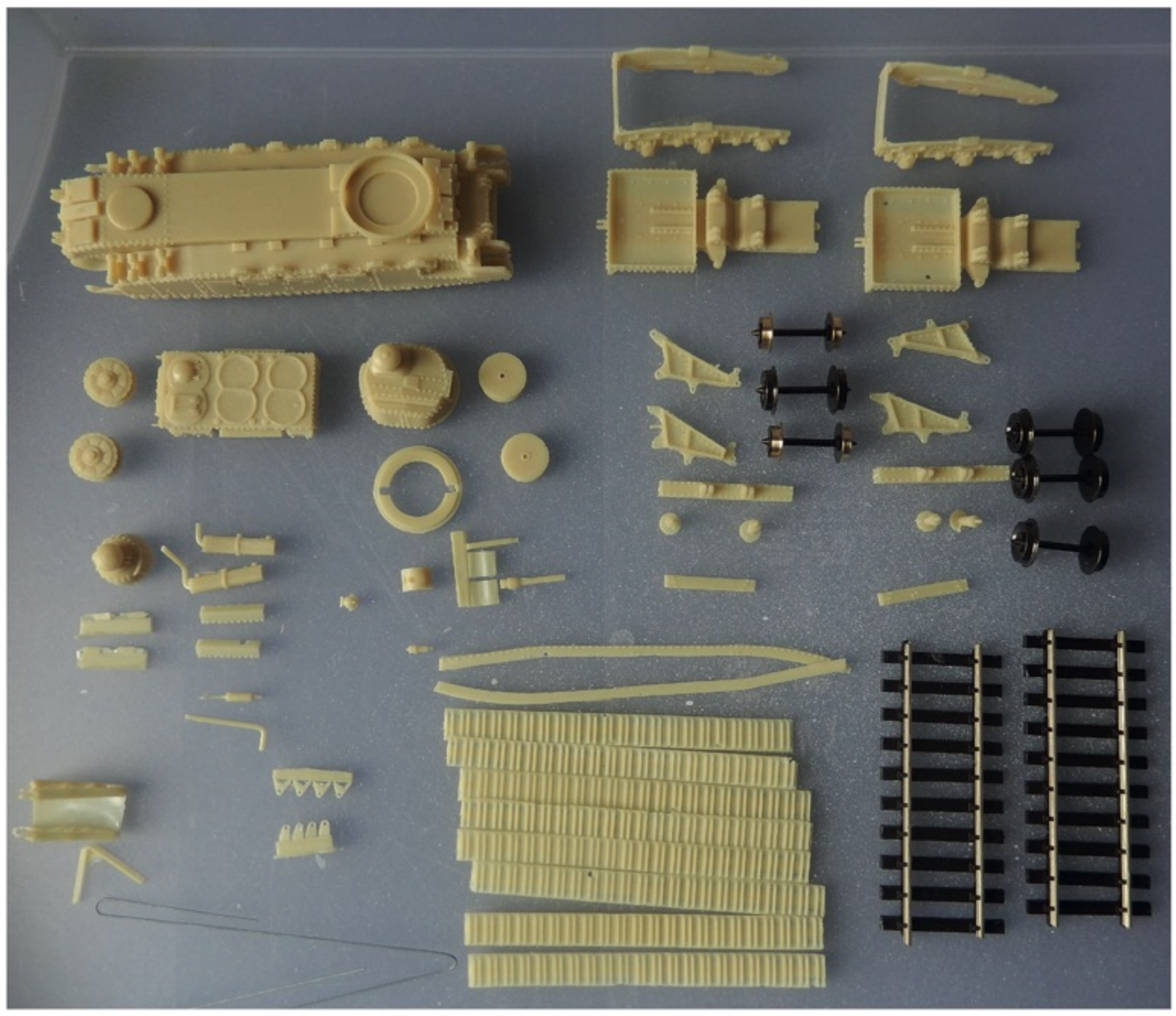
The tank alone involved 48 resin parts in its assembly.

Firstly, it should be noted that for rail transport the main turret's cupola was removed and stowed on top of the aft engine deck (air intake and exhaust) housing, but I did not feel comfortable cutting up this piece so left it intact.

Considering its 1:87 accuracy, my model came out with a main structure 116.5mm long (should be 118mm), 34.5mm wide (34.1mm), and 42mm tall (46m), so it seems slightly under size but it certainly captures all of the principal features of this unique inter-war super-tank.

One nice touch in the overall presentation emphasises the commitment to detail – the inclusion of a detached and stowed un-ditching tail on one of the bogies.

Quite prominent throughout this model is the over-scale rivet detailing and deeply recessed demarcation lines between plate sections, all relatively 'heavy' but nevertheless accurate in their location and certainly visually pleasing on the finished model.



Bogies

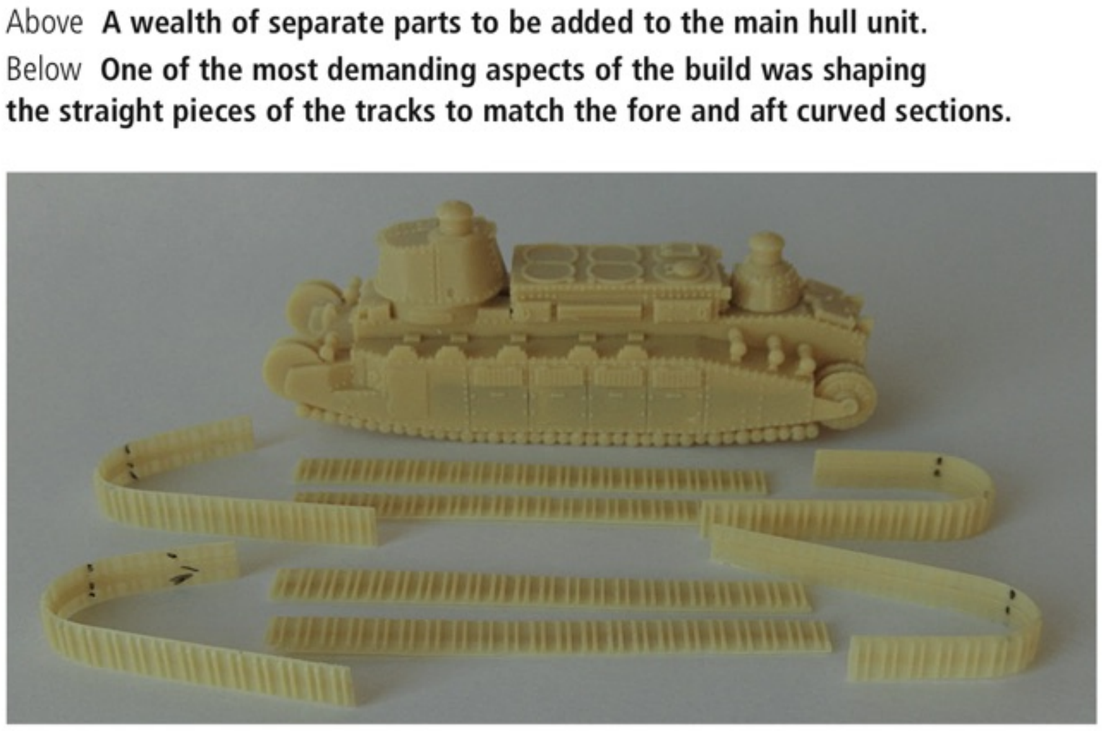
The two six-wheel bogies are basically identical with eight resin components for each assembly, the only difference between the front and rear units being in their attachment brackets, which match up with the corresponding substantial ones on the tank hull.

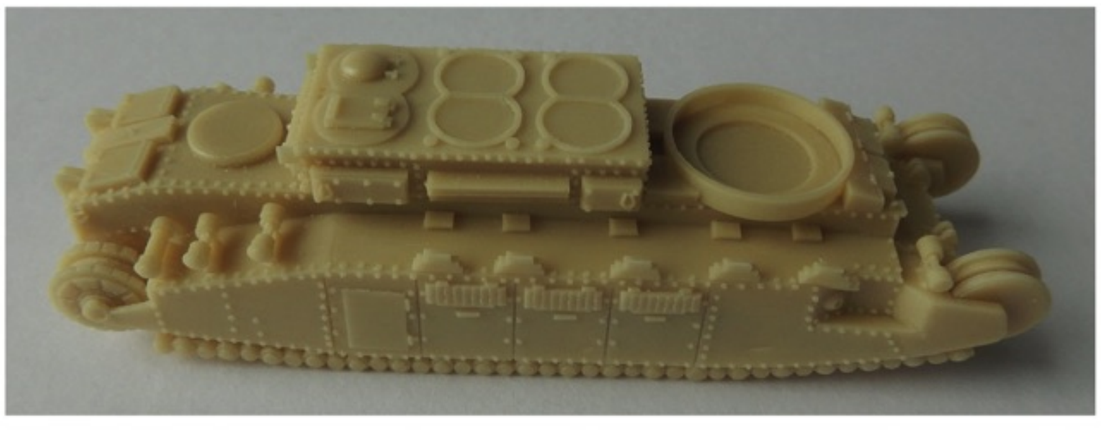
Above
The contents spread out to check for missing or damaged parts. The resin components are of a high standard, with sharply executed detail in all areas.



Above **A wealth of separate parts to be added to the main hull unit.**

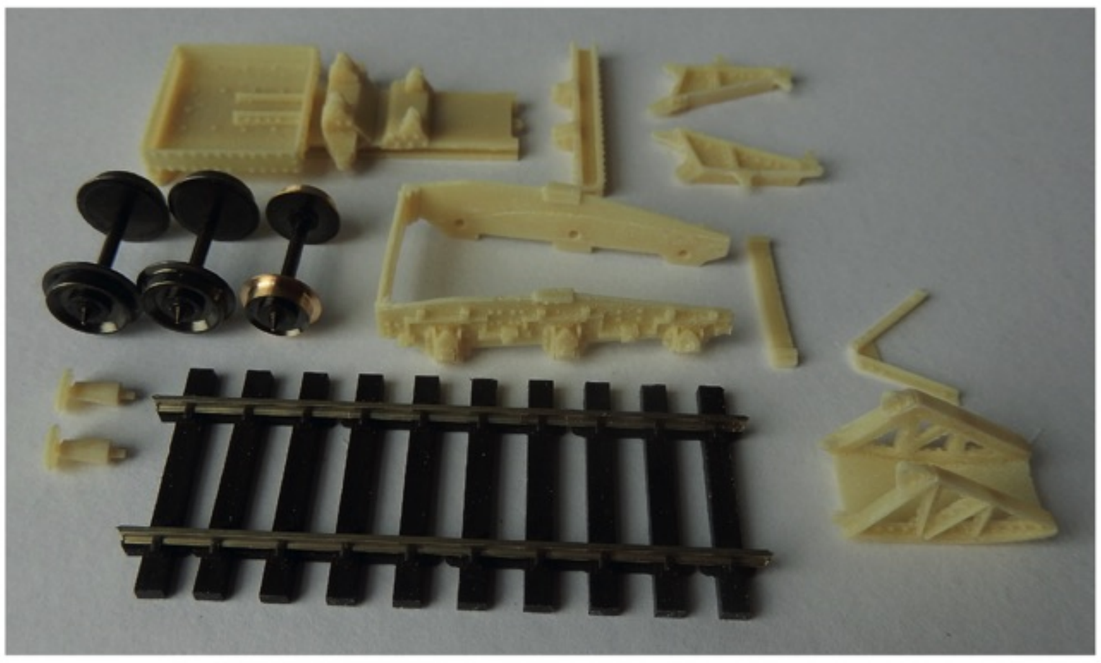
Below **One of the most demanding aspects of the build was shaping the straight pieces of the tracks to match the fore and aft curved sections.**

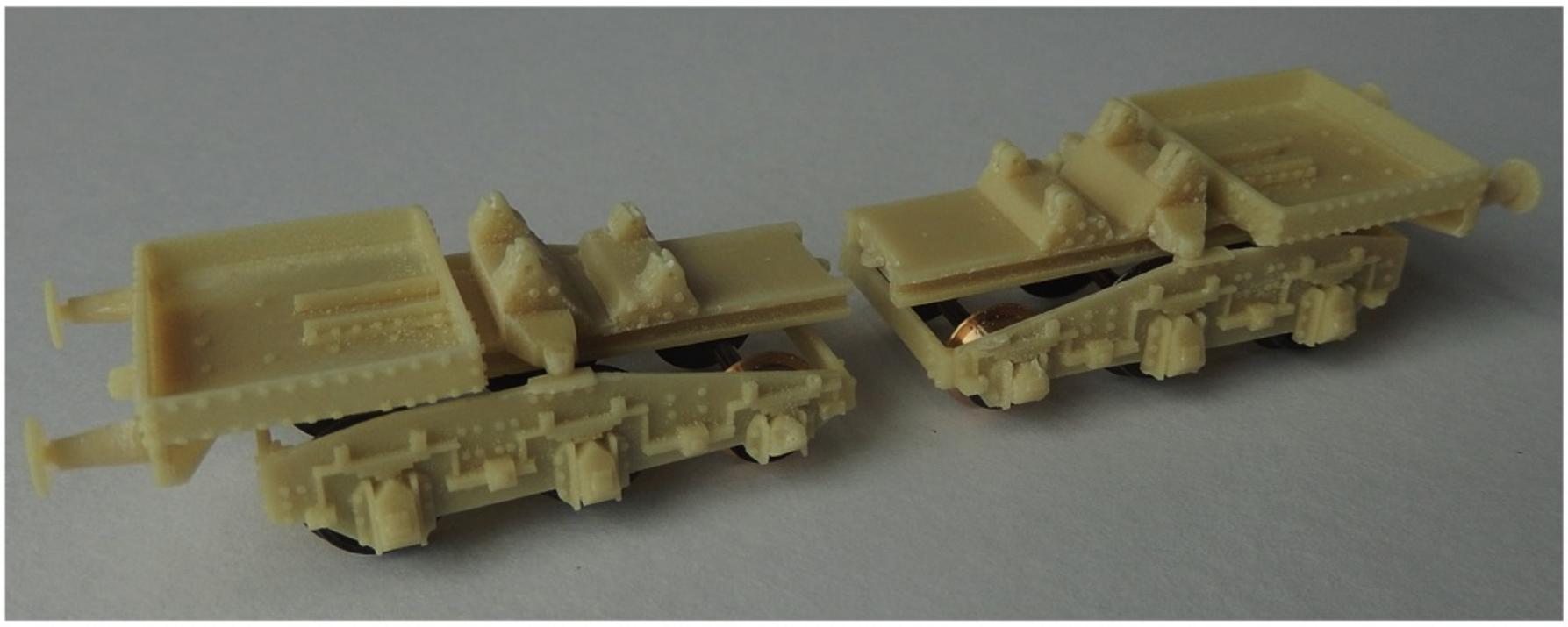




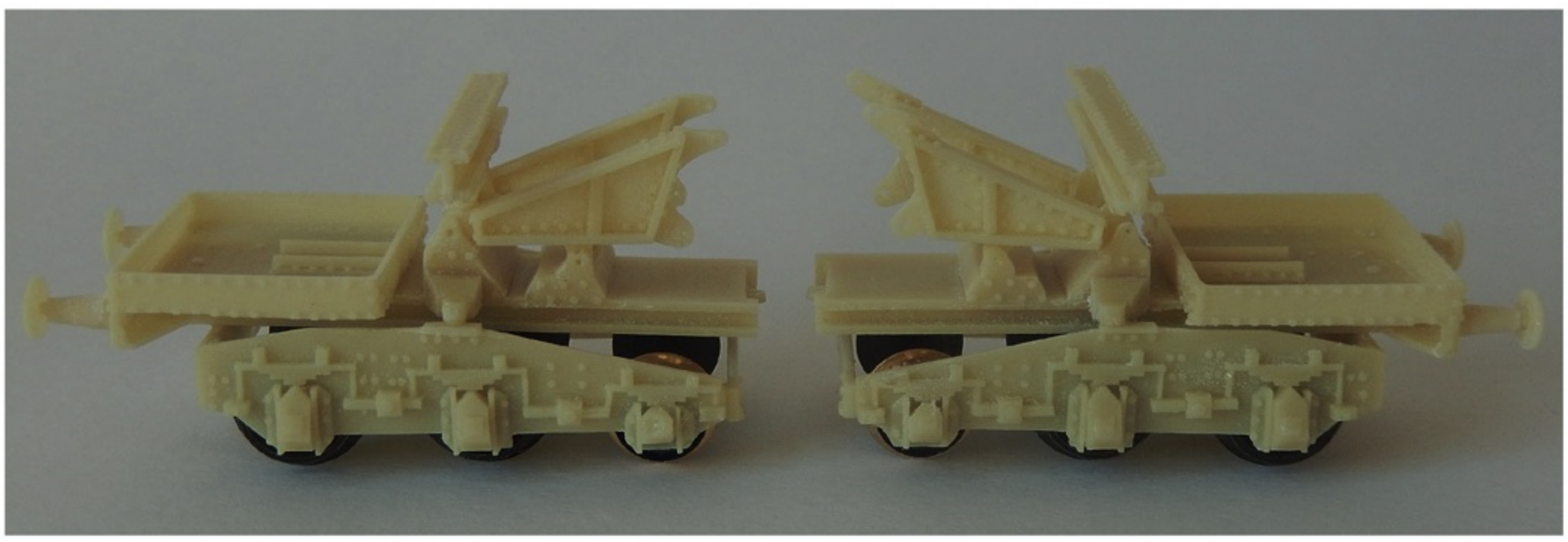
Above **While the rivet detail may appear somewhat over scale in comparison to other 1:87 models, the overall impression was nevertheless pleasing.**

Below **Each bogie is a nice little mini-model, with the final assembly to be placed on a short length of track.**





Left
The basic bogies were straightforward to build. Placing the metal wheelsets within the resin frame posed no problems.



Left
The heavy duty securing frames and brackets are easily aligned to register with the attachment points on the tank hull.

Each resin bogie has three turned metal axles, two with 12mm and one with 10mm diameter wheels. The main side frames have nice moulded detail for the leaf springs and axle bearings, and as with the tank the rivets are quite prominent.

On top of each bogie frame is an edged flatbed section, with the rear of each clear as a sound foundation for the necessarily robust supporting frames to attach to the tank's transport brackets, and upper horizontal transverse support beam.

While the external detailing is complete, there is no provision for the underside central 'H' main structural frame or fore and aft cross members.

Overall the tank on its bogies measures an imposing 216.5mm long from buffer to buffer. It has no pivots, so making a model to run in a train would require more thought and work.

Finish

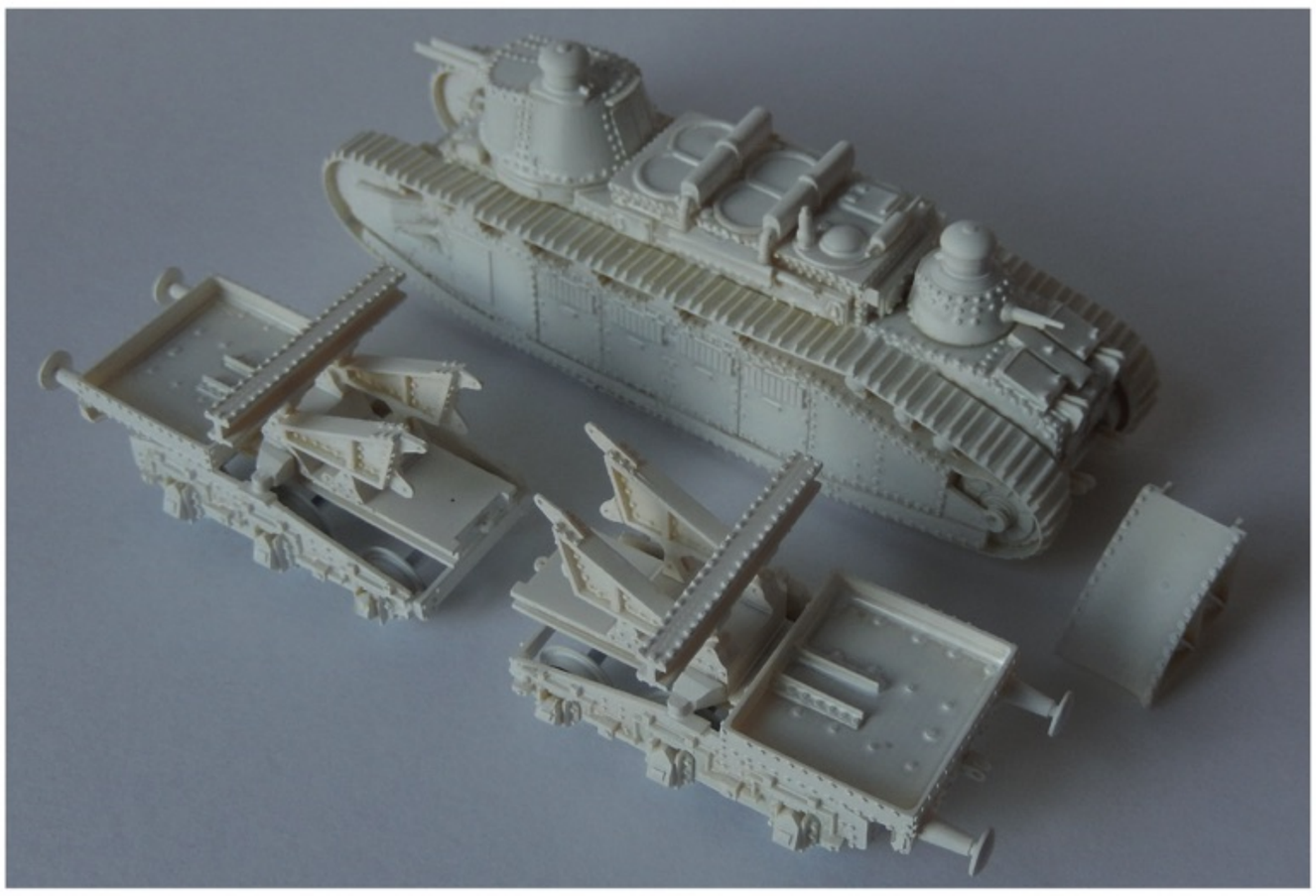
Throughout its two decade existence, this detachment held a high profile status not only within the French Army but also the nation, and with this prestigious standing they were well maintained as national symbols of power, so my model's appearance reflects this.

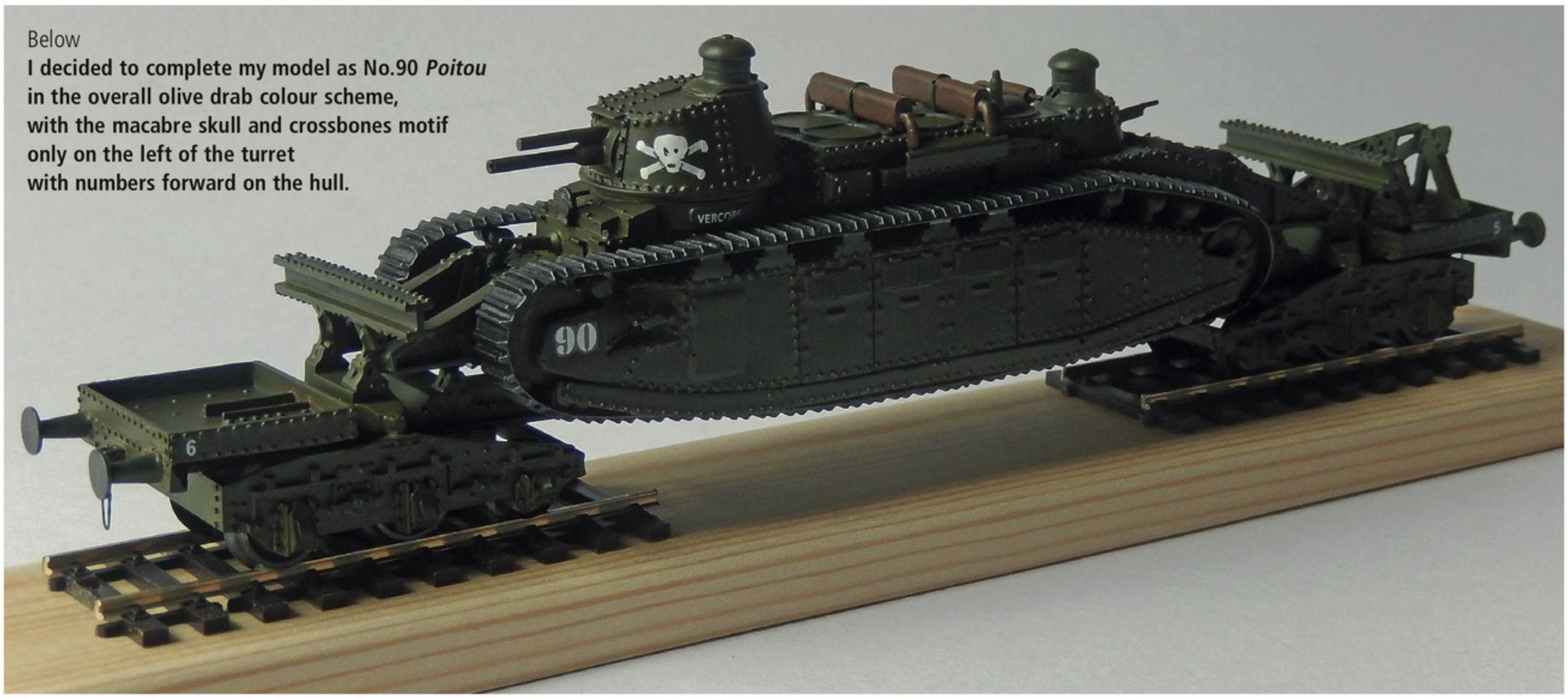
No specific painting instructions or decals are included in the otherwise comprehensive presentation, so there is no individual province shield or motif for the turret, and no hull name or number is provided to replicate a particular Char 2C, leaving the builder to source decals or fine painting.

The box-top image shows the rather colourful overall 'Algae' camouflage finish for the tank and bogies, a two-tone vertically lobed pattern composed of ochre and olive-green sections, giving the vehicle (No.93 *Alsace*) a close resemblance to the pre-war camouflage scheme.

However, photographs over the two decades of their service show these tank and bogies combinations in a uniform single tone, which given its military context I confidently interpret as olive-drab (*Vert Armée* – French Army green), which is easily replicated with Tamiya acrylics TS-28 (spray) and XF-58 (jar), which I used to finish my model with individual markings for No.90 *Poitou* in 1939.

Below
The last stage involved a final clean-up and application of a primer to ensure a perfect base for the final painting.





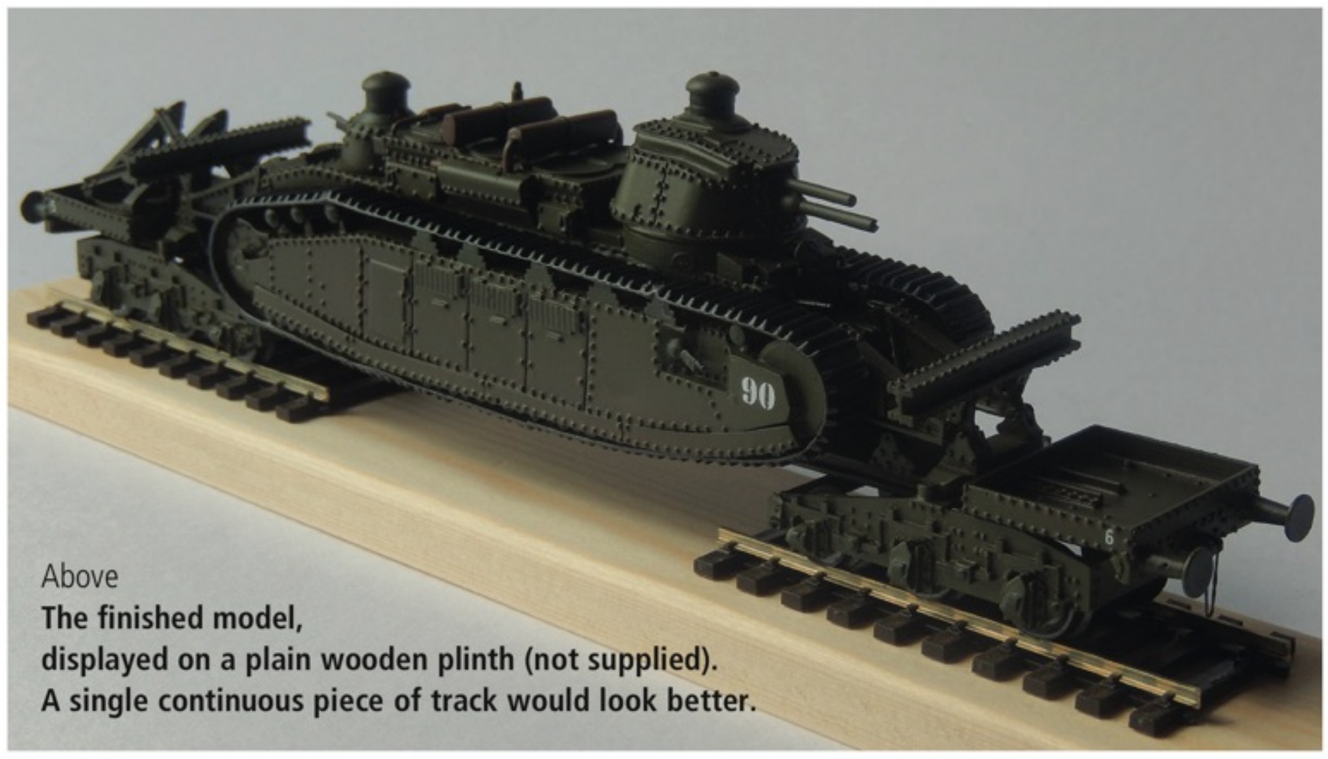
Below
I decided to complete my model as No.90 *Poitou* in the overall olive drab colour scheme, with the macabre skull and crossbones motif only on the left of the turret with numbers forward on the hull.

Close

At the conclusion of this thoroughly enjoyable building and painting exercise I now have a complete Char 2C (with un-ditching tail) and bogie set, a superb display piece for my French Army collection.

While there are other dedicated military models available, and other conventional rolling stock drafted in to military themed sets, this impressive merger of armour and rail units is undoubtedly something rather different.

A static display model on a plinth is perfect for me, but it could of course be placed on a siding on a layout.



Above
The finished model, displayed on a plain wooden plinth (not supplied). A single continuous piece of track would look better.



Above
To add a human perspective to this impressive subject, some 1:87 figures were placed for display.

Graham Lightfoot explores the prototype which was modelled in our December issue.
Photographs by the author.

Oberweißbacher Bergbahn

A unique funicular and electrified branch

The Oberweißbacher Bergbahn is a combined funicular and standard gauge local line with the base station at Obstfelderschmiede, on the DBAG branch from Rottenbach to Katzhütte, the Schwarzatalbahn, opened in 1900, in the Thuringian mountains, south of Erfurt in the former East Germany.

It was not until 1923 that a 1.351km long funicular was opened to transport goods to a number of villages on the plateau above Obstfelderschmiede, which especially during the winter months were difficult to reach by road. It is the only broad gauge (1,800mm) funicular in Germany, with a constant gradient of 1 in 4 and a height difference of 323m to the upper terminus at Lichtenhain.

The funicular uses two different types of vehicle, one purpose-built for passengers, similar to many other funiculars, and one flat platform which was formerly used to transport standard gauge wagons from the valley line; it now carries a former railcar trailer, EB 188 513, to increase passenger capacity. There is also an open coach for summer use, which when not in service is stored at the upper terminus.

At Obstfelderschmiede station there are two sidings off the valley line which lead to a wagon turntable. The turntable also has an exit track to one of the two funicular tracks off the Y point in the base station so that standard gauge wagons can be loaded on to the platform and transported to the upper terminus.

Left
A DBAG BR641 diesel railcar arrives at Obstfelderschmiede, the base station of the Oberweißbacher Bergbahn funicular.

Above
479 205 and 479 203 leave Lichtenhain as RB29918 to Cursdorf.

There a similar wagon turntable takes wagons off the funicular and on to the Bergbahn tracks. Both turntables use an electric winch and capstans to move wagons on and off. An old Köf II diesel shunter and two wagons are displayed on one of the sidings.

The 'flat' upper section is a 2.635km long standard gauge electrified line, running from Lichtenhain Bergbahnhof (to give the station its full name) to Cursdorf. The line opened in 1923 and, as well as serving local residents, it soon became very popular with tourists, which is the main source of income today.

In 1980 the DR listed the combined lines as a technical and historical monument.

Today the lines are operated by DBAG.

The only intermediate station on the upper section is at Oberweißbach-Deesbach, which formerly had a passing loop and two sidings, but these have been removed.

At the terminus of the line in Cursdorf there is a wooden engine shed and a short modern platform, long enough to accommodate two railcars. Like Oberweißbach-Deesbach, when the line was upgraded the run-round loop and a siding were removed.

In August and September 1979, the DR replaced the old wooden catenary masts with concrete ones, and in recent years DBAG has modernised Oberweißbach-Deesbach and Cursdorf stations.

Below left
Trains RB29823 and RB29824 pass at the midway point of the funicular. The vehicle on the right is the new build car, with the transporter used for the standard gauge wagons on the left.

Below
The transporter, carrying the summer wagon, arrives at the base station as RB29815.





Left
The standard gauge trailer on the transporter in the base station. Beyond is the wagon turntable and the two sidings off the valley line. A former DR wagon can just be seen top left.

Right
479 203 and 479 205 approaching Lichtenhain as train RB29919, with 479 201 stabled in the siding.

Below
479 201 and 479 203 in Lichtenhain station, with the link to the funicular on the left. The vehicle to the left is the summer car for the funicular stored here when not in use. There are now no points on the line, only the turntable. The hut with the winch gear is on the right.

As the line is worked with only one train, there is no signalling, but all railcars (and the funicular) are equipped with radios.

The four-wheeled electric railcars used on the line are unique within the DBAG fleet. They are now classified as class 479.2; in DR days they were class 279.2. They are powered by two 60kW motors, operating off 600V DC (originally 500V DC). The three railcars were re-built by the DR in 1981 at the Berlin S-Bahn workshops using a lot of components common to those vehicles. Today there are only two in operation, 479 201 and 479 203, which work as a pair at peak periods during the summer months.

The original railcars introduced by the DRG before the war were classified ET 188; one of the trailers is still used on the funicular.



Left
479 201 departing Oberweißbach-Deesbach as train RB29933 from Cursdorf to Lichtenhain.

On my first visit in May 2014, the third railcar, 479 205, was in the yard at Lichtenhain without its pantograph and looking somewhat neglected, but by May 2017 it had been converted into a driving trailer/observation and education coach promoted as the *Olitätenwagen*, illustrating the fauna and flora of the area.

Also in the yard were two Skl trailers, one fitted with a snowplough, a former DR van, and an overhead maintenance vehicle.

Operation on the combined system is well co-ordinated, with DBAG regional trains arriving hourly in each direction from Rottenbach and Katzhütte at Obstfelderschmiede for passengers to make a short walk to the platforms of the funicular base station.



The *Olitätenwagen* – a herbal experience on rails

Herbs and oils (natural remedies) have a long tradition in the Schwarzatal. Even today, balsams, oils and tinctures are made from them. A railcar trailer has been dedicated to this topic and invites passengers to discover herbs and oils while travelling through the forest. As well as the thematic design, with a 'meadow' on the floor and illustrations of herbs on the walls, there are various active elements, such as a fragrance box and herbal memory. Interesting facts about the plants are conveyed in an entertaining manner.

To be a bit closer to nature, a glass roof provides a clear view of the sky and open windows let in the fresh air. Binoculars are provided so passengers can discover details in the distance.

The *Olitätenwagen* operates in fine weather during the summer months from May to October.

Below
479 205 and 479 203 approaching Cursdorf as RB29938.

On both the funicular and the upper section there is a half-hourly service, allowing a short time for transfers at the upper station.

The journey time on the funicular is 22 minutes and on the upper section just 8 minutes. All services, including those on the funicular, are allocated a DBAG train number within the regional timetable numbering system as RB298XX and RB299XX. The first funicular departs at 06.30 and last one at 20.08, with the first train of the day from Lichtenhain to Cursdorf at 05.59 and last return working from Cursdorf at 20.14 (so not in time fo the last run on the funicular!).

I visited the line by car and took photos from various lineside locations, but it is possible to get there by train and follow the footpath alongside the full length of the line from Lichtenhain to Cursdorf.

Also on the day I was there in May 2017, as well as the usual modern BR641 bogie diesel railcar working on the valley line between Rottenbach and Katzhütte, a former DR four-wheel *Ferkeltaxe* railbus, 772 141, was in service.

An added bonus to visiting the line is that there are cafés at both funicular stations, one in a former DR coach, and at Lichtenhain there is a 600mm gauge diesel-worked *Feldbahn*, the Lichtenhainer Waldeisenbahn, operated by a group of enthusiasts from Jena.

Above
479 201 in Cursdorf. The new platform is just long enough to accommodate two railcars. The shed can be seen beyond.

Above right
772 141 in Sitzendorf-Unterweißbach, the passing point on the Schwarzatalbahn, as RB 29874 to Rottenbach, and 641 019 as RB29875 to Katzhütte.

Right
The Bergbahn's overhead maintenance vehicle.

FEBRUARY 2020



Giles Barnabe adopts a new scale, and a new location.
Photographs by the author.



Tallahatchie River

Modelling American narrow gauge in 1:55 scale

Over the years I have modelled in most of the so-called 'popular' scales, and some of the less popular too, and have finally come to 1:55 (5.5mm/ft). This has become more common, although most of the work appears to represent the British narrow gauge scene. My approach was sparked by a small filler piece in a general narrow gauge modelling booklet, whose author suggested that American HO models could be used for the slightly larger scale with only minimal work, and 16.5mm gauge track would provide an accurate 3' gauge.

After a period spent doodling plans for a small 'taster' layout, based on an area in New England which we had visited on holiday, I realised that something simpler was needed. Researching riverside views for use as a backscene led me to the southern states of the USA and the layout acquired the working title of *Muddy Waters*, as I try to have names with a musical connotation for my American layouts. Pictures of the Tallahatchie River turned out to be exactly what I was looking for, and coincidentally tied in with the 1960s ballad *Ode to Billie Joe* sung by Bobbie Gentry – so it is still a layout with a musical connection, just set further south and with a change of musician. I have invented the Tallahatchie & Choctaw Ridge RR with a depot by the riverside and a nearby connection with the Illinois Central, whose bridge across the river can be seen in the distance, before the line heads up into the hills.

The track plan was cut down to a crossover with a second trailing siding, it being supposed that the T&CR meets the IC a mile up the track at Tallahatchie Junction where there is a run-round loop. Freight cars for the riverside industries can be pushed or pulled to the riverside depot, as required.

The layout is set in the 1950s, shortly before the events in the song unfold.

Above
The Ford pick-up was adapted from a Carz toy.

Below
Six-wheel diesel #7 switching a tank car and a short high side gondola on the team track.



Above
The 0-4-0T moves an outside braced high side gondola along the wharf.

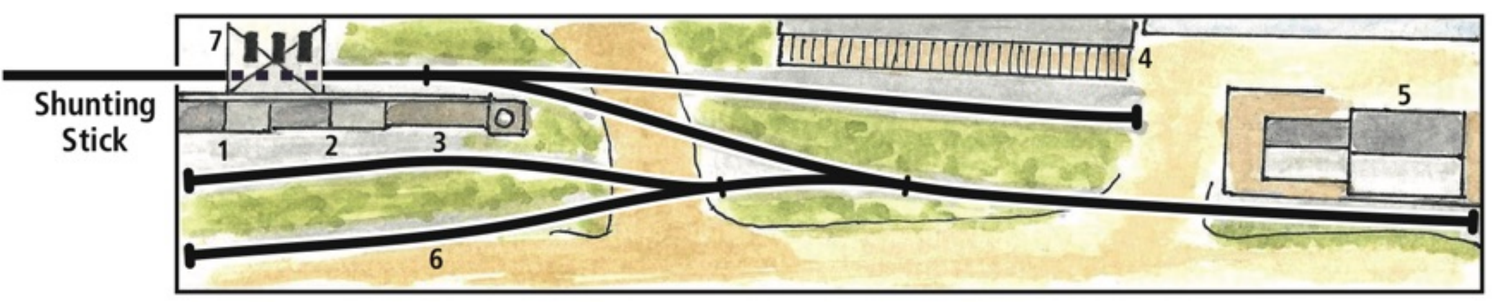
Below
A couple of local industries on the left of the layout provide sources of traffic.

Construction

There are few surprises here, but as the baseboard measures only 4'3" by 1', I used 18 x 18mm timber for the framework and topped it with 4.5mm plywood. Most of the area was then covered with 12mm balsa to provide an easy surface to pin the track to, and to provide a higher level for the riverside wharf, the plywood being treated as the river. The rear corner of the layout was destined to be the wet area, but subsequently, having seen Gordon and Maggie Gravett's *Arun Quay*, the surface of the wharf was extended to within 20mm of the backboard to hide the transition with water pictured on the scenery.

Point control was by brass wire below the track – the balsa allowed trenches to be cut out to take the control wires, which were led to both sides of the baseboard so that operation could take place either behind the layout for shows or from the front for home use. The ends of the wires were protected with brass screw blocks from inside 'chocolate strip' terminals, so that small knobs could be fitted on one end of the wire or the other.

Electrical wiring was minimal, and simply stapled to the top of the baseboard. The section switches are located on a small control panel which holds the two parts of the backscene together where the line exits to the detachable fiddle stick, where trains can be re-marshalled between switching.



1 Gilmore Grain
2 MacAllister's Farm Supply
3 cotton gin
4 Ruff-Edgess sawmill
5 depot
6 team track
7 control panel (over exit track)

The sleepers were covered with N gauge ballast and scenic scatter to give the look of a poorly maintained right-of-way, and the areas between the sidings were covered in a layer of corrugated cardboard to bring the landscape up nearer to track level. Another layer of plain card then brought roadways up to rail height.

A minimal amount of relief was provided by painting the grassy areas with white glue and mashing in lumps and layers of tissue paper interspersed with more white glue. This took more than a day to dry and was then covered with scenic scatter and scraps of foliage.

Structures

The spares box was raided for old buildings and spare walls from HO kits, the choice falling on those with larger windows that would suit the larger scale. Doorways were enlarged and new doors provided from styrene. Where walls needed raising, a base of stonework was added to some structures while others were set on loading platforms. The depot was only on a low platform, so an extra panel was added along the top of the walls where it could be hidden by the overhanging roof; new triangular gables were added from planked styrene sheet. While some HO windows were used as they fitted the openings in the walls, other larger windows were provided by altering Wills 4mm scale parts to provide the required four-pane sash windows, more typical of American rural architecture.

The local community

There do not appear to be generic figures available in 1:55, but there are some in 1:50. These give an average male height of about 6'6" to 7', so a little work is needed to shorten them. It was found that removing between 1.5mm and 2mm from just above the waist and a similar amount from the legs (either top or bottom, depending on the pose) resulted in a figure more suited to 1:55.



Above
Workers at the sawmill.

Male figures wearing shirts can be given a (painted) set of bib-and-brace overalls, well suited to the population in the rural south, while even thin jackets can be gently filed or scraped to give a look more suited to a warmer climate than the original figures were designed for.

The final touch is to add hats to most figures, a paper brim being glued to the flattened head with a small blob of filler worked to shape on top. For a baseball cap it is only necessary to cut a small slot in the figure's forehead and add a small D-shaped scrap of paper to suggest the cap's peak. This is then hardened with superglue before being painted a suitable colour.

To add some road traffic, I found on line a tractor dating from the 1960s, only in need of a workaday grey paint scheme more suited to the previous decade, although a more rounded front to the bonnet would have been an even better option.

The other road vehicle is a typical pick-up truck from the Carz range. This merely needed its mouth and eyes removing (a job for filler and paint) to be quite acceptable. For a rural spot like Tallahatchie River, no more was needed.

The trains

As all the rolling stock was going to be altered, it was obtained secondhand either online or from bargain bins at exhibitions. A Model Power 0-4-0T had been in stock for some time, obtained for my On30 layout *Puerto Paseo* (see CM May 2015) but never used there. This had its cab cut off below window level with new, taller, sides glued over the HO body. A wider roof was then fitted, and the chimney lengthened by slipping a piece of drinking straw over the original short chimney. The scrapbox yielded up a small brass bell and an air pump which were added together with headlamps and a generator made from suitable plastic tubing. Two overall-clad figures, with legs removed, were cemented inside the cab windows. The paint finish is based on a picture of the Edgmoor & Manetta's locomotive – sun-faded paintwork with a light patina of soot, cinders, and rust.



Above
A busy time on the wharf – a high proportion of the line's stock of freight cars is visible in this view!

Above
The 0-4-0T draws box car #8 from one of the spurs.

Below
The steam loco switching flat #20 and reefer #18.



An even simpler conversion was made to a Bachmann six-wheeled Plymouth diesel switcher, which only needed a taller cab and some small additional details. Once again, the cab was cut in half at window height and a 5mm strip of styrene inserted between the two parts. I glued a wider roof to the top of the old one and added air horns and a roof hatch. The final touches were a taller exhaust stack and an engineer figure in the driving seat – another half-figure stuck to the top of the motor.

Eight freight cars have been constructed – three boxcars, three gondolas, a flat, and a tank car.

The first boxcar was based on a drawing of one from the Cairo & Kanawha RR that appeared in *Railroad Model Craftsman* (August 1984) and has a scratchbuilt body running on a pair of HO trucks. The design is simple but has unusual sliding doorways at each end. The brake wheel was made from a suitably sized press-stud.

A second boxcar was destined to be a reefer and was made from parts of the sides of a damaged Tri-ang Transcontinental vehicle. To build up the height, 1.5 x 1.5mm strip was added at the top and bottom of the sides, and a new sliding door added to cover the original set of flush doors. As with the first boxcar, ladders with wooden rungs were built up from thin styrene strip.

Another HO box car had its sides removed, wider ends made from styrene, and the slightly enlarged sides re-attached. The roof was split along the centre line and cemented in place to line up with the new width; the resulting gap was covered by a new, wider, roof walk.

A flat car with two plank sides added came from *Lazy River* and was used in its original state. It is a little narrow, but not noticeably so. The rolling stock on some lines (including the Cairo & Kanawha) was only about six and a half feet wide, although on other lines cars up to eight feet wide could be found.

Another HO gondola was obtained with angled external bracing and a wide top flange, bringing it to the correct width for 1:55. This was shortened by a couple of bays but is otherwise as supplied apart from the addition of larger stirrup steps (made from office staple wire) below each corner – a modification on all the cars.

The last gondola is a 'shorty' design, a Hornby coal wagon with its door details removed mounted on an old tender chassis. The suggestion of heavy timber external bracing was provided by adding square section styrene strips.

The tank car used a wooden chassis that was in stock with a tank body added.

The flat car is an HO scale vehicle which had its metal sides cut straight lengthways with 4 x 1mm strip added on either side; the deck is planked with thin coffee stirrers.

Hail and farewell

The layout was completed for my local modelling group's annual show in 2019, but is ultimately destined to be sold, as the decision has been made to retire from the exhibition circuit. Over the period of its construction I grew to like the 'in-between' size of the models, but as my On30 layout is now being installed in extended form at home, this will be the focus of my efforts for the foreseeable future.

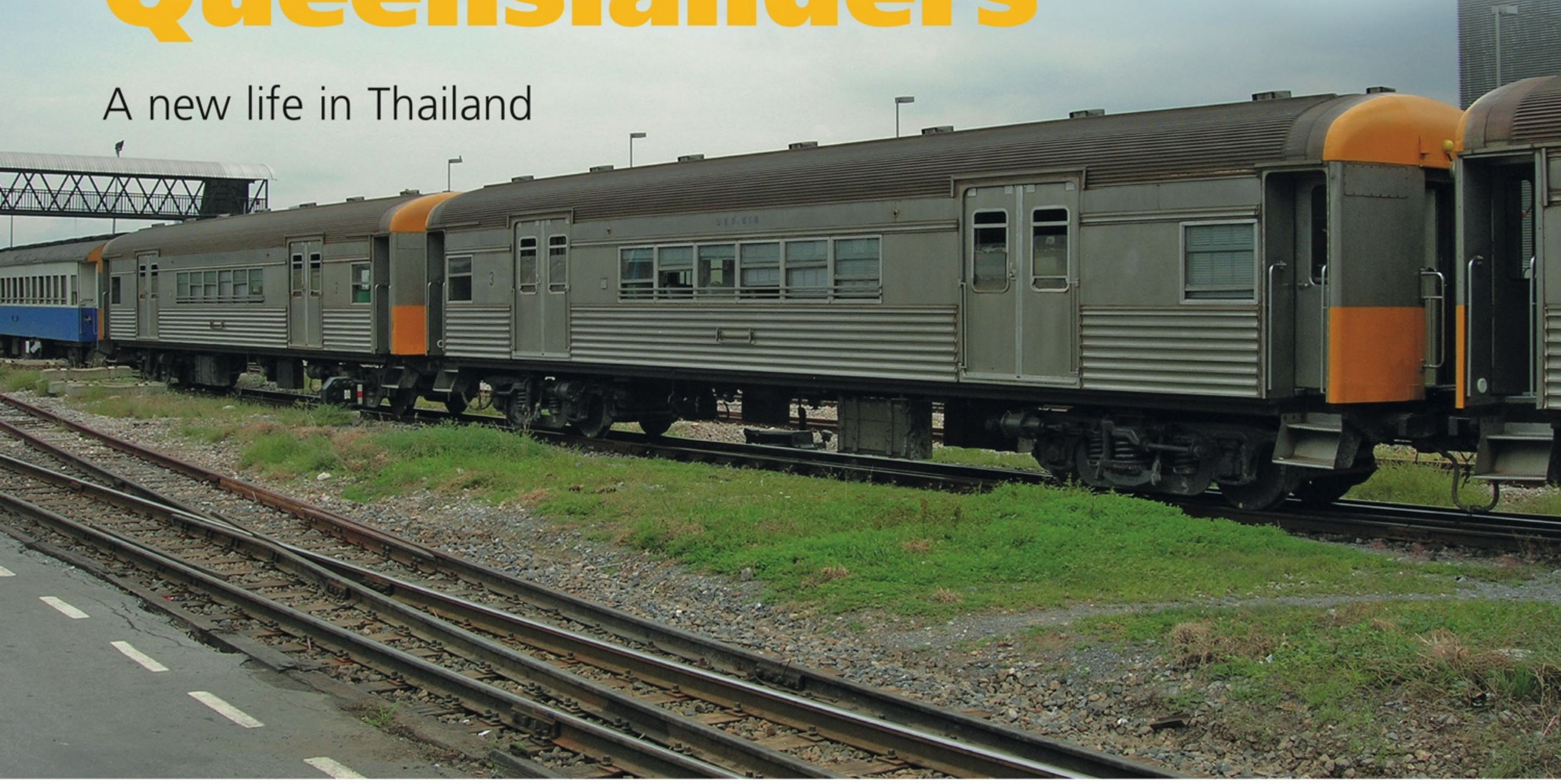
Below
The diesel by the depot with low side gondola #23 (a flat with sides added). All rolling stock was adapted from HO donor models.



Wim Harthoorn shows how he scratchbuilt in TTm (1:120 on 9mm gauge) some stainless steel coaches exported from Queensland to Thailand.
Photographs by the author, unless noted otherwise.

Queenslanders

A new life in Thailand



Anyone listening to the accents spoken in the bars of Bangkok's tourist districts or observing how often an Australian Rules football game is on the television in sports bars will conclude there is nothing unusual about an Australian in Thailand. Some Australians have even managed to get onto the rails of the State Railway of Thailand, and not just as human passengers. I mean the twenty one passenger coaches the SRT acquired secondhand from Queensland Railways in 1995. These look very different from the normal Thai coaches and provided much needed extra, albeit spartan, passenger accommodation on short and medium distance mainline trains in and out of Bangkok. The contract with Queensland Railways specified that these vehicles should last for at least ten years. In fact they have lasted for well over twice as long and received fresh liveries in the great paint job on the SRT in 2011/12.

Above
Former Queensland Railways SX coaches at Bang Sue on 2nd August 2010.

Below
Side elevation drawing reproduced to 1:87.1 (HO).
Drawing by the author.

Queensland Railway SX carriage as modified for operation in Thailand



Queensland Railways SX coach sets

The Queensland Railways SX coaches were built in 1961/62 by Commonwealth Engineering at their Granville works in the suburbs of Sydney before going to the same company's Rocklea works in Queensland for fitting out. They were built with stainless steel bodies and were intended to operate in seven car sets, five standard cars and two cars with van accommodation. Eleven sets were completed.

After delivery the carriages were set to work on Brisbane suburban services. Initially they were built for locomotive haulage but were designed with conversion to electric multiple units in mind. In the event this never happened and when the Brisbane local network was electrified new e.m.u. types were brought in and the SX carriages gradually set aside.

Two sets were leased to Western Australia in 1986 to provide extra services to Fremantle during the Americas Cup regatta in 1987 and did not return to Queensland until 1991.

As electrification progressed through the 1980s and 1990s, the SX sets were deployed less, frequently on just one peak hour service each day, and consideration was given to withdrawal and disposal. The last SX set was withdrawn from QR services in 1999.

Sale and delivery to Thailand

In 1995 the State Railway of Thailand acquired three SX sets, twenty one carriages in total. The contract stipulated that the carriages were to be in good condition and suitable for use in Thailand. To achieve this the QR works at Redbank had to make some modifications.

The first, and obvious, modification was to alter the bogies from 3'6" to metre gauge. The bogies were re-gauged at Redbank but fitting the modified bogies to the carriages was done at Hamilton works as this offered a shorter road journey to the wharf where the ship taking them to Thailand was moored.

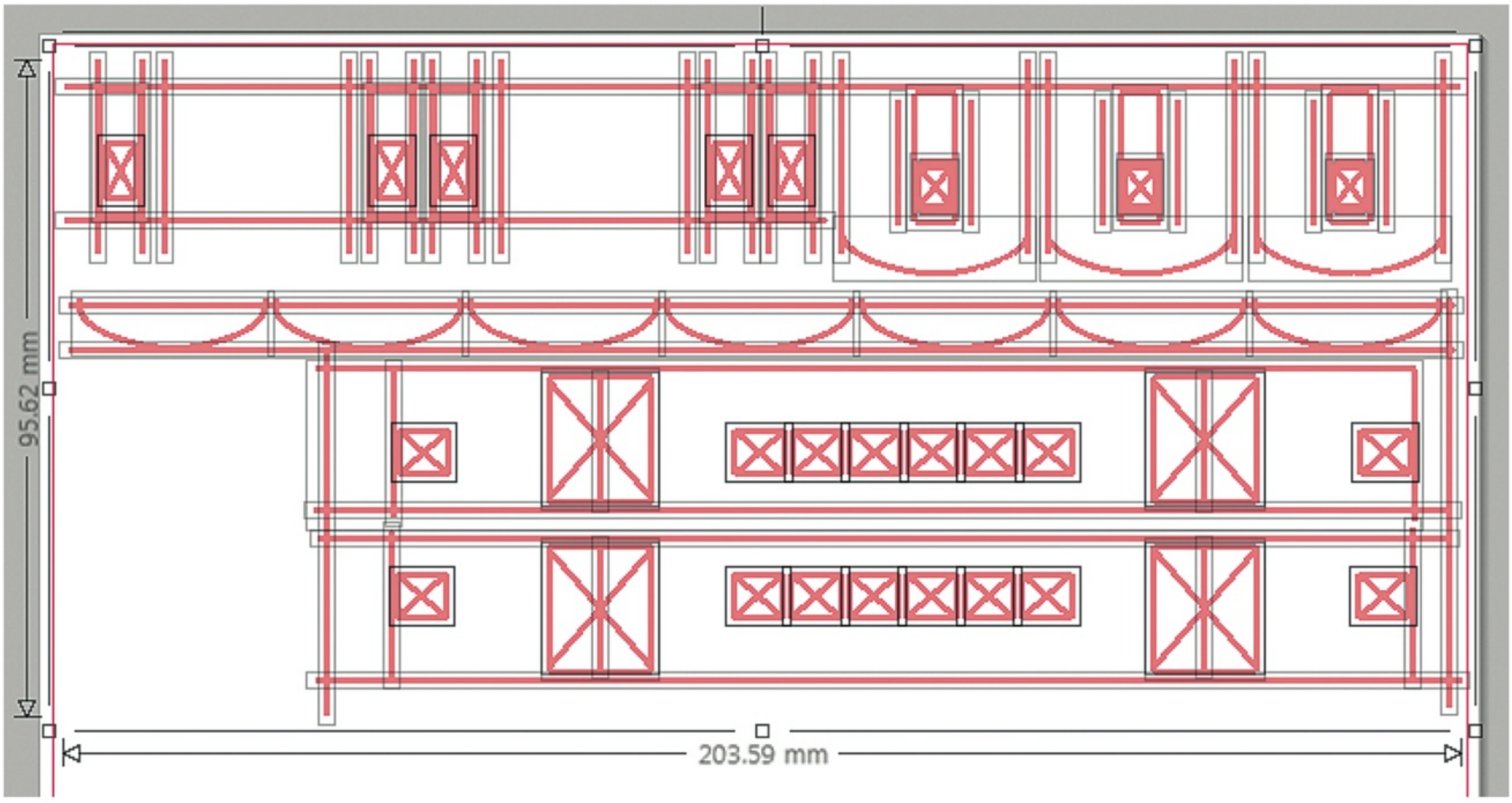
The other modifications are more noticeable visibly and thus of greater interest to anyone modelling these carriages. As Thailand does not have raised platforms at stations and passengers have to board from rail level, passenger access had to be altered. The large electro-pneumatic sliding doors were fixed in a permanently closed position and new doors cut into the bodywork at the carriage ends. A vestibule for passenger circulation was provided internally and steps down to ground level provided externally.



Above
One of the Queensland SX coaches In the paint shop, 29th May 2013.
Photo: Terry Page.

Below
Further examples, now in the new livery, but already marred with graffiti. 26th January 2013.
Photo: Terry Page.





Above
A screen shot of the drawing for the Silhouette cutter.

Internally the seating arrangement is much the same, but it does appear that these carriages have acquired the drop down sun-shades that are standard on Thai stock. As these are visible from the outside when lowered that is of some significance to modelling these coaches.

The sets were broken up and typically a number of SX carriages are coupled into rakes with other older third class carriages. As the carriages do not have air-conditioning and have fewer windows to be opened than other third class carriages, they are prone to getting hot inside. This means that they are unsuitable for long distance journeys. The SX carriages are thus normally deployed in commuter trains in and out of Hualamphong.

Modelling the Queenslanders in 3mm scale

The drawing is based on official QR documentation. I was fortunate in that a fellow member of the 3mm Society was able to provide me with a scan from an official Queensland Railway stock book. This gave me side and end views of the SX carriages together with key dimensions. Modellers should be wary of weight diagrams and sketches in stock books and similar because they can be inaccurate, and in this case too there were some inconsistencies. However, a perfectly usable drawing could be prepared using the stated dimensions wherever possible.

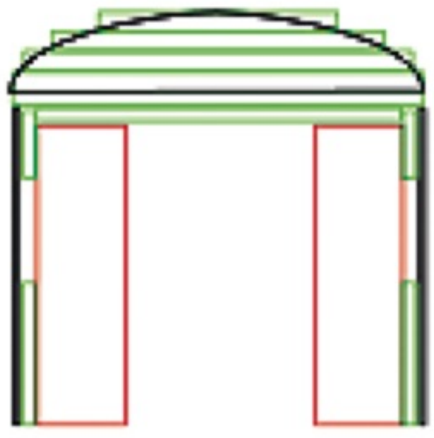
I have made a number of Thai coaches for my layout and my normal approach is to produce some artwork for an etcher to provide me with an etched brass sheet. The Queensland coaches did not look so suitable for that approach given the high domed roof and the rounded ends, so I decided I would make them in plasticard using a Silhouette Portrait cutter to help with the cutting of parts. The Silhouette Portrait can cut 5 and 10thou plasticard and can score 20thou deeply enough for the traditional score and break method of working. The drawing file was the source from which I could create the files that the Silhouette would use for cutting and scoring.

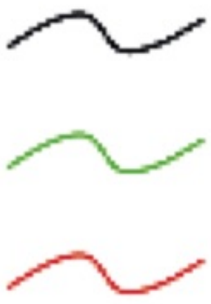
The basic shell

The first step was to build the body shell. This was made up by laminating a number of layers of plasticard together. The main sides would be 20thou material backed by 40thou for strength. The sides were cut out using the Silhouette along with the ends and the end doors. The electro-pneumatic doors were cut out of 10thou sheet. Further details such as window surrounds and the corrugation on the sides and the roof would later be made from 10thou and 5thou sheet.

The roof was also built up as a laminate this time of 40thou and 60thou plasticard and then sanded to shape. In order to get the shape right, the profile was drawn on the computer and templates cut from 20thou sheet using the Silhouette. These templates were then glued at points along the roof and the lamination built up to either side of them. The templates give the profile to which the roof has to be sanded. Pieces of 60thou card were also stuck to the carriage ends and sanded to shape. I should point out that I followed the recommendation of Tony Seal, a prolific builder of carriages in 3mm scale, and made the roof integral with the sides rather than the more common technique of fixing sides and floor together and having the roof removable.

Preparing artwork for use with the Silhouette Portrait is subtly different from producing drawings either for publication or for etched brass. The tool here is a computer-controlled knife, and knives work best on long straight cuts.





Below
A diagram showing the construction of the body shell.

Sides and roof templates cut out using Silhouette Portrait.

Longitudinal lamination for shape and strength.

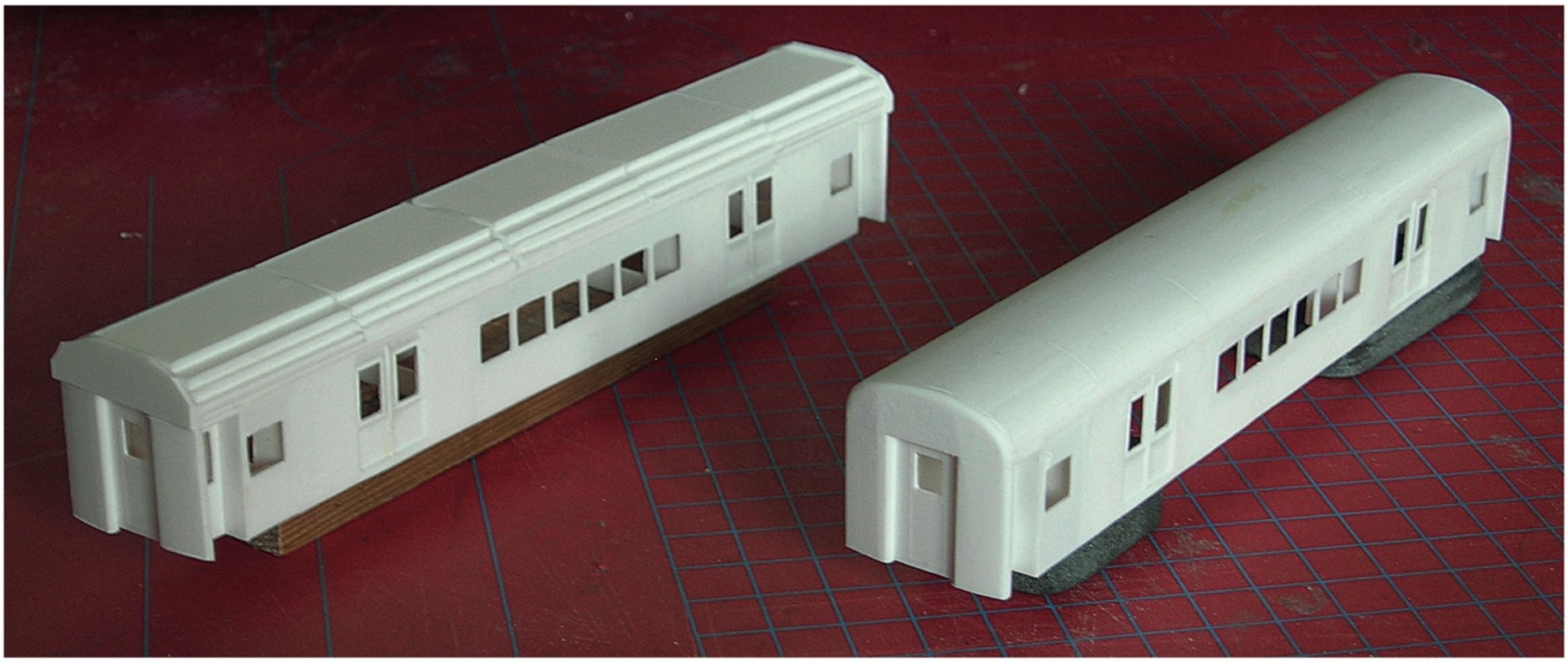
Lateral strengtheners placed at the bulkheads.

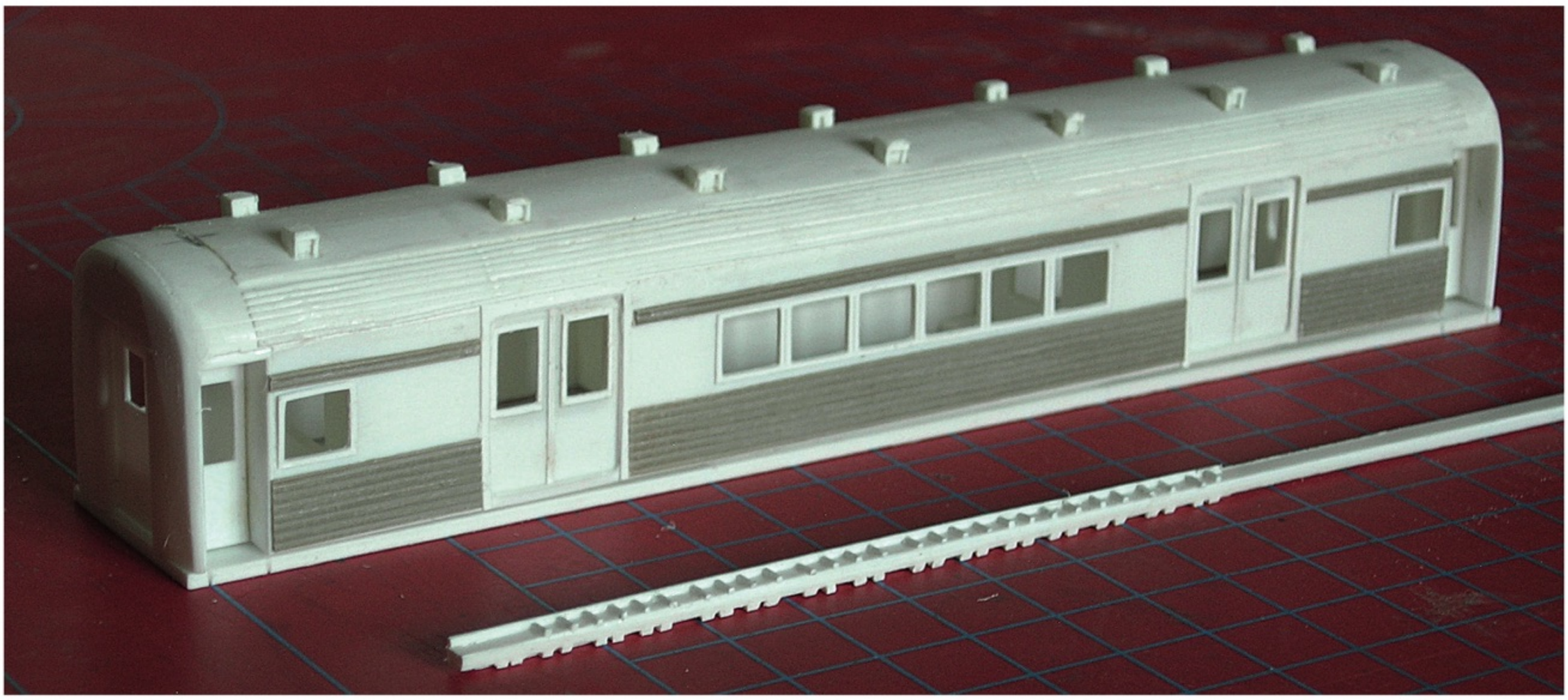
Above
All the body parts cut out.

Below
Left – a 'raw' assembled body shell.
Right – with the roof sanded to shape.

Thus, if a rectangular piece is required it is better to draw that as four cuts overlapping at the corners rather than drawing a rectangle. Thought is also required on how waste pieces, such as window openings will be removed, especially with thicker materials where the cutter will only score the plastic. Drawing crossed lines across window openings is essential as the score and break technique does not really work in more than one dimension.

Silhouette cutters come with their own software drawing package, however they will import files in other formats such as Autocad .dxf. I prepare drawings in Inkscape and import them in a two stage process, exporting from Inkscape in Autocad format and then importing that into the Silhouette package. It is messy but it works. I have since purchased an upgrade from Silhouette which allows direct import of Inkscape files. It is less messy but as Inkscape and Silhouette have different interpretations of dimensions in svg files these need to be checked and corrected. I have started drawing a box round everything and using that to check dimensions against.





Above
A completed body shell. Alongside is a strip of vents for the second coach.

Once the shell was assembled it was sanded to shape. I glue half a sheet of sandpaper to a piece of MDF or heavy chipboard and move the piece to be sanded rather than keep the work piece still and move the abrasive. I find this gives greater control.

I used three grades of sandpaper, P320 being the finest. Just before the final profile was reached, I applied plastic putty to any cracks or dints that had appeared. The final result is then a smooth body ready for the next stage. It takes about two hours of sanding to achieve the final shape and the job is very dusty as one would expect. This was a job for outdoors.

Detailing the shell

The next step was to apply the external detailing. The easiest were the window surrounds which were cut from 10thou material using the Silhouette and stuck into place. The advantage of using the Silhouette is that near perfect alignment of window surround and opening can be achieved as both are cut from the same drawing.

The corrugated sides were harder. Slater's do a nice corrugated sheet but this is for 4mm and thus too big. If I were working in Sm (1:64 on 16.5mm gauge track) it would probably be perfect but it just looks wrong on a 3mm scale model. I attempted using the cutter to cut a stripped section, but removing the result from the adhesive mat caused stretching and thus wobbly corrugations. In the end I found some corrugated sheet intended for N. Unfortunately the way it had been made meant that the corrugations were very square and some work was required running a needle file up the channels to round things off a bit.

The final piece of exterior detailing was the roof. This has a flat mid section and then seven or eight rain strips on the curved edge. This was cut out of 5thou sheet using the cutter, and at the same time location marks for the roof ventilators were cut in as well. Sellotape was used to try and prevent the rain strips deforming while removing the cut piece from the cutting mat, and to keep the strips reasonably parallel while sticking down.

Underframe and interior detail

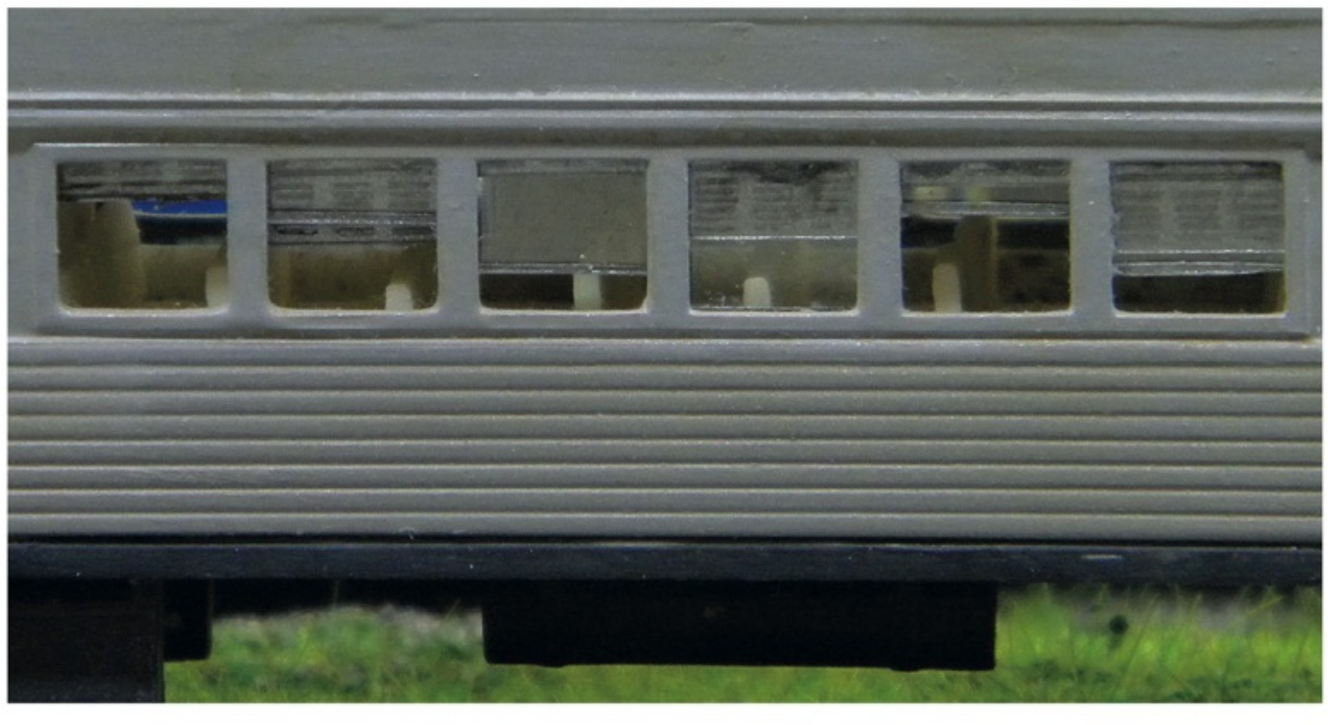
The underframe is simply 60thou plasticard. There is a risk of warping but this can be mitigated by gluing more strips at right angles to the main base. These extra strips also provide a locating point for the body shell. The plasticard is the same depth as the solebars would be but there is no clearance between the solebars. Visually this is not a problem because we do not view our rolling stock from underneath, but it does create a problem with wheel clearance, so slots have to be cut where the flanges will go.

The bogie sideframes, brake cylinders, and battery boxes are all 3mm Society castings, and the end steps were built up using plasticard.

I am not great enthusiast of interior detail in small scale models – I put in just enough to give the sense that it is not empty inside, but that is it. So I will put in seats but not luggage racks or anything like that.

The seats are cast in resin. The technique is quite simple and the raw materials easily available over the internet. The sort of 'hobby barns' that are appearing in out-of-town shopping centres also stock room temperature vulcanising (RTV) latex and resin from time to time.

Below
Window detail.



A master is made from metal or plasticard and that is then mounted on a flat base. A wall is built around it and the base sealed with a thin snake of Plasticine pressed into the crack. The latex and vulcaniser (a liquid normally provided with the latex) are mixed and poured around the master. Commercial casters will use a vacuum chamber at this point to extract air bubbles but few hobbyists will have such an expensive bit of kit. However, the risk of air bubbles can be reduced, certainly in small moulds, firstly by letting the latex mixture stand for 30 minutes to an hour after mixing – cure time is normally several hours so this will not affect the viscosity of the latex – to allow a lot of the air to bubble out naturally. Secondly, when pouring, pour very slowly from a height of several feet so that the latex is like a thin string from pot to mould. Forming this string forces air out of the mixture. Care should also be taken that the latex fills the mould from the bottom up and does not create internal cavities.

The latex will take a day or so to set and then another couple of days to fully cure. The mould will be quite fragile if it is not allowed that time. Once cured the wall can be removed and the master peeled out from the rubber. All being well it will come out smoothly.

Unlike the latex, the two-part plastics used in casting cure in minutes. This means no more than ten or twenty seconds can be used to mix the components before pouring. Again air bubbles are a risk, and I find it best to coat the sides of the mould first and then fill it up. It helps to have a stopwatch – we all have one on our mobile 'phones these days – to keep track of the time. The instructions for the casting plastic will give the work time and the demould time.

The final bit of interior detailing, and which is very noticeable from the outside, is the arrangement of windows and sun visors. The position of these was taken from photographs as I find that trying to be random is harder than it sounds. Once again the Silhouette was used to cut out window frames and the sun visors. The corrugations of the sun visors was simulated by using thicker plasticard than the Silhouette can cut and thus the knife merely scores the surface. The plasticard can still be broken along the score lines where needed but this does give an impression of the pressed steel construction used.



Above
Two finished models on the most completed part of my Maenamburi layout. They are parked by the Permanent Way department shed – a model of the one at Bangkok's Thonburi station.

Final touches

When built, and in their early years, the SX coaches were stainless steel and shiny. It is not clear whether in their Thai existence they have been over-painted in a grey colour or whether the stainless steel has simply lost its sheen with age. I tend towards the latter, so I have painted these coaches with a mix of matt grey and silver. The result is quite lifelike.

The final touch was to fit the Kadee couplings. I use the HOn3 version on my layout as they are smaller than standard and are a reasonable looking representation of the couplers used by the SRT, as well as being very functional.

I built two of these Queensland Railway SX coaches, and sandwiched between a couple of Thai open thirds and coupled behind a SRT Alsthom or GEK they form a nice train suitable for medium distance commuters.

Below
Two finished coaches on the layout.



Barry Langford tells the story behind his exhibition layout, set in the 1950s/1960s.
Photographs by Paul Baillie and the author.

Ville à la campagne

A French country town on the border with Germany

How did this exhibition layout come about and develop? Several things came together. It all started because I had collected a number of 1:43 scale vehicles, mainly French because their quirky design appealed to me. They sat in a display cabinet and I thought how much better it would be if I could set them in a diorama. I have been a railway modeller as long as I can remember, so the obvious answer was an O gauge layout, which of course has size challenges, so I had often admired 7mm narrow gauge layouts.

I was unable to find any French narrow gauge stock, but a chance conversation with a local dealer produced a good collection of Fleischmann 'Magic Train', so this French scene had to be on the border so that a German line could run into it. Fleischmann stopped producing 'Magic Train' some years ago, so my source of extra stock has been the secondhand market and a couple of friends.

My first exhibition booking was in August 2016 at our club show in Whitstable. I had six months in which to produce a presentable layout. It has continued to develop since then.



The next challenge I set myself was that the layout needed to be on one board so that I did not have the difficulty of having a split in the scene and the problem of good contact between boards. I found an off-cut of 12mm MDF measuring 6' x 1' in my shed and thought that looked like a possibility. Having laid the back seats of my car flat, I found that I could only accommodate 5'4", so 8" had to come off the length plus 12mm to allow for the backing surround.

Now I needed a track plan that would entertain the viewing public and provide enough interest and challenge to keep me going all day. I had spoken to an exhibitor at a previous show who had said that his track plan held his interest, so I copied his simple but effective plan. The dimensions had to accommodate a locomotive and two wagons or coaches within the fiddle yard and enough length in the station for two coaches to sit while the loco ran round. The headshunt needed to be long enough for the loco, and the goods siding outside the winery long enough for two wagons. Fortunately 'Magic Train' locos are all the same length, and the wagons and coaches similarly use the same length chassis.

I downloaded Peco templates for the O-16.5 track and used these to establish what I needed to buy. In the meantime I had braced the board with 2" by 1" timber.

The secondhand stock came with Kadee couplers, which was ideal as that was the system I used on my home layout.

Below
The overall view shows the simple but satisfying track plan. The run round loop comfortably accommodates two vehicles.

Above
Is that Inspector Maigret waiting by the station?



Left
This view of the station reveals just how narrow the baseboard is. A road was required to accommodate all the vehicles which prompted the project.

Below left
A queue of intending passengers has formed by the small station building – there must be a train due. The railway line separates town and country.

Below right
The passenger train rolls in. The fact that the available locos and rolling stock were Germanic determined the imagined border location of the town.

I laid the track on leftovers of the same cork that I had used on my HO layout which allowed me to lay the magnets under the track; they were invisible by the time I had ballasted.

By now I was a convert to DCC and had a spare Roco system (it is a long story) so I boxed in the control unit under the layout so that it was protected during transit. I ran feed wires to every section of track and the toe of the points, and isolated the inner rails of the frogs.

When I came to look at the locos, despite having done some conversion and installation before, I could not work out how to wire in the decoders, so I turned to Kevin of Coastal DCC who wired in Digitrax decoders which had the facility to set the loco to run at slow shunting speed. I chose to run them set to F3 (shunting) on the controller, ideal for my layout. The locos have just a headlamp, so having acquired O gauge loco lamps from ModelU I fitted these onto the back of the steam locos and got Kevin to wire them up for directional travel. When it came to the diesel locos, they already had the moulding to fit red rear lights. These look very effective.

Despite all the clever electronics for control, I continued with my established method of point operation – namely bicycle spokes. The nut on the rim end of the spoke is an excellent handle to hold for operation and all you have to do is cut the spoke to the correct length then bend it up at 90°, drill out the hole in the point and poke it through. If it has a long reach you may have to support it underneath. For longer reaches you need to find a suitable gauge wire and bend both ends so that you have an operating handle.

Now, what could I stand the layout on? My eldest daughter had passed on to me an IKEA bookcase which she no longer needed, so I cut that down to give a layout height of 4'. I re-drilled the assembly holes so that it could be stacked in the car and assembled at an exhibition venue. I re-arranged the layout bracing so that it sat tightly on top of the bookcase. Kadees will only work properly if the track is level, so having assembled the base I then use the two-way spirit level on my mobile 'phone to ensure it is level before placing the layout on top. At first I used coasters, etc., but now have adjustable legs on each corner.

I have chosen to have the layout at 4' because that is a good height for me to operate at, and I think it is a good viewing height for most adults. I also think it is important





Right
Buildings on the backdrop are photos of real structures, but one was slightly adapted to become Café René, and finding a figure that could be easily modified enabled me to have the proprietor himself standing outside.



to interact with the public and I find that works best if I am standing, because they are, as they walk around the exhibition. Some people comment that it makes it difficult for children, but many exhibition organisers provide step-ups, and if mum or dad has to lift them, I direct my conversation to the youngster and try to run a train just for them.

What the public sees

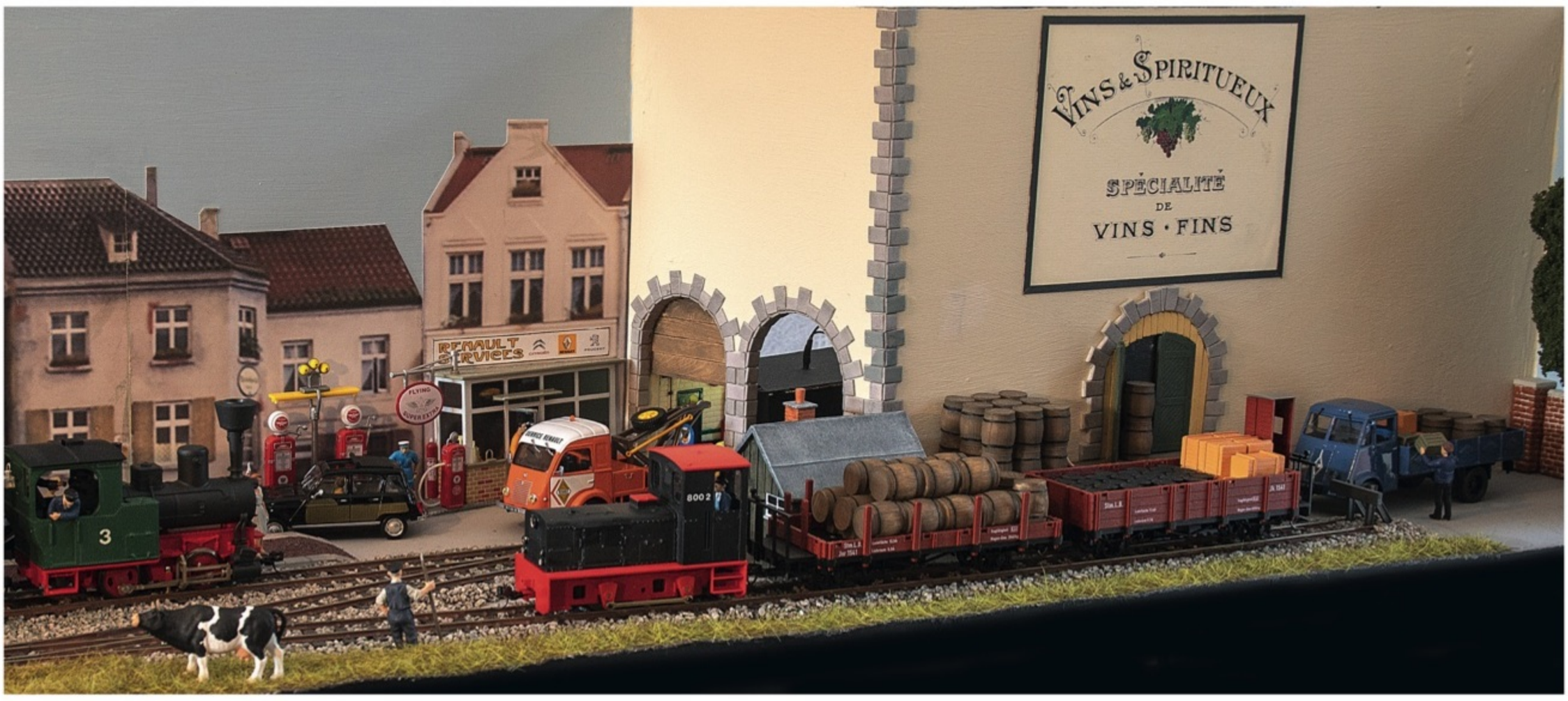
I think it is important to provide entertainment for the paying public and show that our hobby is one to be enjoyed by all. Firstly, it is important that there is always movement. When I first started exhibiting I was placed next to the Sittingbourne & Kemsley Light Railway promotion stand, so my friends on that could cover my breaks. Now my wife has become my assistant and relief driver.

The layout had to have a story. Being on the French/German border, the products of the town winery are taken out on the train, and German beer is brought in.

Passengers who arrive and need to go further are provided with a bus service.

The backscene is a picture I found on the internet, enlarged to size, and printed on A4 card (to give it depth), carefully repeated so that was not obvious and covered the whole back board. I carefully cut round the buildings to help give an impression of depth. As an aside, my printer printed out dimmer than the original, and that gives the impression of the buildings being further in the background and therefore more realistic. One the signs over the window needed covering up, so I thought that could be *Café René*. Some time later I was at a toy fair looking for French vehicles when

Below
0-4-0T No.3 is ready to leave as one of the line's diesels shunts the winery siding.



Above
To reach the station requires running through the town, quite common in both France and Germany.

I spotted a van that I did not want, but René (or his twin brother) was standing at the back of the vignette in the plastic case. He was not dressed quite right so the paint brush came out and I gave him the apron, waistcoat, and black tie needed. The picture of a shop front also included with the van enhanced a building further along the street.

The back and side boards are made from 6mm MDF braced by 1" x 1" timber at the corners. The same material and support was used to create the winery, which has the fiddle yard behind it. The sign on the wall is another picture obtained from the internet, but this time printed on paper so that it merged in with the rest of the wall.

The entrance to the fiddle yard and garage workshop were cut out and edged with Metcalfe OO paving slabs to give the effect of edging stones. Inside the fiddle yard – a single straight long enough to take a loco and two wagons/carriages out of sight – was painted black to aid the disappearance.

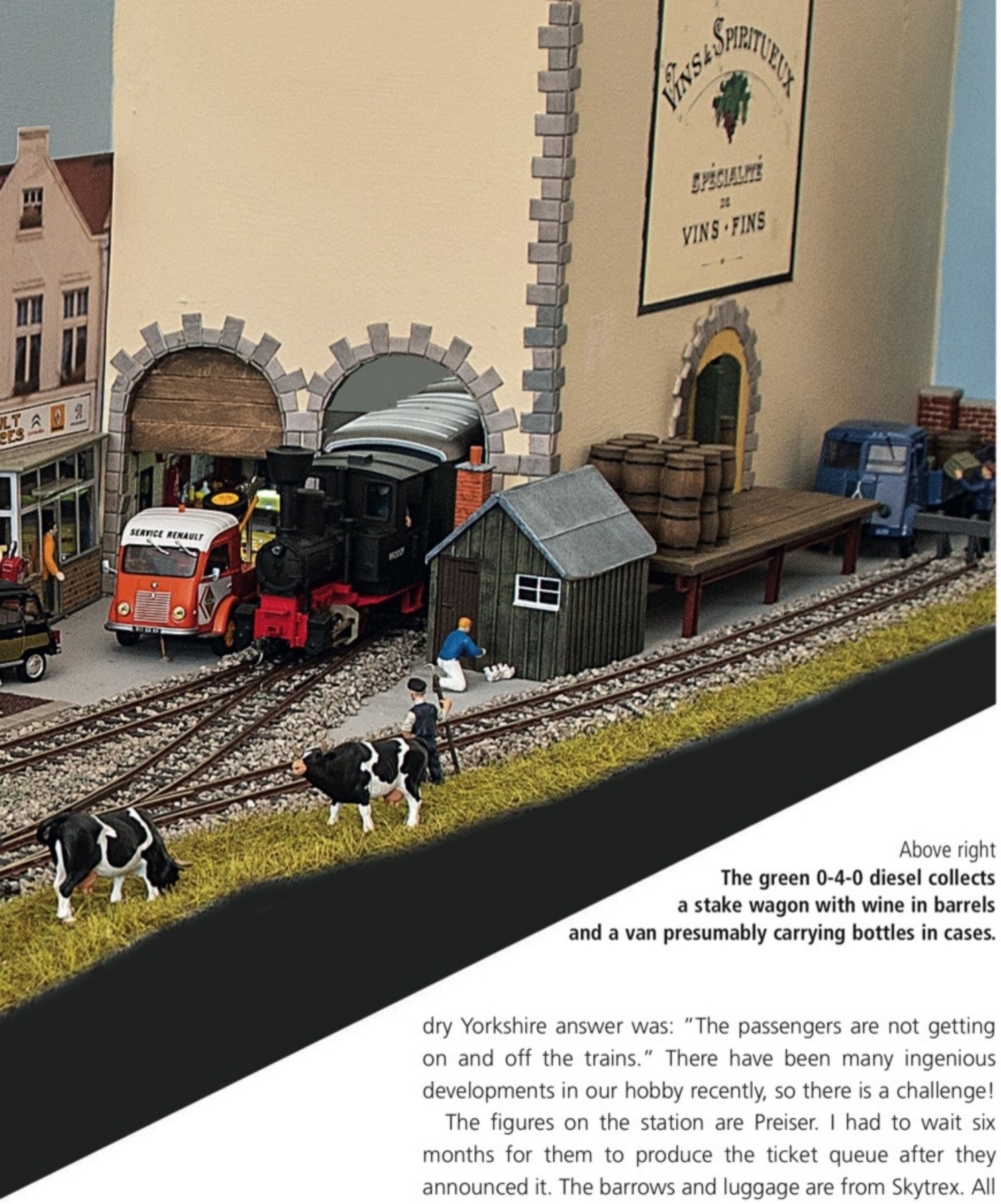
The garage workshop is another vignette adapted and likewise with the office and petrol pumps. The workshop is illuminated by an LED fed off the power supply so that people can peer in.

To give the impression that Germany is through the tunnel, I have placed over the fiddle yard a short length of standard O gauge track with a buffer stop, on which is a brewery van, which helps hide what is going on when I change stock.

The platform is made from a piece of MDF covered with coarse sandpaper to represent tarmac and edged with those paving slabs again. They are also used for the roofing tiles. I should say that I stick most things with UHU Power glue.

I leave those of you who speak French to work out the station name, and those who do not will hopefully find it on the internet.

My brother-in-law is not at all interested in trains, but came along with me to the York show. We stood looking at an impressive layout, and I asked him what he thought. His



Above right
The green 0-4-0 diesel collects a stake wagon with wine in barrels and a van presumably carrying bottles in cases.

dry Yorkshire answer was: "The passengers are not getting on and off the trains." There have been many ingenious developments in our hobby recently, so there is a challenge!

The figures on the station are Preiser. I had to wait six months for them to produce the ticket queue after they announced it. The barrows and luggage are from Skytrex. All the wagons have loads from the same firm.

The young lady sat outside the winery might be René's Yvette waiting for the lorry driver to finish loading his lorry.

I feel sorry for the lady waving goodbye. Her arm must ache, but perhaps she is waving to the man feeding his chickens.

With the inclusion of the Citroën 11, I had to go on the hunt for a Maigret. I found him and fortunately he had an arm that could be positioned so that he could hold the pipe I crafted out of the bend in an HO drain pipe. He is waiting for a criminal who thinks he has escaped from Paris by train, but Maigret is one step ahead of him.

Below
A railway enthusiast records 0-4-0T 99 0001 using the loco facilities.





The old tractor and farmer and cows (not fenced in) are to give the relaxed atmosphere of the French countryside.

One of the trees next to the loco facilities came with a gap in the foliage, so instead of turning it away from sight I painted the edge of the gap brown to represent where a loco had caught the branches alight.

Locomotives

Three of the four locos have been repainted to look more realistic. The first two, a steam loco and a diesel, were painted matt black all over (except the chassis, and the red roof of the diesel). Originally they were shiny, the steamer partly green and the diesel white. Matt black has toned that down and given an almost weathered look. Another steam loco started the same way; I toned down the black again, but copied the green of the locos on the Rhätische Bahn, but in matt finish. The fourth loco is another diesel, one of the more detailed versions from Fleischmann which I have left as is, in green.

All the locos are crewed and the coaches have passengers.

I was challenged by the third loco's crew who have their heads poking out of the cab and despite much filing of shed roofs, etc., would still not run pointing in the same direction as the other locos. So I had to re-program it to run in reverse and it clears everything fine. This also adds to the variety seen by the public.

Operating

I do not run to a timetable, but I do usually start with the early morning passenger train pulling in, the loco uncoupling and going off to the facilities for coal and water. Then a freight train will arrive, often pulled by a diesel that can then be used as the station pilot. After that, things run as they develop. Sometimes I will bring out all the locos or more wagons just to make me work at the shunting challenge and provide continuous movement. If I get involved in a conversation with someone and trains stop running I get a dig in the ribs by my assistant to tell me that someone else is watching. Sometimes when I come back from a tea break, I find wagons everywhere – she just loves playing with wagons and finds passenger traffic boring!

Although I have tried my best at authenticity, I believe 'playing trains' should be enjoyable both for the operators and the viewers

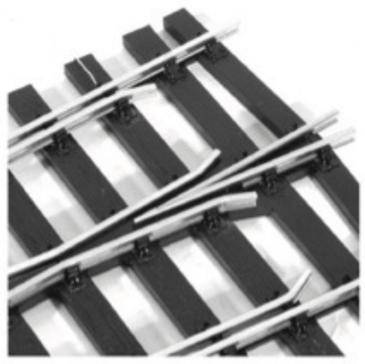
I would like to take this opportunity to thank all those mentioned and others not for the help they given me along the way.

Reviews

Evaluated by our own specialist staff







N DBAG Twindexx InterCity double-deck stock new by Brawa







Double-deck trains have formed the backbone of regional transport in Germany for some years; they are the ideal solution on routes with short platforms and high passenger volumes. The latest examples are the TWINDEXX Vario vehicles from Bombardier Transportation, initially supplied as single vehicles of various types, including control trailers so rakes could be operated in push-pull mode with an electric or diesel locomotive. They are a further development of the proven Görlitz double-deck stock. They have generously spaced seating and plenty of storage space for luggage, bicycles, prams, and wheelchairs.

More recently the concept has been expanded by DBAG to increase capacity on high demand inter-city routes. Apart from internal layout and equipment, the most obvious difference (apart from the livery) is that the IC variants have high level entrances, over the bogies, while the regional vehicles generally have the doors on the lower level.

At the end of 2010, Bombardier Transportation received an order for twenty-seven five car push-pull trains each consisting of three second class intermediate cars, one first class intermediate car, and one second class control trailer. There are 468 seats per train, 70 of them first class, and nine bicycle spaces. The maximum speed is 160 km/h.

The proven single vehicle concept was subsequently supplemented by an electric railcar variant for regional services, designated BR445/446. 150 power cars and 196 intermediate coaches were ordered by DB Regio from Bombardier between 2011 and 2014, and went into operation from 2017. They are to be used in Bavaria, Hesse, Schleswig-Holstein, Berlin, Brandenburg, Bremen, and Lower Saxony.

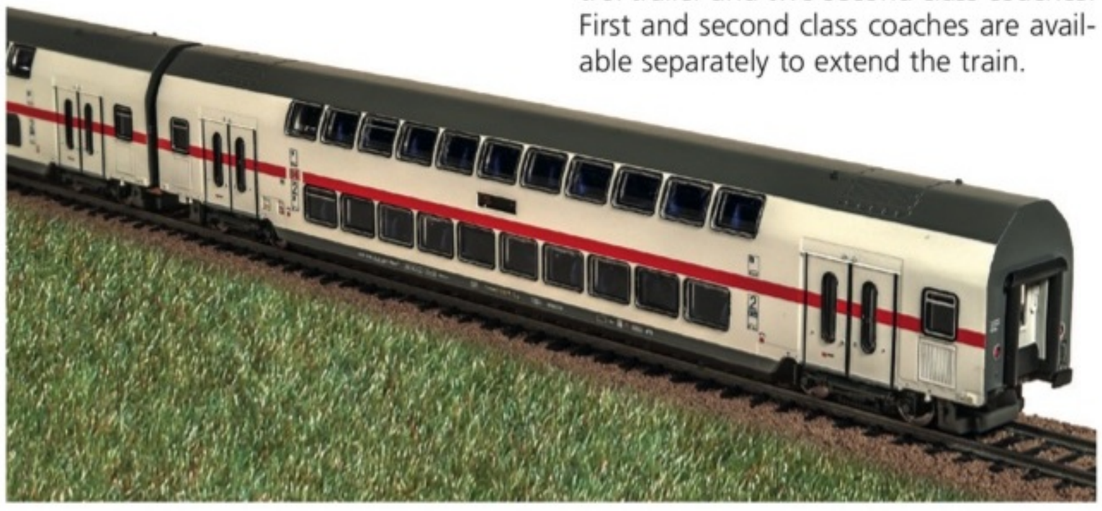
The trains can be configured as three to six car sets with two powered control cars and up to four intermediate coaches.

The sets can be operated in multiple thus allowing services to be split or combined as traffic and routes require.

The single coaches allow the sets to be extended or reduced to adapt to fluctuating demand or future developments. They can be used for a wide variety of services in both regional and long-distance traffic.

Brawa have recently released a range of models originally announced in 2017.

The InterCity coaches come in a pack of three (ref.64507), a second class control trailer and two second class coaches. First and second class coaches are available separately to extend the train.









N DBAG Twindexx BR445 electric railcar set new by Brawa









The BR445 electric railcar is supplied as a three-car set (ref.64500), two power cars with control cabs (one motorised in model form), all second class, with a further first/second composite available separately (ref.64501) to extend the train to the authentic four car consist. The three car train may be a sensible compromise on many layouts, but it might have been better to include the composite coach and make the second the optional extra.

The unit carries *Main – Spessart Express* branding, and the destination boards read 'Frankfurt'.

The finish is first class throughout, with very clearly printed markings.

The models have been produced exactly to 1:160 scale, with accurate detailing and fine moulded features (grilles, panels, and hatches) in high-quality, impact-resistant plastic. The complicated shape of the front has been faithfully reproduced.

Pantographs, cabling, insulators, and switchgear have been added to the power car roofs. The pantographs are metal and sprung, but not wired for collection from the overhead.

The only other added parts seem to be the buffers and corridor connections.

There is a complete interior, including driver's cab, and flush fitting windows with printed frames.

Where fitted, the interior lighting is by white LEDs, including in the cabs. The ends have directionally controlled white head and red tail lights, plus high beam (only available in digital mode).

The coaches also have illuminated destination displays, switchable in digital mode.

The bogie side frames are nicely detailed, with shock absorbers and torsion bars added.

The powered vehicles have a metal base plate carrying a central motor with twin flywheels connected via cardan shafts with universal joints to a worm and gears in each bogie, driving all axles.

Current collection is by wipers on the back of all wheels; the non-powered vehicles also have pick-ups, for the lighting – there is no through connection, and for digital operation each vehicle will require a separate function decoder.

There are two traction tyres, on one inner wheel of each bogie, which should provide enough adhesion for the set.

The model is controllable across the speed range, from walking pace to a realistic maximum.





To connect the cars, there are NEM pockets on close-coupling mounts, and they are supplied with both standard couplings and fixed link bars. (Note these may be hidden in the packaging!)

The cab ends come fitted with full skirts and a dummy centre buffer/coupler, but as an alternative skirts with a gap for a working model coupling are provided.

Manufactured by

Brawa
Uferstraße 26-28,
Remshalden, D-7360 Germany.
www.brawa.de

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

PRICES
three car powered set
DC ref.64500 €269.90.
DCC sound ref.64502 €369.90.
Intermediate coach €74.90,
with interior lighting €104.90.

three car InterCity set
ref.64507 €249.90.
Intermediate coaches €74.90.



N

Deutsche Bundesbahn BR221 B-B diesel new from Piko



The V200.1 (later BR221) B-B diesel-hydraulic locomotive was a development of the V200, ordered from Krauss-Maffei, with more powerful engines (two 1,350hp compared to 1,100hp) necessary to cope with longer and heavier trains. The extra weight of the new engines was partly offset by the use of lightweight materials and the use of a lighter boiler for steam heating.

In 1960 a first batch of eight was ordered for the Allgäu line, and in 1961 twelve more were added, for the *Vogelflug* line. The first was handed over to the DB in November 1962. They proved successful and a further thirty were ordered in 1963. The last was accepted in September 1965.

They were used in particular in the fast heavy passenger services between Kempten (Allgäu) and Lindau, in the Black Forest between Offenburg and Konstanz, and on the *Vogelflug* line over the new Fehmarnsund bridge. Until electrification in 1967, they were also used on long-distance express trains between Hamburg and Osnabrück. In 1975 those based at Kempten were re-allocated to Villingen because they could no longer be used on international services due to the lack of electric train heating. The last place of use was the Ruhr, on heavy freights as steam was being withdrawn. Declining freight traffic in the Ruhr brought rapid retirement, by the end of May 1987.

Some are still in use with private operators. A number have been preserved.

Piko have recently issued a new model of the V200.1 in Epoch IV form classified BR221, specifically 221 115-9.

The finish is excellent, with accurate colours, evenly applied and well defined, with pin sharp metallic lining and clearly printed markings. It is early Epoch IV, correct for 1968-1970/71 period. After that they lost the extension of the light grey from the roof down around the top headlight in place of the darker grey. From around 1974 they also lost the raised metal *Zierleisten* (bodyside stripes) which were then painted.

The nose shape has been convincingly represented (the V200.1 had a flatter, steeper front than the earlier V200.0) and the plastic body shell boasts crisp engraving, with fine louvres and grilles (with texture even within the small nose vents), hatches and panels, and replicas of the exhaust vents on the roof. The roof is correct for 221 115, i.e. it is from the 101–120 batch, without exhaust silencers, and the cooler group roof has no central walkways.

The handrails and grabs are moulded in place and carefully picked out in silver. Glazing fits flush, with metallic frames and painted windscreen wipers; there are interiors to the cabs and machine room.

The bogie side frames are well detailed, suitably open, with brake rodding outside the wheels and brake shoes in line with the treads.

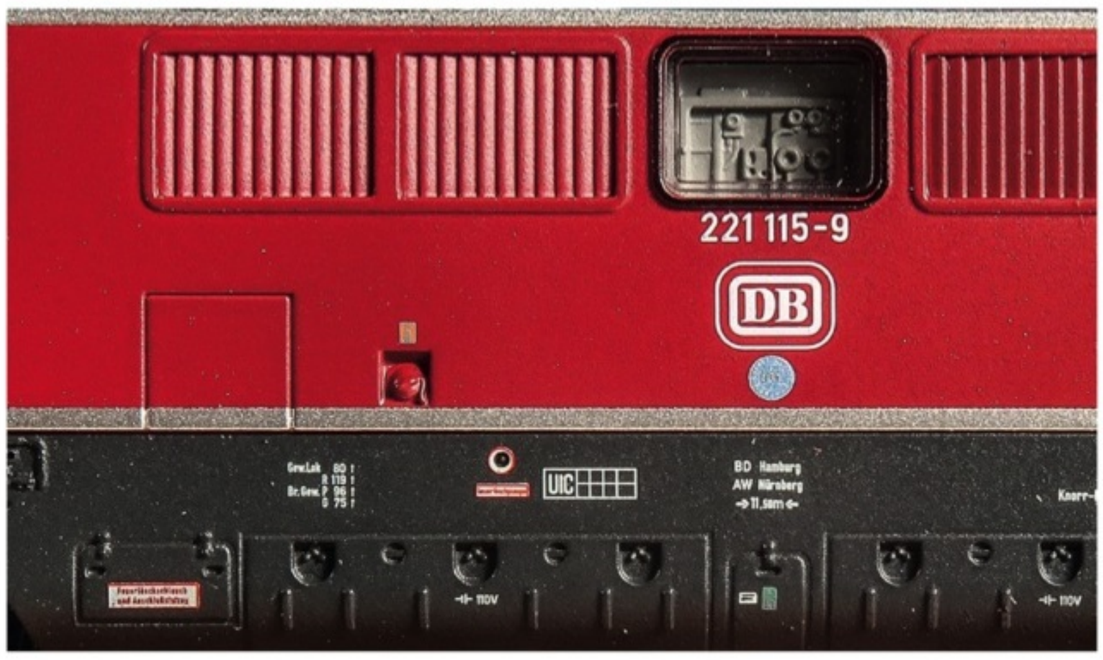
The only additional parts provided are optional end skirts with a scale coupling hook and brake hoses if working model couplers are not required.

The running performance is excellent, thanks to a powerful, smooth-running motor with flywheels mounted in a substantial cast metal chassis driving all four axles via cardan shafts and gearing within the bogies. All wheels collect current. The model is controllable across the speed range, from walking pace to a realistic maximum. There are two traction tyres, on one inner wheel of each bogie, which with a weight of 100gr should ensure ample pulling power.











The minimum recommended radius is 192mm.

The printed circuit board within is equipped with a Next18 NEM 662 socket for a digital decoder.

The directional lighting is achieved with white and red LEDs.

The couplings are in NEM pockets.

Length over buffers is 115mm.

An excellent model in all respects, and at an attractive price.

Manufactured for

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.40500 DC £99.00.
ref.40501 DCC sound £195.00.

N Swiss K2 van special edition set new by Brawa

















New from Brawa is a range of ten new liveries on their familiar model of the Swiss type K2 four-wheel van, with enclosed brake cabin, with Epoch III markings. They come as a special limited edition pack offered to dealers at the Nürnberg Trade Fair in 2019 (ref.69006), but within the card display packaging the models are individually boxed and can be sold separately.







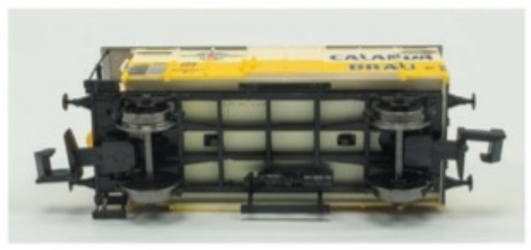


ref.	livery
67860	*Ricola* white
67861	*Ricola* yellow
67862	*Caotina*
67863	*Appenzeller Käse*
67864	*Calanda Bräu* white
67865	*Bière du Cardinal*
67866	*Feldschlösschen*
67867	*Brauerei Warteck*
67868	*Calanda Bräu* white/yellow
67869	*Aproz*

In each case, the livery is very neatly executed, with finely printed markings, though it is not clear if all these colour schemes are prototypical on these vehicles at this period.

In other respects, the models are unchanged. The plastic body features finely moulded planks and ventilators, with the fine end handrails as added parts. The underframe is realistically detailed, and the models run freely on blackened metal disc wheels.

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



Manufactured by

Brawa
Uferstraße 26-28,
Remshalden, D-7360 Germany.
www.brawa.de

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

PRICE T.B.A.

all new TwistLock™ point motor from Peco

TWISTLOCK™



New to the Peco Lectrics range of accessories is the 'TwistLock' solenoid motor (ref.PL-1000) which has been designed for quick and easy installation. It offers modellers even more choice when considering options for changing points remotely, joining the established range of Peco accessories which includes the proven PL-10 twin solenoid point motor and the SmartSwitch servo system.

The TwistLock motor (rated at 3 amps) operates on 16V AC and is effectively a PL-10 in a sealed unit with convenient means of mounting. It is compatible with all Peco (and other manufacturers') points, up to O gauge.

The plastic housing comes with wires c.28mm long already attached, which avoids the need for soldering. The ends are stripped and tinned.

The motor is supplied with full instructions, all necessary mounting hardware, and a template to aid installation, ensuring the device is positioned accurately.

The innovative 'TwistLock' feature enables the unit to be removed and re-fitted whilst maintaining perfect alignment.

A new twin micro-switch attachment (ref.PL-1005) has been developed for use with the TwistLock motor, which itself 'twist-locks' to the housing (hence the two 'feet' that form part of the casing). The micro-switch can be used as a means of auxiliary switching for the frog polarity and/or to provide route indication on a mimic track diagram, etc.

The motor is also available with the switch ready fitted (ref.PL-1001).

The TwistLock motor can be installed either below or above the baseboard.

More detailed information about installation and wiring is in an article in the February 2020 RAILWAY MODELLER.

A video demonstration of the 'TwistLock' installation process is available on the Peco website, under Peco TV in the 'Help & Advice' section.



Manufactured by

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

PRICES T.B.A.

Loco-Revue Hors Serie 70
Dynamisez votre réseau!

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

This new special from the leading French model railway magazine *Loco-Revue*, dated 12/2019, encourages the modeller to enliven the layout with lighting, sound, and animated features.

The introduction covers some of the basics of lights, switches, motors, and gears, then the projects are presented in three main sections: light and sound (thirteen), mechanical (six), and electro-mechanical (nine).

Specifically, these are: simple lighting of streets and buildings; flickering light in a forge; traffic lights; roadside speed camera; road works hazard lights; shop and business signs; lights in (static) road vehicles; tail lamps on a goods van; interior lights in passenger coaches; falling snow (using a miniature projector); real 'fog' (using a theatrical smoke machine); and background sounds (using modules by AVT, loaded with sound files prepared on computer).

A playground see-saw; a coaling crane; a loading silo; a yard gate; and trackside point levers, both low and tall versions.

Installing Viessmann moving figures and animals (waving, etc.); a workman with pneumatic drill; the moving market stalls on the 1:35 scale *Ga Long Bien* layout by Thomas Schmid (see CM September 2019); level crossing half barriers, using a kit by NTrail45; rolling level crossing barriers, as on the *Ga Long Bien* layout; boats gently rocking on the river, again on *Ga Long Bien*; shuttle control (e.g. for a railcar); using the Faller Car-System, and creating a custom van body; and using the Magnorail moving cyclist kit.

The features are from various authors, and involve varying levels of complexity; some make use of commercially available items, both dedicated kits and separate components such as LEDS and servos, as well as recycled material from old devices (computers, printers, video recorders, etc.). The articles occupy between one and six pages.

The presentation is in the usual clear style, generally straightforward (bar the affectation of chapter titles in two fonts). There are tinted panels with details of materials required and suppliers of the products mentioned.

The photos are all in colour and well reproduced, mostly large, on good quality glossy paper. They are augmented with a number of explanatory diagrams, especially drawn for the book.

This is an interesting collection full of ideas, either to follow exactly or adapt to another situation.

A fair knowledge of French will help to get the full benefit but the high visual content makes it useful.



The book includes five pages of advertisements for appropriate products and other LR Presse publications.

The HOn3 Annual 2019

Edited by Chris Lane
White River Productions,
P.O.Box 48, Bucklin, MO 64631, U.S.A.
www.whiteriverproductions.com
www.HOn3annual.com
275mm x 212mm 116pp
Softback US$24.95
ISBN 978-1-932804-47-1

This annual collection (the eleventh) is again sub-titled 'The How-To Guide for HO Narrow Gauge Railroading'. It is crammed with interesting articles and practical projects, seventeen in all. They vary from two to nine pages, with most in the four or five page range.

They deal with layouts, dioramas, locomotives, rolling stock, structures, and scenics. The modelling standards are generally high, and the topics range from detailing commercial items through assembling kits to scratchbuilding. Even if you do not follow the schemes precisely, the ideas may well inspire your own modelling.

As delivered the features are:

– early East Broad Top rolling stock, a passenger car (largely scratchbuilt around much adapted commercial components) and a four-wheel caboose (scratchbuilt with a few purchased parts);

– East Tennessee & West North Carolina Consolidations, and how to model them on the basis of the Blackstone D&RG C19 with 3D-printed accessory components;

– *Mortimer's Hamlet*, a diorama featuring three structure kits and a host of small details;

– additive manufacturing (3D-printing) for HOn3, with unkind close-up photos which highlight the amount of work required to smooth some prints;

– New Mexico Narrow Gauge Modular Club 36" challenge dioramas, six ingenious variations on the same structure kit on a 6" x 6" base, each with loads of detail and a story;

– making corners for a modular layout (the fifth and final part of a series), which concludes with an overall plan of twelve modules (though somewhere the length labels have gone awry);

– building the Reed Brothers wharf, inspired by a collection of prototype pictures and scratchbuilt to a very high standard and level of detail;

– building the Shephard's Grove Harp Company, augmenting an old kit by Dyna Models;

– the *Rio Grande Southern First District*, a "modest" 14' x 12' layout in a basement, an object lesson in not being over-ambitious;

– the sand house at West Cliff, adapted from an AHM plastic kit, and slightly ahead of the next section of which it forms part – the yards at West Cliff, making use of, among other kits, a Kibri three-stall roundhouse;

– a look back at Bob Bennett's *Maine Central* layout, illustrated in pre-digital camera days by scanned slides for which the author has no need to apologise;

– weathering stock cars built from Rail Line kits;

– scenic modules between stations on the 'Tweetsie' (ET&WNCRR) layout in the George L.Carter Railroad Museum in Johnson City, Tennessee;

– part two of the Caboose project layout *Bear Creek*, dealing primarily with landform construction and basic scenery;

– and the *Black Bear and Bayou RR*, a husband and wife team effort on three levels in a 30' x 24' purpose-built steel building 'in the backyard'.

The collection concludes with a brief two page survey of the current state of HOn30 (or HOe, or OO9) covering selected European and British models from Minitrains, Bachmann (UK and US), Heljan, and Peco.

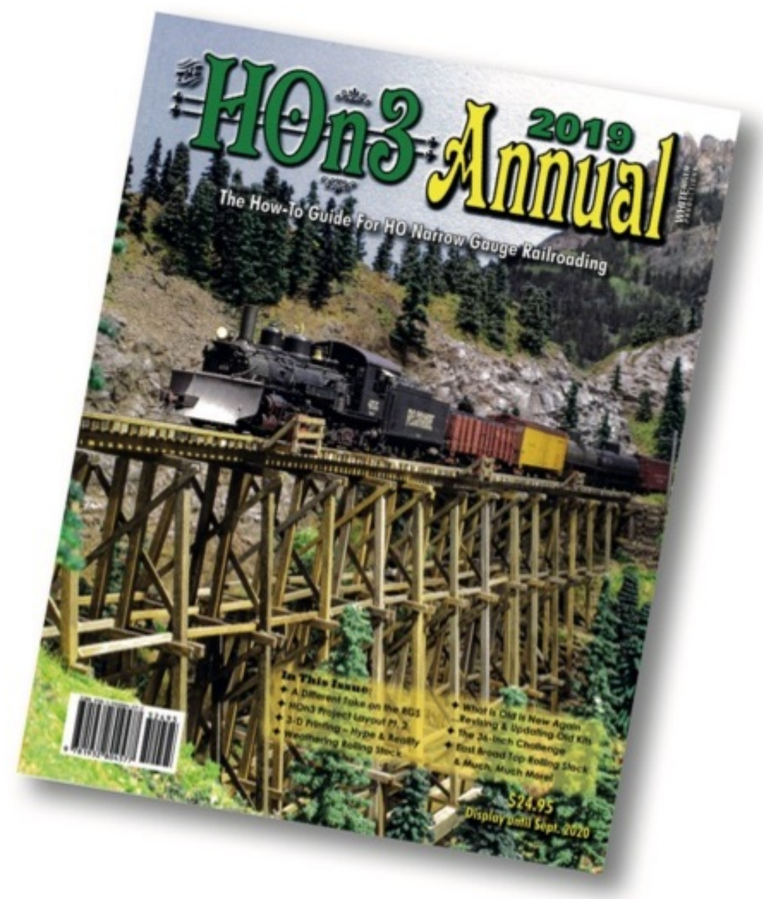
The contents are completed with four pages which briefly spotlight selected new products, though topical material like this can hardly be a major element in an annual which is to remain valid until September.

There is no discernible logic to the order of the pieces, and it would have made more sense to present the West Cliff articles the other way round.

The layout articles tend to have a brief text introduction then pages of pictures, with short captions.

The photos were mostly supplied by the authors and can vary, but are generally clear enough. Most are in colour, with some black & white archive material as background. All are well reproduced on good quality paper; the covers are heavier stock, and gloss varnished.

As before, the page design ranges from simple to considerable use of colour, graphics, and unusual typefaces, reinforcing the impression of separate articles rather than a coherent collection. While the step-by-step construction photo sequences are generally well proportioned, without small aspects over-enlarged, the overall impression is busy, indeed crammed, and some



of the layout features would certainly have deserved to have the photos presented larger – the images seem optically and technically suitable, and the modelling is definitely good enough. More lavish treatment might reasonably be expected in an annual compared to a regular magazine.

There are ten pages of advertisements from the publishers and relevant suppliers, such as Woodland Scenics (but not Bachmann), Soundtraxx (but not Blackstone), San Juan (now under new ownership, with several former famous brands), Precision Scale (also under new management), and Peco; these are arranged before and after the articles, not mixed among them, as is the norm with some other US titles.

This enjoyable collection should be of interest to anyone already into American narrow gauge, and not just in HOn3, as some of the material would be transferable to other scales and gauges, and maybe also other areas.

The *Annual* is available in the UK from EDM Models, 19, Briar Avenue, Acomb, York, YO26 5BX.

www.ngtrains.com

The price is £22.50; UK postage & packing £3.00.

The Birsigthalbahn

by Bryan A.Stone

Swiss Railways Society
Sales, Glyn Jones, Alpiglen, 13, Welland Close,
Dalebrook, Burton-upon-Trent, Staffordshire, DE15 0AG.
www.swissrailsoc.org.uk
297mm x 210mm 56pp
Softback £11.50
ISBN 978-1-9162968-0-0

This new book from the Swiss Railways Society provides an account of the Birsigthalbahn, or Birsig Valley Railway, south-west of Basel and now incorporated into the city's tram network. It was opened in 1887 as a steam-worked metre gauge line (though the gauge is not actually mentioned in the book) and electrified in 1905.

After a brief introduction, which incidentally explains how the British author became so interested in this little-known line, there is an excellent description of the route today, very well illustrated with contemporary photos.

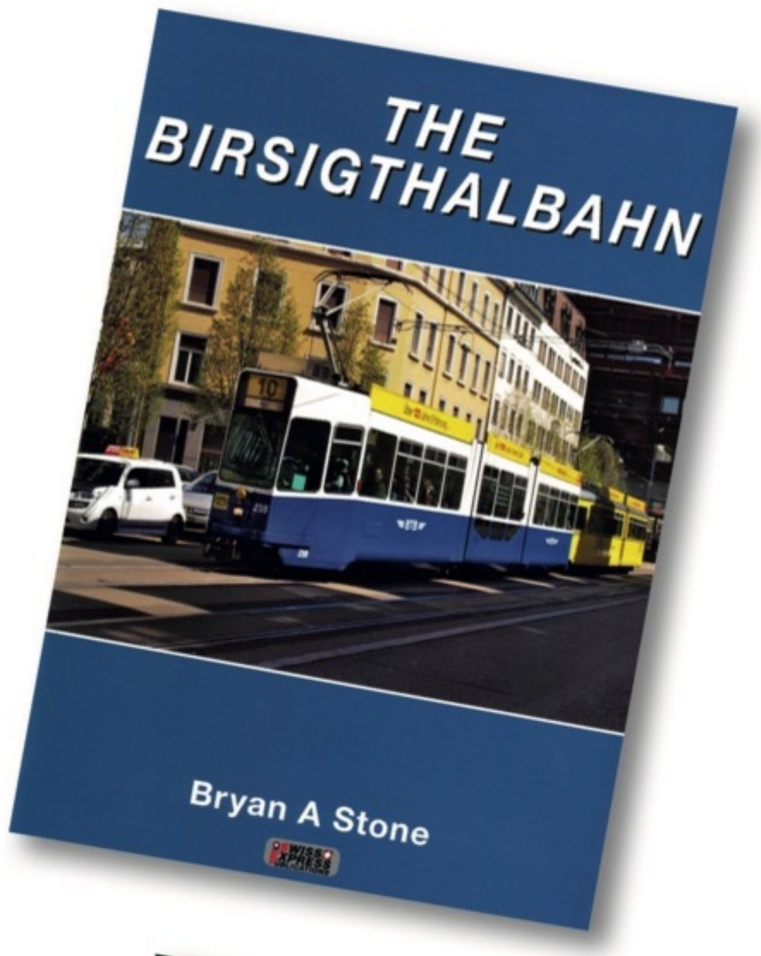
We are then taken through the background history; the early days of the new railway; the extensions of 1888 and 1905; the First World War, a difficult time as the railway was in a border region (indeed, the section from Flüh to just short of the terminus at Rodersdorf passed through France); the 1920s and the economic problems of the 1930s; further problems during and after the Second World War (in the course of which the line was blocked at Flüh); the difficulties of meeting rising demand in the 1970s and the eventual absorption into Basel Land Transport, integrated with the city tram system, which has proved very successful. En route, as it were, there is a section on the distinction – or lack of it – between railway and tramway, and coverage of tickets and timetables.

This is much more than a simple account of the route and equipment of a minor railway – it incorporates a lot of relevant local and social history, as the author - living locally – was able to draw on the memories and memorabilia of local people, and is now involved with the Pro-BTB supporters' association museum project, which is developing the old shed at Rodersdorf.

The work is supported with a very good collection of illustrations, old and new, from a wide range of sources, not least the author himself, plus some archive documents in facsimile. All are well reproduced, and augmented with clear maps and diagrams.

The book concludes with a page advertising other Society publications, while the back cover promotes the Swiss Travel Centre – with relevant information and illustrations.

The price quoted above includes postage and packing within the UK; for overseas rates, and details of credit card payment, contact: sales@SwissRailSoc.org.uk



British Military Railways
in Egypt, Palestine, and Syria in the Great War

Edited by Dr Paul E.Waters
and J.Julian Rainbow

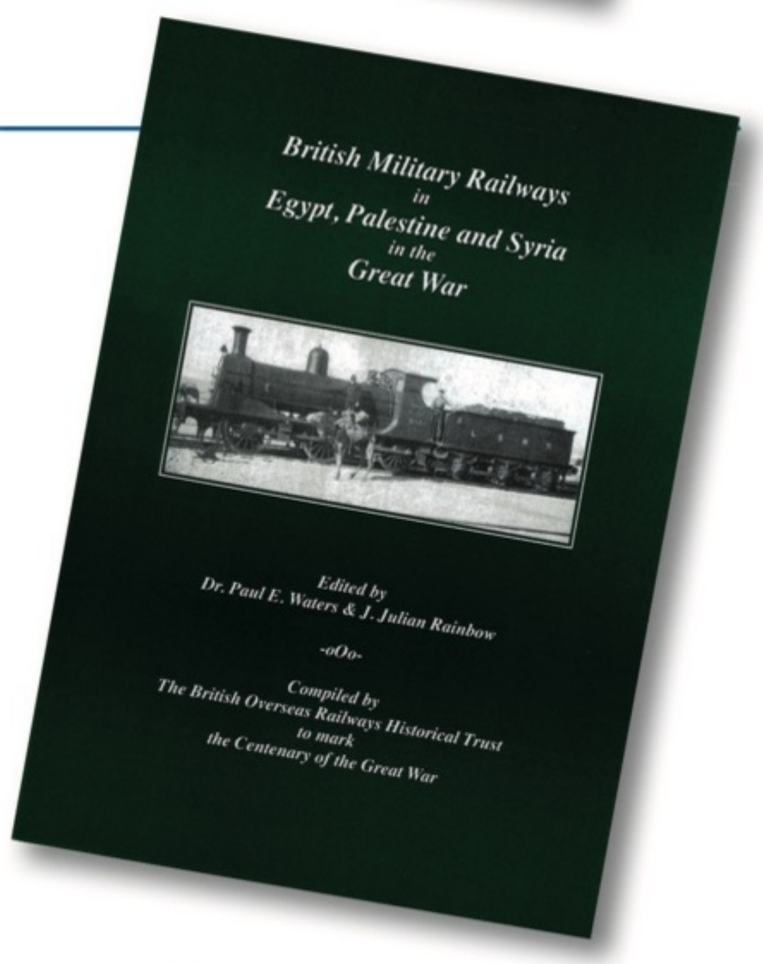
British Overseas Railways Historical Trust
West Greenwich Community & Arts Centre,
141, Greenwich High Road, London, SE10 8JA.
www.borht.org.uk
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Softback £5.00
ISBN 978 1 901613 05 6

At first glance this looks like a new issue of the BORHT Journal, but the unaccustomed varnished glossy cover indicates it is something more: a supplement to the substantial hardback book *British Military Railways Overseas in the Great War* (reviewed in CM October 2018).

It is essentially an album of photographs not available when the book was first produced, for whatever reasons. They are all black & white, naturally, and have been reproduced as well as the originals will allow – and the majority are of very good quality, though selection was on the basis of railway interest and significance. They are simply presented with between two and four images to a page, in sections that correspond to the main book, with headings and captions prefaced with references which are within, or in addition to, the sequences in the book. Most relate to Chapter 13, and augment the advance across Sinai towards southern Palestine, the breakthrough at Gaza and occupation of southern Palestine, and the post-war situation. They show mainly broad (as standard gauge was known to the Army) and 1.05m gauge subjects.

The standard gauge started at Kantara on the Suez Canal and eventually reached Haifa; it was known variously as the Kantara, Sinai, and Palestine Military Railway as the front advanced. The 1.05m ran inland from Jaffa, with various branches, and north from Jerusalem to Ram Allah.

The captions are informative, and include the archive source reference for each image. The collection is supported with two maps, hand drawn and lettered but perfectly clear, and presented at sensible sizes.



Hudson Brothers

by David Jehan

Eveleigh Press
P.O.Box 345, Matraville,
New South Wales 2036, Australia.
www.australianmodelrailways.com
305mm x 215mm 256pp
Hardback A$75.00 + p&p.
ISBN 978 1 876568 84 9

Eveleigh Press continues a remarkable run of significant new releases with this authoritative account of Hudson Brothers, active as carpenters, engineers, and manufacturers from 1866 to 1898, though the company history began in 1860 as Hudson & Sons with the emphasis on woodworking. Over the years the range of its activities was astounding, and all are documented in this publication. It was not only involved in some the state's largest and most prestigious infrastructure projects but also an early operator in the field of rolling stock manufacture and subsequently, when the local political and economic situation allowed, locomotives as well. Perhaps most significantly, despite foundering as a result of a legal dispute with a rival, it formed the foundation of Clyde Engineering, which became a major supplier to the New South Wales and other Australian railways in both the steam and diesel eras. Ownership changed hands in 1996 and again in 2001, when use of the Clyde name finally ceased.

The coverage begins chronologically, but then sensibly looks at each area of activity or production separately. Thus there are chapters on the beginnings in the Sydney suburb of Redfern, the move to a much larger site at Granville, and acquiring additional premises in Newcastle before detailed examination of railway goods wagons, coaching stock, farm machinery and windmills, industrial and mining machinery, steam trams and locomotives, and cable trams and equipment. A separate chapter deals with the jointly promoted Westralia Ironworks.

After describing the collapse and rebirth, there is a section on the products of Clyde Engineering in the transition period.

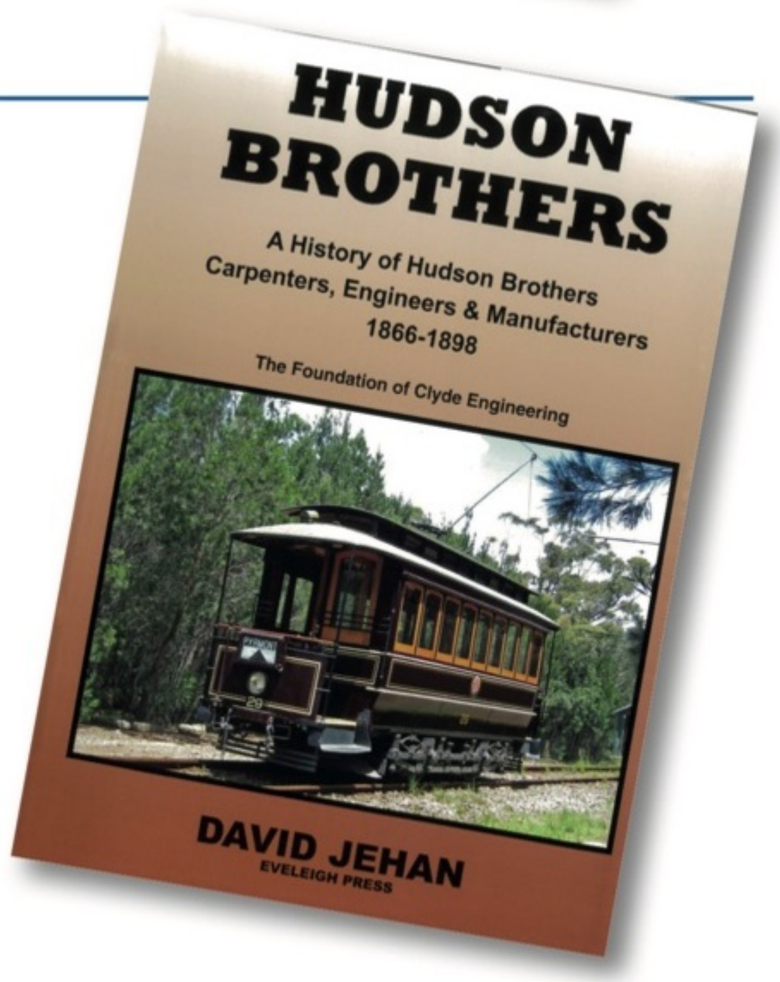
The work is completed with extensive footnotes and references (by chapter), appendices (summarising the rolling stock production), a bibliography, and an index.

All this 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. A number of paintings, engravings, and other contemporary documents are also reproduced in facsimile, and there are many scale drawings of railway rolling stock.

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

The author is well qualified, not only as an experienced railway historian with many respected works to his credit, but also as a qualified engineer and former Clyde employee. He has had access to official records and collections made by other company staff.

This is another remarkable achievement in research and compilation, for which author and publisher must be commended.



News

Information from CONTINENTAL MODELLER

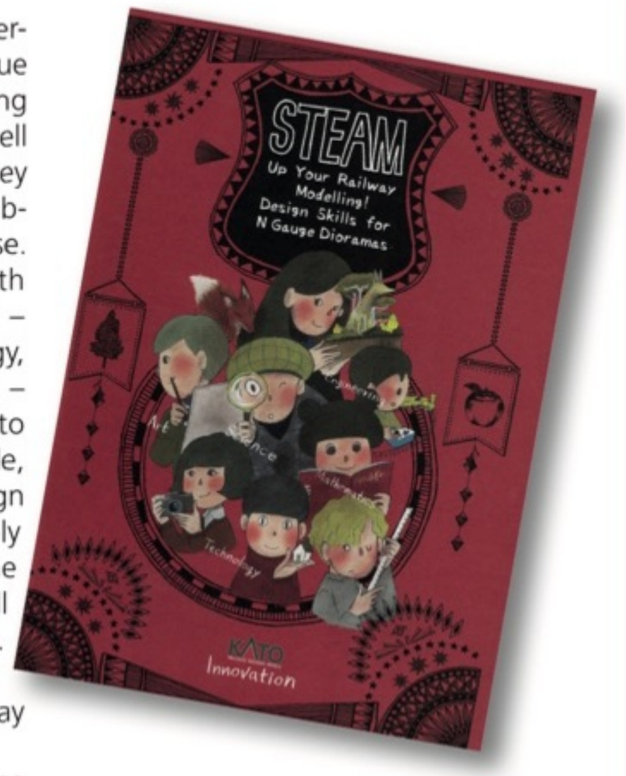


Inspiring booklet from Kato

As modellers we have a long term interest in promoting the educational value of our great hobby, and this is something Kato in Japan have done really well locally, so we were delighted when they revealed they were issuing this new publication in English as well as in Japanese.

Produced in conjunction with Tokyo University, it is titled STEAM – an acronym for Science, Technology, Engineering, Art, and Mathematics – all of which are intrinsically linked to the hobby. The tone is clear, simple, and easy to appreciate, and the design style of the publication is fashionably Japanese, with attractive graphics. The translation seems to have been well done, by a native English speaker. Although unmistakably targeted at a younger audience, older modellers may be inspired by it too.

Kato products are distributed in the UK by Gaugemaster, who have supplies of the new booklet available free to those who may be able to reach the target audience.



www.gaugemaster.com

More modelling courses at Peco

Bookings are now being taken for the popular modelling courses at Peco.

Intended as practical introductions to core aspects of railway modelling, with expert tuition from the in-house Peco modelmakers, much of the content is hands-on; over two days students will be guided through the construction of their own section of baseboard, which can then be taken away at the end.

Courses on 'Trackwork & Electrics' are planned for 31st March & 1st April, 8th & 9th and 15th & 16th September, whilst courses on 'Scenic Modelling' are planned for 28th & 29th April and 5th & 6th May. (Note that these dates are Tuesdays and Wednesdays.)

The courses include morning tea/coffee and lunch on both days, a 10% discount voucher for use in the well-stocked Pecorama model shop, and a ticket to access the Pecorama attractions (including a train ride on the Beer Heights Light Railway).

The courses are priced at £225.00. Bookings can be secured with a 50% deposit, with the balance due no later than 14 days before the course date.

Full details are on the Pecorama website – **www.pecorama.co.uk**

To make a booking contact:

Pecorama
Beer, near Seaton, Devon, EX12 3NA.
01297 21542 info@peco.co

24Trains.tv

24Trains.tv is a new on-line streaming platform for train-related videos, travel reports, documentaries, tutorials, magazines, and books from around the world. It can be accessed on computer, laptop, tablet, smartphone, laptop, television (via Chromecast) and Apple airplay.

To find out more, including how to subscribe for a two-week free trial:
www.24Trains.tv

Kits for turn of the century houses from Ztrack and Archistories



Ztrack and Archistories have combined to offer a new kit for typical turn of the century houses which can be seen across north America. The 1:220 scale kits are made from high-grade architectural laser-board.

The size is 45mm × 35mm × 33mm.

These kits provide builders with numerous options: each can be assembled in more than twenty ways, with various roof styles. This enables a layout to be 'populated' with a variety of different homes. The first release has buildings in five colours: ref.406191 white (*right*), ref.407191 light blue (*left)*, ref.408191 light yellow, ref.409191 beige, and ref.410191 dark grey.

http://ztrackdistribution.com



Recent releases from Viessmann and Kibri

The RailStar 2000 by Zweiweg of Leichlingen, part of the Zagro Group, is a new variant among Unimog road-rail vehicles. The base chassis is a 240hp U1600 from the 427 series. It has been fitted with a reinforced surrounding frame to allow a significant increase in the permissible pushing and pulling forces compared to conventional Unimog road-rail vehicles. The maximum pulling force is 85kN, with a permissible trailing load of 1,200 tons. The frame also enables unrestricted positioning of the vehicle when shunting. There are buffing plates front and rear, and coupling/uncoupling is via automatic couplings. The minimum radius is 50m.

This working version of the HO model for two-rail comes with a catenary construction wagon, equipped with cable drums and scaffolding (ref.2680, €369.95). The model's drive is housed in this vehicle, cleverly concealed under the floor, along with a digital sound decoder complete with 'stay-alive'. It will also work on analogue supplies. It has direction-dependent triple white headlights and twin red tail lights and yellow hazard warning lights on the roof. There are directionally controlled switchable white or red lights on the wagon.

The sound module reproduces the whistle and various operational noises; some sounds also work in DC.

The digital decoder is RailCom compatible.

The rear of the wagon has a NEM362 coupler pocket.

Length over buffers 230mm, width 38mm, height 48mm.



An old fashioned wall-mount lamp, illuminated with a warm white maintenance free 0.8mm micro-LED, is offered in both N (ref.6478, €9.50, 12mm high) and Z (ref.7178, €11.50, 11mm high). These lanterns are manufactured using the latest technology and production methods: 3D-printing allows the housing to be particularly delicate, while the brass tube provides a rigid structure and an easy means of mounting.

Under the **Kibri** label, in HO there are two new kits for Swiss alpine houses – *Ernen* ref.38031 (L 128mm x W 97mm x H 100mm) at €27.95 and *Gletsch* ref.38033 (L 142mm x W 97mm x H 100mm) at €28.95. Both are rated difficulty level 2 (advanced).



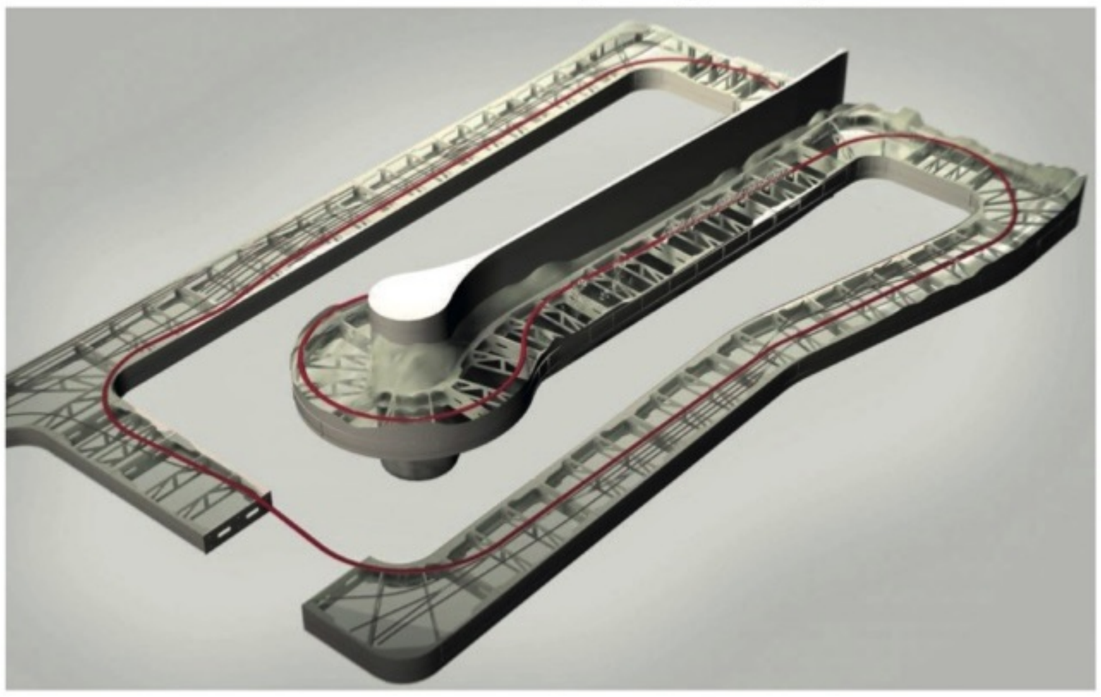
www.viessmann-modell.de
www.kibri.de







South African display layout



Precision Miniatures, with three like-minded partners, is building a showpiece layout depicting the heyday of the South African Railways in the 1960s and 1970s in a 10m × 6m room.

The track will be prototypically correct 12mm gauge. The minimum standards for the layout are that all main line curves will be 1 metre or larger in radius. Curves in yards will be 750mm or larger and the maximum gradient will be 2.5%.

The track plan has been designed with prototypical operations in mind and the scenery and structures will loosely represent the Breyton, Lothar, Carolina area of what used to known as the Eastern Transvaal. It is designed for end to end operation with the option of continuous running for open days.

The railway will serve agricultural, timber, and quarrying industries along with through trains of block coal. Industries will include grain silos, fuel depots, sawmill, rock crusher, cement distribution, cattle, dairy, and general freight, alongside passenger operations.

Motive power will be predominantly steam with early generation diesels.

The plan encompasses two typical platteland towns. The larger town will feature a large steam shed, along with a typical incline coaling stage, ash pits, and turning wye. Incorporated in the steam facility will be workshops and other typical structures. The diesel shed will also have light workshops and a fuel depot.

There will be a 2.3m long passenger platform and typical platteland station building and other ancillary structures like Post Office, lamp shed, etc. There will be a large two track goods shed within the station area.

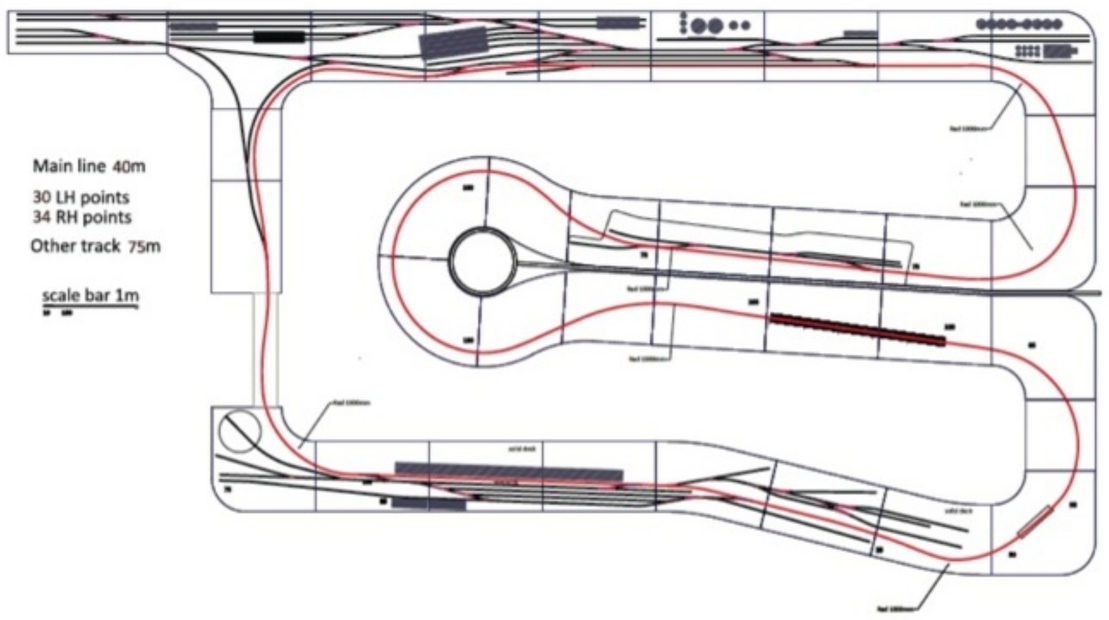
To the east of town will be a large grain silo and mill complex, fuel distribution depot, cattle docks, and one or two smaller rail-served industries.

The second town will feature a smaller passenger station and single road steam shed and small coaling stage with a turntable. This facility will be mainly for helper engines for heavy west-bound trains.

This town will feature a large sawmill complex, smaller grain silo, and three or four other rail-served industries. The main street behind the station will feature typical platteland town buildings like a bank, art deco petrol station, general dealers, and railway hotel.

The open track between the towns will be single track with one passing loop at a small wayside station. One of the focal points will be a five span truss bridge, 2m long, over a typical river.

www.precisionminiatures.co.za



Coming next month

out 20th February



- **RIMKOV GmbH**
  Rik Martens and Koen Vermeulen collaborated to create a working locomotive testing plant in Gauge 1 as an entry for a micro layout competition.
- **Urban scenes**
  Emmanuel Nouaillier presents further examples of his highly detailed realistic work in various scales.
- **Kjeungskaer lighthouse**
  Inspired by a landmark passed while on a cruise, Mike Carter scratchbuilt a characteristic structure to fill a gap on the quay on his new Norwegian HO layout.
- **Kanakee Belt**
  Freelance American N in a modest space – John Grey transferred a British layout set in East Anglia to the plains of the mid-West.
- **The Bridge at Remagen – 2**
  Al Turner introduces some of the authentic military trains which can be seen crossing his superb scratchbuilt model of this impressive structure and its surroundings in 1944.

... and much more!

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 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

Saturday 1 February
KINGS CROSS, London
Organiser: Italian Railways Society.
Venue: The Model Railway Club, Keen House, 4, Calshot Street, Kings Cross, London, N1 9DA.
Open: 1030 - 1630
Admission: adults £3.00; members and non-members welcome.
Amenities: light refreshments.
Features: Winter Meet (but no AGM) with some small layouts, including *San Demetrio* (HO), extensive multi gauge analogue and digital test tracks (bring something to run), Society sales and membership stands, bring & buy tables. Meal at local Italian restaurant afterwards.
Contact: www.italianrailways.co.uk
andyhousden@btinternet.com
020 8541 0186

Saturday 1 & Sunday 2 February
ALTON, Hampshire
Organiser: Alton MRG.
Venue: Eggars School, London Road, Alton, Hampshire, GU34 4EQ.
Open: 1030 – 1700 Saturday
1030 – 1600 Sunday
Admission: adults £5.00, accompanied children under 16 free.
Amenities: free bus to/from Alton railway station; free parking at the school; wheelchair access, with help if required; refreshments.
Features: layouts include *Gilkerkicker Loop* (US N) and *Project Iraq 2003* (perspective, CM February 2012). Demonstrations, including model building construction, societies, trade.
Contact: R.Joel 01420 562619
www.altonmrg.co.uk

Saturday 1 & Sunday 2 February
STAFFORD
Organiser: Stafford Railway Circle.
Venue: The Prestwood, Argyle, and Sandylands Suites, Stafford County Showground, Stafford, ST18 0BD. Three miles east of Stafford town centre on A518 to Uttoxeter.
Open: 1000 – 1700 Saturday
1000 – 1630 Sunday
Admission: adults £10.00, accompanied children under 16 free. Price includes free show guide, while stocks last.
Amenities: extended free parking with area for disabled drivers near the entrance doors. Free bus service from Stafford railway station.
Features: layouts include *Neuburg* (German HO, CM March 2018) and *Franklin* (US On2). Demonstrations, societies, trade.
Contact:
www.staffordrailwaycircle.org.uk

Sunday 2 February
BENSON, Oxfordshire
Organiser: NMRA British Region – Winter Meet.
Venue: Benson Village Hall, Sunnyside, Benson, Oxfordshire, OX10 6LZ.
Open: 1000 – 1600
Admission: adults £5.00,
NMRA members £4.00.
Amenities: catering.
Features: layouts include the Gosport Group N gauge modules, *Squaw Falls* (N), *Florence, Iowa* (HO, CM November 1995), *Kamiack Falls* (HO), and *Pickett's Post* (On30). Bring & buy, trade.
Contact: Keith Webb 01494 528973
Mick Moignard 07774 652504

Saturday 8 February
SOLIHULL, West Midlands
Organiser:
West Midlands G Scale Society.
Venue: St.Mary's Church Hall, Hobs Meadow, Solihull, West Midlands, B92 8PN.
Open: 1000 – 1600
Admission: adults £3.00, accompanied children (5 – 16) £1.00.
Amenities: free parking; refreshments.
Features: G scale indoors with guest layouts in other scales. Trade.
Contact:
Richard Paynter 0121 705 5840
www.gscalesociety.com/westmidlands

Sunday 9 February
LENHAM, Kent
Winter Rendezvous
Organiser: French Railways Society.
Venue: Lenham Community Centre, Groom Way, Lenham, Kent, ME17 2QT.
Open: 1000 – 1630
Admission: adults £4.50,
children free.
Amenities: car park; disabled access, except to stage; refreshments.
Features: mainly French outline layouts in various scales, societies, programme of talks and slide shows, sales.
Contact: Roger Allen
roger.allen1@btinternet.com
www.frenchrailwayssociety.org

Saturday 15 February
BIGGLESWADE, Bedfordshire
Organiser: East Beds MRS.
Venue: Stratton School, Eagle Farm Road, Biggleswade, Bedfordshire, SG18 8JB.
Open: 1000 – 1630
Admission: adults £5.50, concessions £4.50, children £3.00, family (2+2) £14.00.
Amenities: free parking; wheelchair access to all areas except raised stage in main hall; light refreshments.
Features: layouts include *7th Street Terminal* (US N), *Bärental* (Swiss HOm, CM December 2004), *Eu (Le Tréport)* (French O, CM November 2018), and *Yellow Ridge Mine* (1:24). Societies, trade.
Contact: 01626 864942
www.ebmrs.org.uk

Saturday 15 February
TONBRIDGE, Kent
Organiser: Tonbridge MRC.
Venue: The Angel Centre, Angel Lane, Tonbridge, Kent, TN9 1SF.
5 minutes walk from railway station.
Open: 1000 – 1700
Admission: adults £6.00, children 10 – 16 £1.00, children under 10 free.
Amenities: wheelchair accessible; light refreshments.

Features: over 30 layouts in various scales, including *Lianbruck* (Austrian HOe), *Kuchen* (German TT), and *Alte Furka* (Swiss HO). Demonstrations, trade.
Contact: Roy Prentice 01892 527199
www.tonbridgemrc.com

Saturday 15 & Sunday 16 February
SILEBY, near Leicester
Organiser: Syston MRS.
Venue: Sileby Community Centre, High Street, Sileby, near Leicester, LE12 7RX.
Open: 1000 – 1630 Saturday
1000 – 1600 Sunday
Admission: adults £4.00, accompanied children free, family (2+2) £8.00. Donation made to charity every year.
Amenities: ample parking nearby; refreshments.
Features: layouts include *Kozel Cement* (Czech HO, CM March 2013) and *Karolina Falls* (US On30, CM September 2014). Demonstrations, trade.
Contact: 0116 260 5760
www.systonmrs.org.uk

Friday 21 – Sunday 23 February
GLASGOW
Model Rail Scotland
Organiser: Association of Model Railway Societies in Scotland.
Venue: SEC, Exhibition Way, Glasgow, G3 8YW.
Open: 1030 – 1800 Friday
1000 – 1800 Saturday
1030 – 1700 Sunday
Admission: *advance tickets* – adults £13.00, children £5.00, family (2+2) £29.00. Advance tickets allow admission 30 minutes before opening and can be purchased via the event website or by post – to arrive no later than 9 February – from AMRSS, P.O.Box 9117, Shotts, ML7 9AF. (Online advance orders close 13 February.) Please enclose an SSAE and make cheques/postal orders payable to AMRSS. *On the door* – adults £14.00, children £6.00, family (2+2) £30.00. Free exhibition guide.
Features: layouts include *The Bridge at Remagen* (N, in this issue), *Charlieville* (N), *California Surf Line* (N), *Forthtal Schmalspurbahn* (HOe), *Smierweida* (TT), *Irrgarten* (HO), *Jackson Yard* (O), and *A Journey in Switzerland* (G). Societies, demonstrations, trade.
Contact:
www.modelrail-scotland.co.uk

Friday 21 – Sunday 23 February
HOUTEN, The Netherlands
RAIL 2020
Organiser: Alex Fichtinger.
Venue: Eurteco Center, Meidoornkade, Houten, near Utrecht, The Netherlands.
Open: 1000 – 1700 Friday
1000 – 1700 Saturday
1000 – 1630 Sunday
Amenities: free parking; shuttle bus from Houten station (charges apply).
Admission: adults €17.00, accompanied children up to 12 free.
Features: a very large event with a first class selection of layouts from all over Europe, modelling demonstrations, and specialist traders. Large market section with collectables and second-hand. Includes fifth Proto87 Convention.
Contact: www.rail.nl

Saturday 22 February
PRINCES RISBOROUGH, Buckinghamshire
Organiser: Risborough & District MRC.
Venue: Community Centre, Wades Park, Stratton Road, Princes Risborough, Buckinghamshire, HP27 9AX.
Adjacent to Springs swimming pool.
Open: 1000 – 1700
Admission: adults £4.00, accompanied children £2.00.
Amenities: light refreshments.
Features: layouts include *Naples Street* (US TT, CM July 2018), *Klapping* (Austrian HO, CM October 2018), and *Fictionville* (French 1:35 on 45mm). Demonstrations, trade.
Contact: Mark Bacon 07943 496652
www.rdmrc.org.uk

Saturday 22 February
SAFFRON WALDEN, Essex
Organiser: Saffron Walden MRC.
Venue: United Reformed and Salvation Army Halls, Abbey Lane, Saffron Walden, Essex, CB10 1AG.
Open: 1000 – 1630
Admission: adults £3.50, seniors £3.00, children £1.00, under 5s free, disabled with carer free.
Amenities: charged-for parking at Swan Meadow CB10 1BX; access for disabled to all areas; refreshments.
Features: layouts include *Questa* (US On30). Club second-hand stall, trade.
Contact: Julian Nettle 01799 521029
julian.nettle@btopenworld.com

Saturday 22 & Sunday 23 February
NOTE CHANGE – EARLIER DATE
CROMFORD, near Matlock
Organiser: Mount Tabor Models.
Venue: Cromford Community Centre, 9, Market Place, Cromford, Derbyshire, DE4 3RE.
800 yards from station.
Open: 1030 - 1630 Saturday
1000 - 1600 Sunday
Admission: free.
Amenities: free parking 200 yards.
Features: Nürnberg new items show – brochures from the major trade fair. Layouts include *Keinenamebahn* (HOe), *St.Etienne en Caux* (French HOe, CM October 2010), *Brünshafen* (German HO, CM January 2015), *San Demetrio* (Italian HO), and *Eu (Le Tréport)* (French O, CM November 2018), plus a Minitrains HOe layout and stand, a Gaugemaster support stand, European Railways Association, French Railways Society, Italian Railways Society, and Mount Tabor Models sales.
Contact: 01629 822294
mount.tabor@btopenworld.com

Saturday 29 February & Sunday 1 March
FULWOOD, Lancashire
Organiser: Preston & District MRS.
Venue: Sports Hall, Preston College, Fulwood Campus, St.Vincent's Road, Fulwood, Preston, Lancashire, PR2 8UR.
Open: 1000 – 1700 Saturday
1000 – 1600 Sunday
Admission: adults £8.00, wheelchair users £4.00 (carers free), children £4.00, accompanied under 15s free.
Amenities: ample free parking; easy access; refreshments.
Features: layouts include *Ulvaryd Strand* (Swedish HOe, CM October 2019), and *Purgatory Peak* (US On30, CM November 2011). Trade.
Contact: 07776 438933
www.prestonanddistrictmrs.org.uk

Meetings

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

Monday 27 January – 19.30
RCTS – Northampton
Funicular Railways by David Hanger.
Venue: Weston Favell Parish Hall, Booth Lane South, Weston Favell, NN7 3EP.
Contact:
Ronnie McAdam 0131 669 7503

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

Saturday 1 February – 13.00
Swiss Railways Society – Yorkshire
The Chamonix Valley by Ray Wilkinson.
Venue: Middleton Railway, Engine House, Moor Road, Leeds, LS10 2JQ.
Contact:
yorkshire.branch@swissrailsoc.org.uk

Wednesday 5 February – 19.15
Swiss Railways Society – Manchester
8 Day Pass by Brian Petch.
Venue: Friends' Meeting House, 6, Mount Street, Manchester, M2 5NS.
Contact:
manchester@swissrailsoc.org.uk

Friday 7 February – 19.00
SLS – Newcastle upon Tyne
The Ballarat Line Upgrade – A Look at Regional Rail Revival in Victoria, Australia by Philip Kirkland.
Venue: The Conference Room, 1st Floor (access via Black Swan Courtyard), Newcastle Arts Centre, 67, Westgate Road, Newcastle upon Tyne, NE1 1SG.
Contact: www.slsnewcastle.org.uk

Saturday 8 February – 11.00
Swiss Railways Society – West Of England
Members' day.
Venue: The Keyberry Hotel, 17, Kingskerswell Road, Newton Abbot, TQ12 1DQ.
Contact:
wofe.branch@swissrailsoc.org.uk

Monday 10 February – 14.00
RCTS – Sheffield
A Taste Of Japan by Gordon Davies.
Venue: Sheffield Scout Headquarters, 60 – 68, Trippet Lane, S1 4EL.
Contact:
Ronnie McAdam 0131 669 7503

Tuesday 11 February – 19.45
Pewsey Vale Railway Society
European Railway Travels by Ken Birbeck.
Venue: Woodborough Social Club, SN9 5PL.
Contact: 07899 967221

Wednesday 12 February – 19.00
Swiss Railways Society – London
Members' evening
– please bring slides or USB sticks.
Venue: Meditation Room, YMCA King's Cross 1, 120, Cromer Street, London, WC1H 8BS.
Contact: london@swissrailsoc.org.uk

Friday 14 February – 19.30
Swiss Railways Society – Bristol & Bath
Sweden and Norway by Paul Balmer.
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

Tuesday 18 February – 19.30
The Grimsby & Cleethorpes Railway Group
The Hill Railways of India by Mike Fish.
Venue: The No.1, Station Approach, Cleethorpes, DN35 8AX.
Contact: www.gcrsociety.co.uk
Stuart Blackbourn 01472 505853

Wednesday 19 February – 19.30
RCTS/Mid-Hants Railway
CanPac Project by Becky Peacock.
Venue: Eastleigh Railway Institute, 2, Romsey Road, Eastleigh, SO50 9FE.
Contact:
Ronnie McAdam 0131 669 7503

Saturday 22 January – 19.30
Great Western Society – Taunton
Group annual meeting, followed by *Transport In The Cold War Era* by Chris Penny.
Venue: Village Hall, Stoke St.Mary, near Taunton, Somerset, TA3 5DE.
Contact: 01823 334188

Tuesday 25 February – 14.00
RCTS – Nottingham
A Taste Of Japan by Gordon Davies.
Venue: Nottingham Mechanics, 3, North Sherwood Street, NG1 4EZ.
Contact:
Rodney Allan 0115 972 4184
rodney43allan@hotmail.co.uk

Club news

The **Exe Model Railway Society** has a new Exhibition Manager, Alan Barrow. Contact – train@exemrs.co.uk

After many successful years in the role, David Harding decided it was time to retire. Note that this retirement only applies to the Exe MRS exhibition; he continues to run the model shop at St.David's Hill, Exeter.

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February 2020

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GATESHEAD INTERNATIONAL STADIUM, Neilson Road, Gateshead NE10 0EF (Just off Felling by pass A184). Admission £3, Concessions £2. Future date: 16th May 2020. JIM CORR.
Tel: 0750 403 5955, email: jim_corr73@hotmail.co.uk

2 February (Sun) 10.30am-3.30pm
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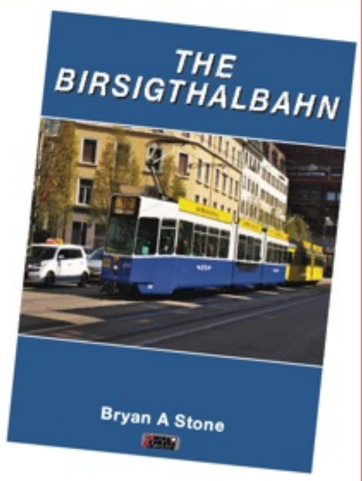
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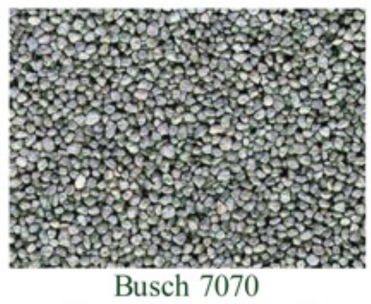
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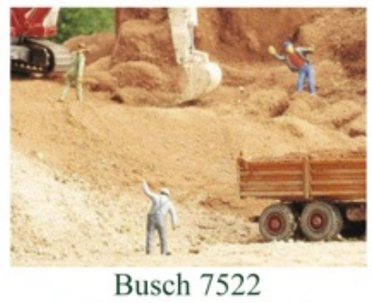
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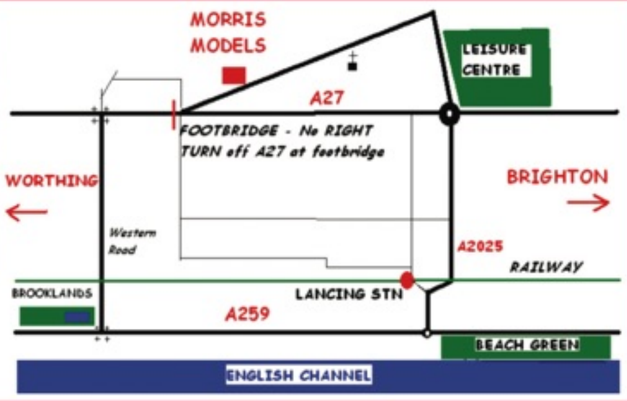
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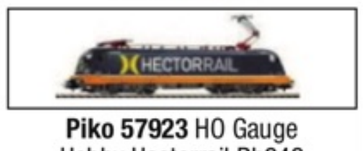
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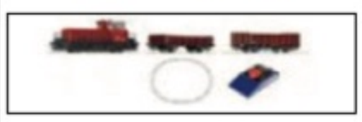
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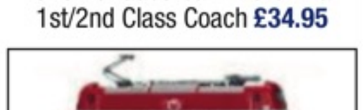
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4078k DR 78 434 4-6-4T, weathered £75.00
4092 DR 94 1810 0-10-0T, DCC fitted £85.00
4287k DRG 39 105, 2-8-2, green £135.00
804156k DRG Br56 2-8-0, grey £115.00
4271 DSB Nohab MY1108, maroon/yellow stripes £58.00 (2)
442003 HLB Lint 41 2 car DMU, yellow/grey/red, epVI £185.00
4893 KPEV 0-10-0T + 5 wagon set £155.00
4895k KPEV 2-6-0T + 2 x coach + 3 x wagon set £165.00
4345 SBB Ae3/6, green £80.00
845812k BAV 3rd 4wh gondola ends, lined green £25.00
845813k BAV 3rd 4wh gondola ends, lined green £25.00
5065k DB 2nd, 6wh with brake hut, green £22.00
5066k DB 4th, 6wh with brake hut, grey ..... ~~£25.00~~ £22.00
5067k DB Baggage, 6wh, green £22.00 (3)
5073k DB 1st 4wh Thunderbox, green £16.00
5073k DB 2nd 4wh Thunderbox, gondola ends, green £20.00
5074k DB Thunderbox Bagg, green £16.00
5075k DB 2nd, 4wh, gondola ends, green £16.00
5076k DB 1st/2nd, 4wh gondola ends, green £15.00
5098k DB 6wh 2nd Convert, green £18.00
5123k DB 2nd/drivers Citybahn, orange/grey (ex silverfish) Lights ..... ~~£32.00~~ £25.00
5123k DB 2nd/Drivers, City Bahn, orange/grey ..... ~~£30.00~~ £20.00
5123k DB 2nd/Drivers, City Bahn, orange/grey, LIT £32.00
5124k DB City Bahn 1st/2nd, orange/grey ..... ~~£18.00~~ £15.00
5124k DB City Bahn 1st/2nd, orange/grey, LIT £22.00
5125k DB 2nd Citybahn, orange/grey ..... ~~£15.00~~ £13.00
5125k DB 2nd Citybahn, orange/grey, LIT £22.00
5127k DB 2nd/Baggage, t/b £15.00
5128k DB 2nd, t/b £15.00
5141k DB 1st/2nd Silverfish, blue skirt £18.00
5142k DB 2nd Silverfish, blue skirt £18.00
5145k DB 2nd, ex Silverfish, two tone green/grey £20.00
5189k DB Bogie Post, t/b £18.00 (2)
5594k DB 6wh clerestory works coach, green £15.00 (2)
5610k DB 2nd/Baggage, t/b, Bdms 273 ..... ~~£20.00~~ £18.00 (3)
5611k DB 1st, t/b ..... ~~£20.00~~ £18.00 (3)
5611k DB 1st/corridor, t/b, lights ..... ~~£24.00~~ £18.00
5612k DB 1st/2nd/corridor, t/b ..... ~~£24.00~~ £18.00 (2)
5613k DB 2nd/corridor, t/b £24.00
5614k DB 2nd/open, t/b ..... ~~£25.00~~ £20.00 (5)
56601k DB 2nd, centre entrance, green, epIII £20.00
5660k DB 1st/open Eurofima, TEE, red/cream £24.00 (2)
5661k DB 1st/open, TEE, red/cream £24.00
5662k DB Restaurant, TEE, red/cream £25.00
5829k DB Deutsche Bundespost, 3 tone grey special ..... ~~£20.00~~ £18.00 (4)
5899k DB 2nd, silverfish, blue skirts, Fleischmann asverts £20.00
631404-1 DB 1st, blue, epIV £24.00 (3)
631404-2 DB Spiesewagen, maroon, epIV ..... ~~£24.00~~ £21.00
631404-3 DB 2nd, green, epIV ..... ~~£24.00~~ £21.00 (3)
835683k DB Bogie clerestory works coach, green ..... ~~£25.00~~ £20.00
855090k DB 4wh works + 6wh baggage, green ..... ~~£40.00~~ £35.00
865833k DB 1st/2nd, 6wh with brake hut, green ..... ~~£20.00~~ £18.00
4461k DBAG 1st/2nd ICE coach £20.00
5101k DBAG 1st/open, red/grey, Eurofima £22.00
5104k DBAG 2nd, red/grey £20.00
5110k DBAG 1st/open Eurofima, two tone pink/grey £20.00 (2)
5111k DBAG 1st/open, two tone pink/grey £20.00
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)
5114k DBAG Bord Restaurant, two tone pink/grey £25.00
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
518981k DBAG 2nd/Drivers, ICE colours £38.00
5623k DBAG 2nd/Drivers D Deck, red/grey DCC fitted £50.00
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
562701k DBAG 2nd, D Deck, red/grey £25.00
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
5688k Deutsche Bundespost Bogie clerestory with brake hut, green ..... ~~£18.00~~ £15.00 (2)
5782k DR 1st/2nd bogie Clerstory, green ..... ~~£22.00~~ £20.00
5783k DR 2nd Bogie Clerestory ..... ~~£22.00~~ £20.00 (2)
5687k DR 2nd Bogie Clerestory, green £26.00
5632k DR 2nd, recess door, blue £24.00
5760k DR Baggage, green £18.00
481804 DRG 2 x 4wh + 1 x 6wh coach, green, set £65.00
5057k DRG 4wh Baggage/Post, green ..... ~~£12.00~~ £10.00 (2)
506013k DRG 4wh Post Baggage, green £20.00 (2)
5065k DRG 1st/2nd 6wh Clerestory with brake hut £20.00
5080k DRG Bogie Bagage with Cupola, green £24.00
5082k DRG 1st/2nd/3rd Bogie Clerestory, green £24.00
5083k DRG 3rd Bogie Clerestory, green £24.00
5084k DRG Bogie Clerestory baggage, green ..... ~~£19.00~~ £16.00
5085k DRG 2nd clerestory + brake hut, green £24.00 (2)
5087k DRG 3rd clerestory + brake hut, green £24.00 (4)
5088k DRG Bogie post, clerestory, green £24.00
5382k DRG 6wh baggage, clerestory, green ..... ~~£18.00~~ £16.00
5382k DRG 6wh Baggage/Post, green £20.00
5682k DRG Bogie 2nd/3rd clerestory, green £22.00
5686k DRG Bogie 2nd Clerestory with brake hut, green £22.00
5689k DRG 1st/2nd Clerestory with brake hut, green ..... ~~£19.00~~ £16.00 (2)
5690k DRG Bogie 2nd Clerestory with brake hut, green £22.00
5766k DRG 4wh 3rd, green £20.00
5767k DRG 4wh 3rd, green £20.00
577402k DRG 4wh Baggage, green £20.00
5788k DRG Deutsche Post bogie clerestory, green ..... ~~£23.00~~ £19.00 (2)
5874k DRG 3rd/clerestory, green £22.00
5679k DSG Sleeper, Bogie Clerestory, maroon £24.00
5852k KPEV 1st/3rd, Bogie Clerestory, green/brown £24.00
580903k KPEV 3rd clerestory, brown £38.00
5081k Mitropa Diner, wooden, brown £24.00
5078k Mitropa sleeper, bogie Clerestory, maroon £22.00
865870k PSt.EV Bogie Baggage, Cupola, green £25.00
5138 SBB 1st/2nd, green £24.00
5138k SBB 1st/2nd, green £24.00 (2)
5139 SBB 2nd, green £24.00 (4)
5130k SBB Bogie baggage, green £20.00
5821k WURT 3rd, short 4wh, brown £20.00
5285 DB Bogie Car Carrier, green with 8 x car load £32.00 (3)
521604k DB 2 x coal wagon + lorry set £38.00
5253k DB X05 wood lowside, brown (pro weather) £14.00
5286k DB Long bogie stake with wood load £22.00
5295k DB 8 axle well wagon with pack case load £22.00
5296k DB 8 axle Long Bogie well wagon £18.00 (3)
5304k DB Zuban Cigarettes LWB van, red (Pro weather) £16.00
5327k DB Claushaler beer van, white £12.00
5336k DB HBIS van, BP, yellow/green £15.00
5351k DB works van, green £14.00
5395k DB Bogie works van, brown (pro weather) £18.00
5426k DB Vm 4wh tanker, silver (pro weather) £15.00
825341k DB Muhlen Kulsh van, cream £15.00
845341k DB Stuttgartner Beer van, white £15.00
855826k DB TT wagon £12.00
985349k DB Twin unit van set, Lederer-Brau + Tucher Brau £25.00
5290k DBAG Bogie Car Carrier, blue £22.00
5370k DBAG Intercargo Exp van, blue/grey £15.00 (9)
5809k DBAG Intercargo Exp van, blue/grey, Special ..... ~~£15.00~~ £12.00 (2)
825283k DBAG Bogie Eanos open, brown/factory weather £18.00
5836k Deutsche Erdol 4wh tanker with brake hut, black £15.00
545511k Donato Guil Ermo van with brake hut, red £15.00
5302k DR Guards van, green (pro weather) £18.00
5416k DR VTG, 4wh tanker, grey £14.00
5505k DR Short 4wh coal hopper, brown £15.00 (3)
5514k DR closed 4wh hopper, brown £18.00
5709k DR O wood open with brake hut (pro weather) £12.00
5731k DR Gh 6wh van with brake hut, brown (pro weather) £18.00
835806k DR Elberfeld Acid Carbouy wagon + brake hut, brown/weathered £18.00
534805 DRG Frauengunst van with brake hut, yellow £16.00
543715 DRG 4wh chemicla tanker with brake hut, cream £20.00
5211k DRG O steel open, brown £12.00 (3)
5212k DRG O steel open with brake hut, brown £12.00
5213k DRG k lidded wagon £11.50 (6)
5214k DRG lowside, brown £12.00
5215k DRG Om wood open, brown £14.00
5216k DRG Om wood open with brake hut, brown £14.00
5380k DRG Ghuns 6wh van with brake hut, brown (pro weather) £18.00 (2)
835806k DRG ACID carbouy wagon with brake hut (pro weather) £18.00
5526k EH Bogie gravel hopper, grey £16.00
531402k FS van £15.00
545504k FS van with brake hut, grey £20.00
5358 07k KPEV G van with brakehut, grey £22.00
5861k KPEV Ommk wood open, brown £12.00
945283NLk NS Bogie Eanos open, blue £18.00
5216NLk NS wood open with brake hut, grey £12.00
525408k RENFE long modern bogie stake, grey/green stakes £24.00
5512k SBB 4wh gravel hopper, grey £15.00 (5)
5410CH2K SBB Lonza 4wh tanker, silver/blue panels £14.00
5410CH1k SBB Lonza 4wh tanker, silver/green panels £14.00
5227 03k SNCF 4wh stake wagon wit hlorry load £22.00
547202.1 SNCF SIMOTRA bogie hopper, grey/black £25.00
545512k Tarrada van with brake hut, green/black £15.00

JOUEF

HJ2196 SNCF Autorail X7 3809, region Poitou-Chamtes, graphics ..... ~~£135.00~~ £120.00
HJ2065 SNCF "d" 5541, green epIV (DCC fitted) £135.00
HJ2319 SNCF Autorail X2202, blue/white, epIV/V £115.00
834700 SNCF BB22230, blue £68.00
859000 SNCF cc72001, blue/white £90.00
O2871000 SNCF Budd 3 unit EMU, silver £75.00
O2862100 SNCF 3 unit DMU, XBD 4923 + XRAB 8912 + XBD 4924, blue/white £80.00
5305 Mitropa sleeper, maroon £20.00
537100 SBB Couchette, purple/blue/moon+stars £20.00
HJ4092 SNCF 2nd (ex DR) ep 111 green £25.00
525000 SNCF 2nd B10 DEV INOX, silver £22.00
525100 SNCF 2nd B9 DEV INOX, silver £22.00 (2)
670100 DB Long Bogie Cargowaggon, silver/blue £20.00
674000 DB Long Bogie Transwaggon, silver £20.00
649700 SBB Wascosa bogie tanker, silver £15.00
652666 SBB Carbagas Bogie tanker, silver/orange stripe £18.00
M663 SNCF Cockerill Crane 3 piece set £45.00
664300 SNCF CET Bogie hopper, brown £9.00
SNCF STEF/Findus long bogie van, white (in plastic style box) ..... ~~£15.00~~ £10.00
HJ6031 SNCF Bogie Flat with PIGNAT cont £24.00
HJ6144 SNCF 2 x EF 30 "STEMI" wagons, grey, epIV £30.00

KLEIN MODELLBAHN

3993CS OBB 3 coach City Shuttle Wendezug set, red/grey (Push/Pull) £55.00
5103/1 OBB Tirol-Takt 2nd, grey/red, epV ..... ~~£22.00~~ £19.00
5103/1 OBB Tirol-Takt 2nd, grey/red, epV ..... ~~£22.00~~ £19.00
SoSe 32/99/2 OBB Hahekamm coach £18.00
3014 DB Kuhlwagen, white, epIII £8.00 (2)
3099 SBB E Steel open, brown, battered sides £9.00
3101 SNCB glass transport steel open, brown £9.00
3103 SNCB (Glaverbil) glass transport steel open, brown £9.00 (3)
3132 DB van, brown, ep III £8.00
3143 US-ATC open, wooden ,brown £9.00
3162 DB Hbikks-tt slidewall van, silver/brown £10.00
3208 DRG Seefische van, epII ..... ~~£6.00~~ £6.00 (2)
3265 SNCF Schiebedachwagen Tms, slide roof, epIV, brown £9.00
3281 SNCB 4wh roll top open, brown £10.00
3283 SNCB T42 Rolltop steel open, brown £9.00
3288 FS Rolltop steel open, brown £9.00
3289 FS Rolltop steel open, brown £9.00
3291 SNCF Plaxenwagen (covered open), epIV, brown £9.00
3292 SNCF Plaxenwagen (covered open), epIV, brown £9.00
3432 SNCF Taems slideroof bogie open, epIV, brown £10.00
3432 SNCF Bogie roll top open, brown £12.00
22/95 SNCF Taems slideroof bogie open, epIV, brown £10.00
308CH BLS E open with battered sides £9.00

LILIPUT

L131001 Baden VIC 905 2-6-2T, blue/weathered £70.00
L105001 Box set Br42 963 + 18 323, both powered + 2 x coach. Unique set as usually only one loco powered (special order) £235.00
L104021 DB 18 316, 4-6-2 ..... £85.00
4098 DB 18 323, 4-6-2, factory weathered £95.00
L104591 DB 45 011 0-10-2 (Digital/ESU Lokpilot) £145.00
L131722 DB 45 019 2-10-2 ..... £145.00
L106211 DB 62 013 4-6-4T, epIII £80.00
L104201 DB Br42 2339, 2-10-0, epIII £95.00
L13031 DB Diesel Baggage Railcar VT10 002, DCC fitted £80.00
L132003 DB Railion Logistics 225 032-0, red epV ..... *New* £115.00
L132006 DBAG 217 014-0 diesel, t/b, epV/VI (DCC fitted) £75.00
L1339701/1 DBAG FLIRT 429026 5 unit, red/grey (DCC fitted) £195.00
L111103 DR 01 1062, 4-6-2 Streamline, (DCC fitted) £118.00
L131540 DR 05 003 Streamline, red, epII £160.00 (2)
L104503 DR 45 026, 2-10-2, epII £165.00
L131356 DR 92 214, epIII £70.00
L104503 DR Br45 026, 2-10-2 epII £135.00
L105203 DRG 52 7535, 2-10-0 + tub tender, grey £100.00
L131372 DRG 92 202, 0-8-0T, epII (Lok Pilot) £75.00
L102901 Henschel 0-4-0T, Fireless, green ..... *New* ~~£62.00~~ £45.00 (2)
L133102 HEX LINT27 Diesel railcar, white/yellow/blue, epV/VI £110.00
L133103 HLB LILNT27 Diesel Railcar, yellow/red/grey, epV/VI £110.00
L114415 Montafonerbahn ET10108 2 unit EMU, red/yellow/grey £70.00
L238105 Motorised works SkL X 953.04 with crane, yellow £50.00
L104408 NS Werkslok #46, yellow £48.00
L105215 OBB 52 6969, 2-10-, epII £95.00
L133000 OBB X625033 Motorbahnwagen, green/cream £85.00
L133009 OBB X628112 Motorbahnwagen (Museum), epVI £85.00
L114424 SOB (Swiss) NPZ epV £70.00
L102901 ZuckerFabrik 0-4-0T Fireless, green ..... *New* ~~£60.00~~ £45.00
L334560 Baden 1st/2nd Eilzugwagen, green £25.00
L334561 Baden 1st/2nd/3rd, Eilzugwagen, green £25.00
L334562 Baden 3rd, Eilzugwagen, green £25.00
L235000 Baden 4wh baggage Pwg bad21, epI, green £14.00
L327325 BBO 4wh 2nd, green, epIII £14.00 (2)
L327335 BBO 4wh 3rd, green, epIII £14.00 (2)
L38609 CSD diner, skirts, turquoise/cream, epIII £20.00
L328701 DB 1st/2nd Eilzugwagen, recess door, green £18.00
L334030 DB 2nd 4wh LWB green B-21 21005 MZ £20.00
L328501 DB 2nd Eilzuwagen, recess door, green £18.00 (2)
L328601 DB 2nd Eilzuwagen, recess door, green £18.00 (2)
L381991 DB 2nd Langenschwallbacher, green, epIII £16.00
L334033 DB 3rd 4whb LWB green C-21 43 314 MZ £20.00
L385301 DB Autotransport Coach, green, epIII ..... *New* £20.00 (4)
L382701 DB Diner, recess door, epIII, maroon £20.00
L328721 DB Lu-messwagen, epV, yellow, recess door £20.00
L334403 DB Pw3 111 238MZ Baggage 6wh, green £18.00
L383621 DB Diner, skirts, maroon/grey £16.00
L385401 DB Salon diner, epIII, green £20.00
L385111 DB Salonwagen of the Bundeskanzlers, epIV, green £20.00 (4)
L328731 DB Unterrichtswagen (works), recess door, grey £20.00 (2)
L328711 DB works coach, signal technick, recess door, yellow £20.00
L383811 DBAG coach for crane set, epV, red £20.00
L350012 DR 2 x skirts coach 2nd + 1st/2nd two tone green, epIII £45.00
L334018 DR 2nd 4wh Bitr 30-375,balcony ends, epIII, green £16.00
L381502 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-402 ..... *New* ~~£15.00~~ £12.50 (3)
L381702 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-403 ..... *New* ~~£15.00~~ £12.50
L381602 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-406 ..... *New* ~~£15.00~~ £12.50 (3)
L381802 DR 2nd B4ip, Ex Langenschw., epIII, green, 232-407 ..... *New* ~~£15.00~~ £12.50 (5)
L334017 DR 2nd, 4wh, green, epIII £15.00
L383312 DR 3rd, skirts, two tone green £18.00
L334519 DR Bogie 3rd C4i 73413 ..... £15.00
L383302 DR Schlafwagen, maroon, epIII £20.00 (2)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII ..... *New* £20.00 (4)
L384603 DRB 1st/2nd, Express Badische Bauart, green, epII £20.00 (2)
L384713 DRB 3rd Badische Express, green, epII £20.00 (4)
L384703 DRB 3rd Express Badische Bauart, green, epII £20.00 (5)
L384713 DRB 3rd Express Badische Bauart, green, epII ..... *New* £22.00 (6)
L381903 DRB 3rd Langen schwalbacker, green, epIII £20.00 (2)
L384903 DRB baggage, Schnellzugwagen (Badische), epII, green £20.00
L384603 DRG 1st/2nd Baden, green, epII ..... *New* ~~£20.00~~ £15.00
L384803 DRG 1st/2nd/3rd Baden, green, epII ..... *New* ~~£20.00~~ £15.00 (7)
L383503 DRG 1st/2nd/3rd, skirts, green, epII £20.00
L334567 DRG 3rd C4i bogie, green £25.00
L383303 DRG 3rd, skirts, green, epII £20.00
L385203 DRG Maschinengepackwagen, green, epII £18.00
L385103 DRG Reichsmarschall salon wagen, epII, green £20.00
27752 Feldschlossen LWB 4wh coach, blue £15.00
27753 Feldschlossen LWB 4wh coach, green £15.00
27751 Feldschlossen LWB 4wh coach, red £15.00
L381500 KPuGh 2nd/3rd, Langenschwalbacher, brown/green, epI £20.00
L381600 KPuGh 3rd/4th, Langenschwalbacher, brown/green, epI £20.00
L3881200 KPuGh Post, Langenschwalbacher, brown/green, epI £20.00
L382802 Mitropa Schlafwagen, maroon, recess doors, epIII £20.00
L383105 OBB 1st, skirts, orange/cream £20.00 (2)
L383605 OBB Spw salon car, orange/cream, epIV £18.00 (7)
L387814 SBB 1st A42251, epV Museum coach, green £20.00 (4)
L388104 SBB 1st RIC, green, epIV+ £18.00 (3)
L387804 SBB 1st, Lightweight, middle entrance, green £20.00 (3)
L388214 SBB 2nd, RIC, green, epIV+ £18.00
L388886 SBB 2nd/Drivers Swiss Express, orange/grey, epV ..... *New* ~~£35.00~~ £28.00 (3)
L387514 SBB Diner Dr4 10112, maroon, epV museum coach ..... *New* £22.00 (4)
L334498 SBB F3 3 axle old time baggage, green £22.00
27550 SBB F3 4wh baggage, green £15.00
29650k SBB LWB 4wh 2nd, green (incorrect box) £15.00
26950 SBB LWB 4wh 2nd,gondola ends, green £15.00
27850 SBB LWB 4wh 3rd, ,gondola ends, green £15.00 (2)
26951k SBB LWB 4wh 3rd, green (incorrect box) £15.00
L388614 SBB Mitropa Diner EW III, purple/white, epV ..... *New* ~~£24.00~~ £18.00 (3)
L388004 SBB RIC Diner, orange, epIV/V ..... *New* £22.00 (2)
L388004 SBB Speisewagen WRM, orange £20.00
L388614 SBB Speisewagen, EW III, Mitropa, epV, purple/grey/white ..... ~~£16.00~~ £10.00 (2)
L388884 SBB Swiss Express Driving Trailer, orange/grey £38.00
L350006 SNCF 2 x '28 coach set, green, epIII £45.00 (2)
L350134 Swiss Jura-Simplon 4x 6wh coach set, epI £80.00
L224803 BADEN Ganter Beer van, white £10.00 (2)
L224801 BADEN Menzer beer van, cream, epI £10.00
L240075 BLS 2 x Autotransport wagon, with numbers £50.00
L240076 BLS 2 x Autotransport wagon, without numbers £50.00 (3)
L235210 BLS Autotransport wagon,end car £18.00 (2)
L225091 DB ARAL, 4wh tanker, white/blue £9.00
L240091 DB Bauzugwagen set (coach + 2 x wagon) £40.00
L220011 DB Bogie Low level transport with DB Artic load £15.00
L235651 DB Bogie Refrig van TThs43, white £12.00
L235753 DB Bogie stake, SSIm25 (no load) £12.00
L235760 DB Bogie steel ciol carrier wagon, brown (6 axle) £15.00 (3)
L224421 DB Cargo Bogie Eaos open, red £10.00 (12)
L225081 DB DEA, 4wh tanker, grey £9.00
L221731 DB EO33 open steel, brown £12.00 (4)
L221511 DB Flat kassel 1045 with 3 x loco wheel set £16.00
L225101 DB HOECHST, 4wh tanker, grey/orange stripe £9.00
L220015 DB Low level bogie transport wagon, brown ..... ~~£10.00~~ £7.00
L220011 DB Low level transport wagon x 2 ..... ~~£14.00~~ £10.00
L235075 DB middle tipping open with brake platform, brown, epIV ..... *New* ~~£11.00~~ £8.00
L240131 DB Oil-Hilfszug, tank (Bath tender) wagon + van, yellow £24.00
L220011 DB Rolling Road with DB Artic lorry ..... ~~£12.00~~ £9.00 (4)
L220999 DB Siemens, heavy load carrier with transformer ..... ~~£35.00~~ £28.00 (2)
L230921 DB Snow Plough Hamburg 6421 ..... £18.00
L225801 DB Texaco bogie tanker, green £14.00
L220601 DB Zwischenwagen, brown ..... ~~£12.00~~ £9.00
L235773 DBAG Bogie Canvas Cov wagon, red £20.00 (2)
L235761 DBAG bogie wagon for COIL load £16.00
L235775 DBAG E+H Sahimms Bogie Canvas Cover Coil wagon, yellow £20.00
L235772 DBAG Long Bogie Canvas Cov wagon, yellow/red (For Coils) £20.00
L235244 DB-VTG Twin unit wood transport Laaps565 wagon, green, epVI £50.00 (5)
L235480 DR 6wh Shell tanker, yellow, epII £16.00
L235490 DR 6wh tanker Heyden Ag, grey £16.00
L224806 DR Porter Beer van, black £10.00
L224808 DR Wernesgruner van, green/graphics £12.00
L225503 DRG Oppeln van with brake hut, brown £8.00 (2)
L221403 DRG Spalter beer van, white .....

CONTI KITS

STRICTLY MAIL ORDER

Continued from the previous page

46936 DB High Capacity van, ATA Citro, silver/brown....£18.00
44311G DB Huapc with Schenker Artic Trailer....£22.00 (5)
W0008 DB Hupac with 2 x Circus Krone Swap body....£20.00
46576 DB Hupac with Arcus Logistic swap body....£25.00 (3)
46373 DB Hupac with Danzas Artic Trailer....£25.00 (3)
66702 DB Hupac with DB artic trailer....£25.00 (3)
46564 DB Hupac with DFDS + Skandi swap bodies....£25.00
46359 DB Hupac with Gartner Artic trailer....£25.00
44311F DB Hupac with Kombirail Artic lorry trailer, yellow....~~£26.00~~ £23.00
44311B DB Hupac with kuhne + Nagel Artic Lorry talier, blue....~~£25.00~~ £22.50 (4)
46358 DB Hupac with Malenstein Lorry Trailer....£25.00
44311B DB Hupac with Malenstein Lorry Trailer....£25.00
46356 DB Hupac with Schenker Artic Trailer....~~£25.00~~ £22.50 (6)
46361 DB Hupac with Schenker Artic Trailer....~~£25.00~~ £22.50 (2)
44311A DB Hupac with Schenker Artic Trailer....£25.00
48011 DB Hupac with Steiff Artic trailer....£25.00 (3)
46362 DB Hupac with TIE Artic trailer....£25.00
47560 DB ITG 4wh tanker, light grey....£10.00
46092 DB Josera twin silo wagon, light grey....£14.00 (2)
1907 DB long 4wh stake wagon with 2 x MB Artic tractor units....£16.00 (2)
46809 DB Long bogie Cargowaggon van (Great Britain), silver/blue....£18.00 (2)
47130 DB Long Bogie Cargowagon, silver/blue....~~£24.00~~ £21.00 (4)
47255 DB Long Bogie flat with covered load....£18.00 (2)
66984 DB Low Floor double wagon with 2 x Hagpag Lloyd long cont....£55.00
1901 DB Low Floor double wagon without load....£26.00
47540 DB Low Floor double wagon without load....£30.00
46034X DB Lowside with 2 x Portable toilet loads....£10.00
47265 DB LWB 4wh stock wagon, brown....~~£10.00~~ £9.00 (2)
66508.2 DB LWB 4wh van (Circus Krone)....£9.00
46306 DB LWB stake wagon....£10.00
788 DB LWB stake with armouredcar....~~£25.00~~ £20.00
44057 DB Post Double van set, green....£24.00
46685 DB Preussag 4wh hopper, brown....£15.00 (2)
DB Pwghs 54 brake van, brown....£10.00
46132 DB Quartzsand 4wh covered hopper, brown....£15.00
46043 DB Short Steel open, brown/weather....£7.00 (3)
46647 DB slidewall van, black/brown....£14.00
47423 DB slidewall van, black/brown....£14.00
46640 DB slidewall van, silver/brown....£14.00
47418 DB slidewall van, silver/brown....£14.00
47492 DB Stake wagon with Bawya lorry....£16.00
1907 DB Stake with 2 x Artic Traktor load....£18.00 (2)
46308 DB Stake with 2 x Cont load....£10.00 (2)
4399A DB Stake with Sainsbury Beef Cont load....£10.00
46799 DB Statoil, bogie tanker, white/orange/blue....£22.00
46528 DB Sudzucker 3 x conrt flat....£12.00 (2)
46296 DB Tiphook Bogie COWL wagon, silver/blue....£15.00 (3)
44076 DB Transwaggon Bogie COWL wagon x 2, blue....£30.00
46291 DB Transwaggon Bogie COWL wagon, blue....£15.00
76821 DB VTG bogie tanker, grey....£15.00
47058 DB VTG Laubag Bogie silo/tanker, grey....£22.00
44168 DB/CFL Schwarz heavy load on 3 x lowside wagon set....~~£45.00~~ £40.00
46562 DBAG (Kombi) Hupac with 2 x Gutekraft Werkehr swap body....£22.00 (2)
66508 DBAG 4wh LWB van for Camels (Circus), brown....£10.00
47510 DBAG 4wh stake with tanker trailer load....~~£20.00~~ £18.00
46918 DBAG 6 axle Bogie COWL wagon, red....£16.00
DBAG 6 axle bogie heavy flat with coil load....£22.00 (2)
47739 DBAG 6 axle bogie well with Hoe 0-6-0T, red/black load....~~£35.00~~ £31.50
66981 DBAG Artic flat Sggmrs with 2 x Gartner long cont....£55.00
67739 DBAG Artic flat Sggmrs with 2 x Hamburg Sud long cont....£55.00
47103 DBAG Artic flat Sggmrs with 4 x DB Cargo cont....£50.00 (3)

See us at the following events: 25th & 26th Jan @ Pontefract MRS, 14th & 15th March @ Perth Green MRS and 11th & 12th April @ York 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.

67417 DBAG Artic flat Sggmrs with 4 x SAE swap body....£55.00
46880 DBAG Banana Refrig van, white/graphics....£15.00
46467 DBAG Bogie car carrier, light blue....£24.00
47436 DBAG Bogie COWL wagon, brown....£15.00 (3)
46914 DBAG Bogie COWL wagon, brown/weathered....£15.00
66584 DBAG Bogie flat with 2 x WilliBetz swap body....£25.00
46679 DBAG Gravel hopper, brown 4wh....£15.00 (3)
47001 DBAG Huapc Kombiwaggon with 2 x Cont, Schenker Art....~~£25.00~~ £22.50
47017 DBAG Hupac (Kombi) with Kit Kat Artic Trailer....£25.00
47633 DBAG Hupac (Kombi) with Summer Inside Artic Trailer....£27.00 (3)
47038 DBAG Hupac with 2 x Post cont....£24.00
47002 DBAG Hupac with Burger King Artic Trailer....£26.00
46568 DBAG Hupac with Hinz + Kunz 100 Yr Artic trailer....£25.00
46880 DBAG Interfrigo Banana van, white/graphic....£14.00
47101 DBAG Kombi Artic Sggmrs with 2 x FREY + 2 x Hangartner swap body....£50.00
47100 DBAG Kombi Artic Sggmrs with 2 x Schenker + 2 x Hornbach swap body....£50.00 (3)
44048 DBAG Quarzwerke 4wh closed hopper + 2 x twin silo wagon, grey....£38.00
44104 DBAG Railship set, bogie COWL + 2 x High capacity van....£45.00 (2)
47353 DBAG Salzgitter-Gas, white/oraange stripe....£20.00 (2)
66916 DBAG Slideroof van, brown....~~£15.00~~ £13.50
46954 DBAG Swing Roof bogie van....£14.00 (3)
47104 DBAG twin Artic Hupac with P+O NedLloyd Conts....£45.00
47706 DBAG Twin tub coal wagon, brown....£7.00
47705 DBAG twin tub coal wagon, red....£7.00 (3)
47463 DBAG van, white....£10.00
DR 3 x Silo wagon, grey/weathered (6wh)....£15.00
47266 DR 4wh LWB van Gos, brown....~~£10.00~~ £9.00
47203 DR Bogie Eas, open, brown....£12.00 (3)
66605 DR Gls 4wh LWB van, brown....£9.00
46649 DR Gltrhs van, brown....~~£10.00~~ £9.00 (5)
47520 DR Guards van, green....~~£9.00~~ £8.00 (2)
46511 DR High Capacity 4wh van, silver/brown....~~£16.00~~ £14.00
46796 DR KVG Bogie tanker with COWL, white/orange stripe....£22.00
46238 DR LWB 4wh van, grey....£10.00
46909 DR short 4wh bogie coal hopper, brown....~~£10.00~~ £9.00
46909 DR Stuttgart short 4wh coal hopper, brown....~~£10.00~~ £9.00
66250 DRG 4wh van with brake house (Saarbrucken)....£12.00
67122A DSB van, brown....£12.00
67122B DSB van, brown....£12.00
66425 FS Bogie COWL wagon, grey/brown....£15.00 (2)
46292 FS Bogie COWL wagon, grey/brown....£15.00
66712 FS Hupac with 2 x SAE swap body....£27.00 (3)
66711 FS Hupac with Ambrogio Artic trailer....£29.00
46572 FS Hupac with Barilla Artic trailer....£25.00
46581 FS Hupac with CASSA Mobile Frigo long swap body....£25.00 (2)
46352 FS Hupac with Danzas Artic trailer....£25.00
46365 FS Hupac with Danzas Artic trailer....£25.00
47630 FS Hupac with Fercam Artic Trailer....£27.00 (2)
66701 FS Hupac with SAI Artic trailer....£27.00 (5)
66593 FS Hupac with Trenitalia Artic Trailer....£27.00
47627 FS Long 4wh stake wagon with PEPE concrete load....£12.00
47604 FS Long bogie Canvas Cov wagon, grey/brown....£20.00 (2)
46566 FS Lowfloor double wagon with Arcese + Bernasconi Artic trailer....£60.00
66176A/B/C I-Trans Trasfeimer bogie tanker with cowl, white/orange....~~£22.00~~ £20.00 (3)
47958 Kolnisch Wasser 4wh lowside, turquoise....£6.00
47302 KPEV (Stettin) van, brown....£6.00
46905 NEB/RCB 4wh gravel hopper, grey....~~£12.00~~ £10.00
47161 NS 4wh stake with pipe laod....~~£18.00~~ £15.00
66562 NS Artic flat Sggmrs with 2 xVan Dieren long cont....£48.00
67729 NS Cargo Bogie COWL wagon, red....£15.00
46394 NS High Capacity Cargowaggon, silver/blue....£16.00 (2)
46360 NS Hupac with Frans Mass Artic trailer....£26.00 (3)
47110 NS Kombi Artic Sggmrs with 2 x Norfolk line long cont....£48.00
46338 NS PTT Post van, brown....~~£12.00~~ £10.00 (2)
46281 NS PTT Post van, red....£10.00 (3)
47428 NS Railion Bogie COWL wagon, blue....£15.00 (2)
46224 NS Regam, GAS, bogie wagon, white....~~£15.00~~ £13.50
66295 NS steel open, brown/orange....£7.00
46860 NS twin sphere wagon, grey....~~£15.00~~ £13.50 (2)
46863 NS twin sphere wagon, grey....~~£15.00~~ £13.50
4368 NS VAM Compost bogie wagon, green....£12.00 (2)
46227 NS VAM Pot Grond bogie cont wagon....£14.00
47349 NSB G van, wooden/open....£10.00
47429 OBB (Tiphook Rail) bogie COWL wagon, blue....£15.00 (4)
46428.1 OBB 4wh High Capacity van, silver/brown....£16.00
46923 OBB 4wh High Capacity van, silver/brown....£16.00
66983 OBB Artic Flat Sggmrs with 2 x DHL long cont....£48.00
46415.1 OBB BASF 4wh LWB van, white....£10.00
47429 OBB Bogie COWL wagon, brown....£15.00 (2)
67526 OBB Hupac with 2 x Haus Haus swap body....£27.00
66585 OBB Hupac with 2 x Kaiser swap body....£25.00
47117 OBB Hupac with 2 x Lagermax swapbody....£25.00
46361 OBB Hupac with 2 x Panalpina Swap body....£22.00 (7)
46573 OBB Hupac with 40' Cont, red/white....~~£22.00~~ £20.00 (2)
46361 OBB Hupac with Gebruder Weiss Trailer....£25.00

46372 OBB Hupac with LKW Augustin Artic Trailer, yellow....~~£25.00~~ £22.50
46361A OBB Hupac with Muller trailer (Special)....£28.00
47543 OBB Low Floor double wagon with 2 x Gartner long cont....£55.00 (2)
47541 OBB Low Floor double wagon with 4 x cont load....£50.00
66836 OBB OEVA 4wh tanker, grey....£10.00
46428 OBB RailCargo 4wh High Capacity van, silver/brown....£16.00
46237 OBB Tds van, white....~~£9.00~~ £8.00 (3)
66509 PKP Eanos Bogie open with added load, brown....£14.00
46514 PKP High Capacity van, silver/brown....£16.00
47933 RENFE HBIS 25 YR Roco/Soldat....~~£10.00~~ £9.00
46574 RENFE Hupac Flat with 2 x Cominado Swap Body, blue....£22.00
46579 RENFE Hupac with 2 x Danzas swap body....~~£30.00~~ £25.00
46579.1 RENFE Hupac with Dunlop Artic Trailer, brown/yellow....~~£30.00~~ £25.00
46579.6 RENFE Hupac with Estrella Artic Trailer, brown/red....~~£30.00~~ £25.00
46579.2 RENFE Hupac with Gallo Artic trailer, brown/red + yellow....~~£30.00~~ £25.00
46579.7 RENFE Hupac with San Miguel trailer, brown/white + green....~~£30.00~~ £25.00
47946 Sachs Gm van, brown....£8.00
66263 SBB 3 x Cont wagon, 4wh....£16.00
46391 SBB 4wh grain hopper, grey....~~£14.00~~ £12.00 (6)
46393 SBB 4wh grain hopper, purple....£15.00
46678 SBB 4wh gravel hopper, grey....£15.00 (3)
47581 SBB 4wh LWB van Henniez, blue....£12.00
46842 SBB Aproz van, turquoise/graphics....£8.00
44086 SBB AVIA 4wh tanker, grey x 2 set....£28.00
46770 SBB Bogie COWL wagon, turquoise....£15.00
66620 SBB Bogie flat Sgns with 2 x Cargo Domino swap body....£36.00
66632 SBB Bogie flat Sgns with 2 x Cargo Domino swap body....£36.00
66657 SBB Bogie flat Sgns with 2 x Cargo Domino swap body....£36.00
66629 SBB bogie flat Sgns with 2 x Dreier swap body....£36.00 (2)
66656 SBB bogie flat Sgns with 3 x Bell cont....£36.00 (4)
66623 SBB Bogie flat Sgns with 3 x Hamburg Sud cont....£36.00
44081 SBB BP 2 x 4wh tanker, grey....£25.00 (2)
47310 SBB closed 4wh hopper, grey....£15.00
47610 SBB closed 4wh hopper, grey....£14.00
46499 SBB Coop Muhle bogie tanker, grey....£18.00
46899 SBB E steel open, brown....£7.00 (6)
44113 SBB Esso x 2 4wh tanker, grey....£25.00 (3)
67445 SBB ETRA 4wh tanker, grey....£10.00
46634 SBB Goth Artic Car Carrier, blue....£35.00 (6)
46631 SBB Goth Artic Car Carrier, grey....~~£35.00~~ £30.00 (4)
46933 SBB Hbbilns High Capacity van, Datwyler, white....£16.00 (6)
46503 SBB Hbils van, Neumann, white....£10.00
291024 SBB HBIS Grapillon, white/red (Baur)....£15.00
291034 SBB HBIS Sprite, white/green (Baur)....£15.00
47583 SBB HBIS van Feldschlossen Bier van, white....£10.00
46597 SBB HBIS van Migros Chocolat Fret, white/graphics....£10.00
4340A SBB Hbis van Ovomaltine, white/orange....£10.00
Staiber4036 SBB Hbis van, Fontessa Elm, blue....£12.00
46502 SBB High capacity van, Flumroc, blue....£18.00
46504 SBB High Capacity van, VOLG, silver....£18.00
46355 SBB Hupac Danzas Artic trailer....£25.00 (2)
46364 SBB Hupac Gartner Artic Trailer, weathered....£25.00
46365 SBB Hupac with 2 x Bertschi swapbody....£25.00
47121 SBB Hupac with 2 x Crossrail Swapbosy....£28.00
46347 SBB Hupac with 2 x Danzas swap body....£25.00 (2)
66742 SBB Hupac with 2 x Danzas swap body....£28.00
46347 SBB Hupac with 2 x Danzas swap body....£24.00
46578 SBB Hupac with 2 x Dreir cont....£24.00
47123 SBB Hupac with 2 x Drier swap bodies....£25.00 (2)
46355 SBB Hupac with 2 x Fory swap body....~~£26.00~~ £25.00 (2)
47016 SBB Hupac with 2 x Fory swap body....£25.00
66714 SBB Hupac with 2 x Giezandanner Swap body....£25.00
66595 SBB Hupac with 2 x Hangartner Swap Body....£26.00 (2)
46371 SBB Hupac with 2 x Jacky Maeder Swap Body....£25.00
46561 SBB Hupac with 2 x Planzer Swap Body, red/white....£27.00
47027 SBB Hupac with 2 x Planzer Swap Body, red/white....£25.00 (2)
47019 SBB Hupac with 2 x Schoni swap bodies....£25.00
47631 SBB Hupac with 2 x SENN Swapbody....~~£28.00~~ £26.00 (4)
66617 SBB Hupac with 2 x VOS Logistics swap bodies....£27.00
46355 SBB Hupac with Danzas Artic trailer, weathered....£24.00
Staiber4024 SBB Hupac with Frans Maas Artic Trailer....£25.00
66710 SBB Hupac with Lahghi Artic trailer....£27.00
47015 SBB Hupac with Neuhaus Artic Trailer, weathered....£24.00
44311D SBB Hupac with Novatrans Artic Trailer....£25.00 (2)
66588 SBB Hupac with Schoni Artic Trailer....£27.00 (2)
46586 SBB Hupac with Universal Express long swap body....£23.00
47638 SBB Hupac with Zing Artic Trailer....£27.00
47504 SBB k van, grey/silver doors....£9.00
66604 SBB low floor double wagon with 2 x Schoni Artic Trailer....£60.00 (3)
47586 SBB Pepsi HBIS van, white/red/blue....~~£10.00~~ £9.00
46662 SBB Rexwel 4wh tanker, grey/weathered....~~£12.00~~ £10.00
46672 SBB Shell 4wh tanker, grey....~~£14.00~~ £12.00
46648 SBB Slide roof van, Rupperswil, white/brown....£14.00
46641 SBB Slide roof van, silver/brown....£14.00 (4)
66682 SBB Stake wagon with 2 x Military Ambulance load....£20.00
66795 SBB twin sphere wagon, grey....£15.00
44067 SBB Uetiker Dunker HBIS van + closed 4wh hopper set....£30.00
47533 SBB Vetro Recycling Hopper + load, brown....£15.00

46879 SNCB 4wh Cement wagon, twin tub, grey, epIII....~~£15.00~~ £13.50
46414 SNCB 4wh LWB van, GS, brown....£10.00
46294 SNCB Bogie COWL wagon, brown....£14.00 (2)
67541 SNCB Bogie COWL wagon, brown....£15.00
47539 SNCB closed 4wh hopper, brown....£15.00
46980 SNCB DSM Chemielinz bogie tanker, white/orange stripe....£22.00
46570 SNCB Hupac (TRW) with 40ft P+O cont....£25.00 (2)
66971 SNCB Hupac (TRW) with H. Essers Artic Trailer....£27.00 (2)
46588 SNCB Hupac (TRW) with Hyundai cont....£23.00
46375 SNCB Hupac (TRW) with SBT Creativity Artic trailer....£27.00
66592 SNCB Hupac with Grouselle Artic Trailer....£29.00
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 (2)
46560 SNCB TRW Hupac with 2 x CMB cont....£24.00
47096 SNCF 4wh flat with 40' P+O Cont....~~£15.00~~ £13.50
46287 SNCF Bogie COWL wagon, brown....£14.00
46297 SNCF Bogie tarpaulin covered wagon, grey/brown....£15.00
46916 SNCF Bogie tarpaulin covered wagon, grey/brown....£15.00 (4)
47096 SNCF Flat with P+O cont load....£12.00
46298 SNCF FRET bogie tarpaulin covered wagon, grey/brown....£15.00 (2)
46161 SNCF Gbs LWB 4wh van, brown/silver door....£10.00
46381 SNCF Heavy Bogie flat with AMX 30 tank....£15.00 (2)
46364 SNCF Hupac (SEGI) with Novatrans Artic Trailer....£25.00
46370 SNCF Hupac with Guyon Artic trailer....£25.00
44311C SNCF Hupac with Malenstein Artic Trailer....£22.00
47118 SNCF Hupac with Me SGUEN long swap body....£27.00 (2)
46357 SNCF Hupac with Rouch artic trailer....£25.00 (5)
47119 SNCF Hupac with TAB long swap body....£25.00 (2)
44311A SNCF Novatrans Hupac with Novatrans Artic Trailer....£25.00 (5)
46580 SNCF SATI Hupac CNC Cont load....£25.00
46374 SNCF SEGI Hupac Danone Artic Trailer....£25.00
46368 SNCF SEGI Hupac ROUCH cont load....£25.00 (2)
44311D SNCF SEGI Hupac with Novatrans Artic trailer....£25.00 (2)
44311A SNCF SEGI Hupac with Rouch Artic trailer....£25.00
47097 SNCF stake wagon with inter container load....£14.00
47098 SNCF stake wagon with inter container load....£14.00
47118 SNCF TRW Hupac Mesguen Cont load....£25.00
47833 TLG 4wh gravel hopper, brown....£15.00
44311E Trailstar Hupac with 2 x Antoine swapbody....£25.00

TRIX/MARKLIN 2 RAIL NEW & SH

21229 BAV 0-6-0T + 3 x 4wh coach + van, digital....£125.00
22249 BAV 2-4-0 BVL green (DCC + sound)....£260.00
22042 BAV DXI 0-6-2T, green (Zimo chip)....£125.00
22704 BAV DXII 2-4-4T, lined green (Zimo chip)....£135.00
22557 BAV EP3/6 electric, 2-6-4 #20102, lined green/cream....£98.00
22960 BAV Gt2x4/4 0-8-8-0T, lined green, DCC sound....£198.00
22706 BAV PtL2/2 0-4-0T, lined green (DCC)....£85.00
22032 DB 112 310-8 TEE, red/cream DCC/SX sound....~~£175.00~~ £160.00
22206 DB 290 061-1, maroon....£110.00
22047 DB Cargo Koffill Br335, red, digital....£95.00
22172 DB E17 111, green....£145.00
22712 DB V200 150, maroon, Sound was £125....£100.00
M38880 DB044 534-6, 2-10-0....£115.00
22764 DBAG 120 004-7, red/cream....£95.00
22603 DBAG 120 125-0, neu rot (red)....£95.00
22143 DBAG 141 061-2, red....£115.00
22761 DBAG 185 099-9, red was £115....~~£115.00~~ £90.00
22235 DBAG 215 2608-, red....£110.00
1200 Der Adler loco + 3 x coach set....£120.00
22514 DR 44 039, 2-10-0, grey....£135.00
22003 DR 85 001, 2-10-2T....£110.00
22541 DR V188 001 double diesel unit, green....£135.00
22919 DRG E19 12, electric, gloss red (DCC+sound)....£200.00
22731 DRG E75 05, e;ectric 2-4-4-2 (Jackshaft), green....£115.00
21194 DRG ET194 green + 2 x wagon (DCC + sound)....£160.00
22572 Gkm Fireless 0-8-0T, green....~~£95.00~~ £90.00
21217 Henkel set, Fireless 0-8-0T, green + 2 x wagon (DCC)....£165.00
22138 Kof II Works loco, blue (DCC)....*New* ~~£75.00~~ £70.00
22122 Kof, green, Ruben Kampagne, DCC....*New* ~~£85.00~~ £80.00
22168 KPEV T3 0-6-0T, green (DCC + sound)....£150.00
22722 NS/Railion Mak diesel #6503, grey/yellow/red/weathered....£110.00
22601 OBB 1012 003, red/grey, DCC....~~£120.00~~ £100.00

22739 Railion Mak diesel #6494, red/weathered....£110.00
22340 SBB Ce6/8"' Crocodile #14308, brown....£145.00
22567 SBB Eb3/5 2-6-2T....£110.00
22335 SBB Ee3/3 #16367, brown....£115.00
22330 SBB Re4/4' #10015, green (Sound)....£165.00
22353 SBB Re4/4' #10023, red....£120.00
22148 SBB Re4/4" TEE #11250, red/cream....£115.00
37341 SBB Re4/4", green #11294 (wrong box) (DCC fitted)....£90.00
22744 SBB Re4/4", TEE #11161, red/cream (DCC fitted)....£90.00
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