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APRIL 2020

CONTINENTAL MODELLER

# CONTINENTAL MODELLER

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VOLUME 42



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04

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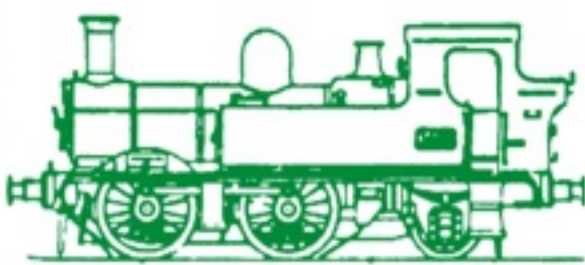
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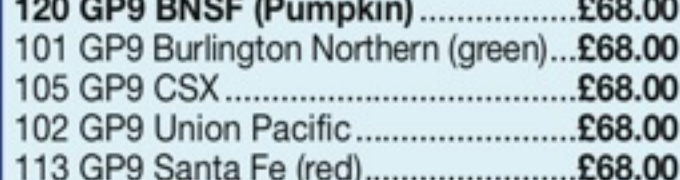
10087 Alco PA Southern .....£155.00



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120 GP9 BNSF (Pumpkin) .....£68.00



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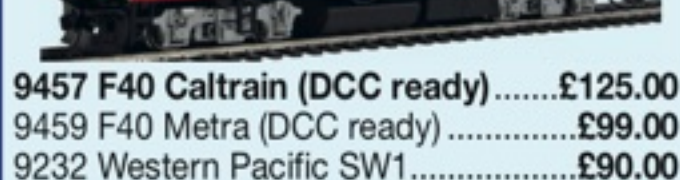
105 GP9 CSX .....£68.00



102 GP9 Union Pacific .....£68.00



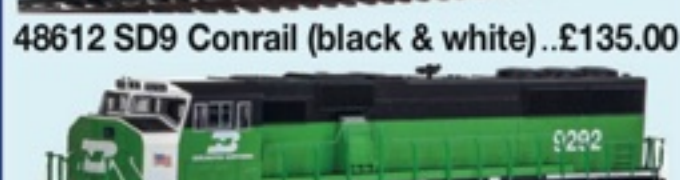
113 GP9 Santa Fe (red) .....£68.00



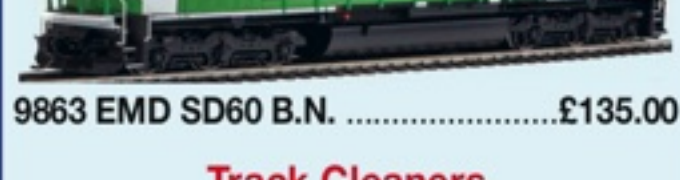
2503 GP15 CSX .....£69.00



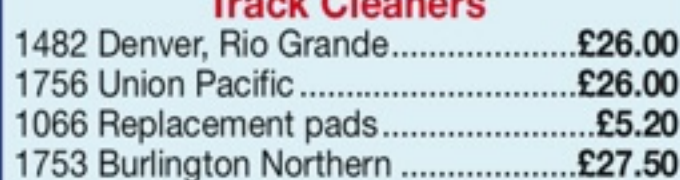
2500 GP15 BNSF .....£69.00



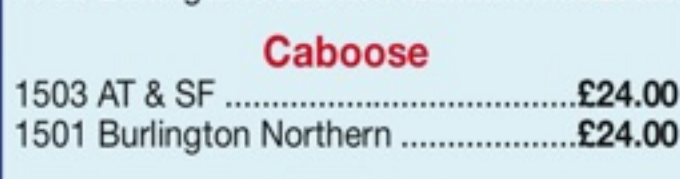
2504 GP15 NS .....£69.00



2505 GP15 Union Pacific .....£69.00



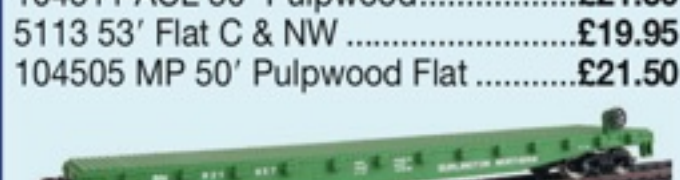
9457 F40 Caltrain (DCC ready) .....£125.00



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



9232 Western Pacific SW1 .....£90.00



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



9863 EMD SD60 B.N. .....£135.00

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1482 Denver, Rio Grande .....£26.00

1756 Union Pacific .....£26.00

1066 Replacement pads .....£5.20

1753 Burlington Northern .....£27.50

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1503 AT & SF .....£24.00

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



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

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1422 4 Bay Hopper Reading .....£17.50

### Tanks

1441 Br. Columbia Railway .....£17.50

1447 Norfolk & Southern .....£17.50

1016 Union '76' 36' tank .....£18.95

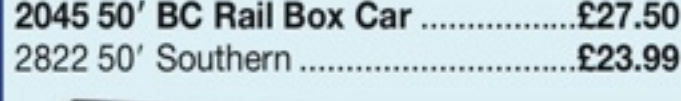
1124 Union '76' 3 dome .....£22.50

1442 Cooks Paints .....£17.00

### Box Cars



2045 50' BC Rail Box Car .....£27.50



2822 50' Southern .....£23.99

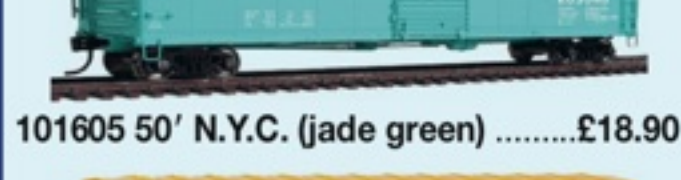


1402 50' Louisville & Nashville .....£16.90

2365 40' Boston & Maine .....£18.55



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



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

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

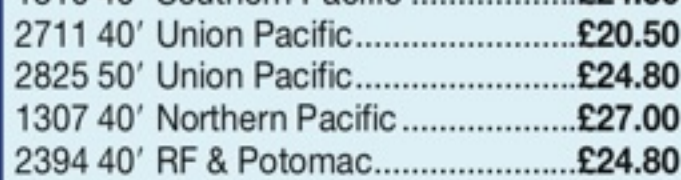
1310 40' Southern Pacific .....£24.50

2711 40' Union Pacific .....£20.50

2825 50' Union Pacific .....£24.80

1307 40' Northern Pacific .....£27.00

2394 40' RF & Potomac .....£24.80

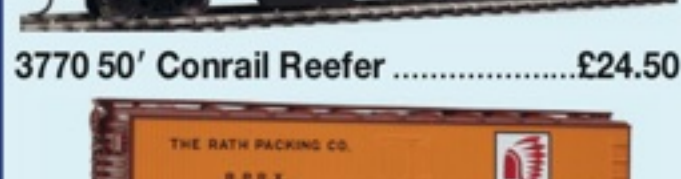


2817 50' Great Northern Box Car .....£24.95

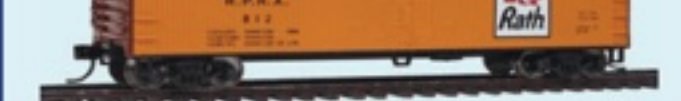
### Reefers



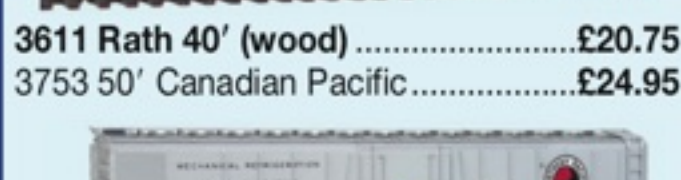
3770 50' Conrail Reefer .....£24.50



3611 Rath 40' (wood) .....£20.75



3753 50' Canadian Pacific .....£24.95



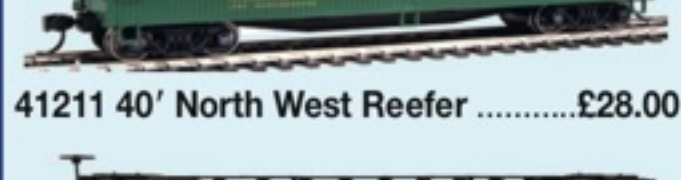
3772 50' Northern Pacific .....£27.50



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



41218 Santa Fe 40' Wood Reefer .....£27.70



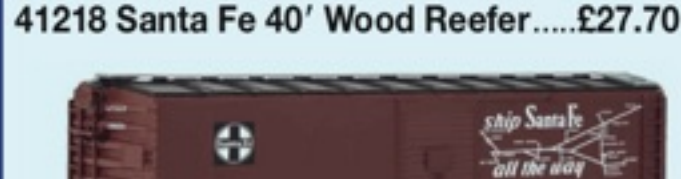
1314 Santa Fe 40' 'The Chief' .....£24.75

2318 50' Santa Fe Box Car .....£24.95

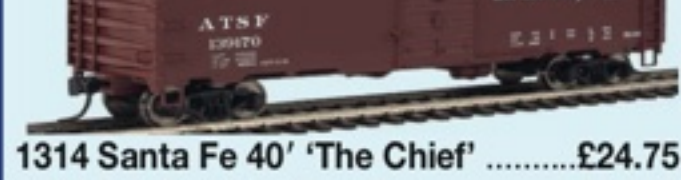
1664 Santa Fe 'El Capitan' Box Car .....£23.50

3763 Santa Fe 50' Reefer .....£24.80

3656 Wood Santa Fe Reefer 40' .....£24.50



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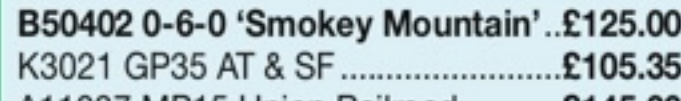
B51711 UP Mogul 2-6-0 .....£130.00



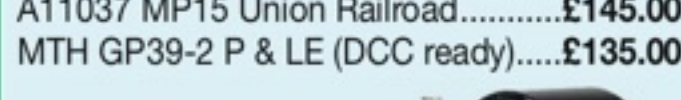
B50402 0-6-0 'Smokey Mountain' .....£125.00



K3021 GP35 AT & SF .....£105.35



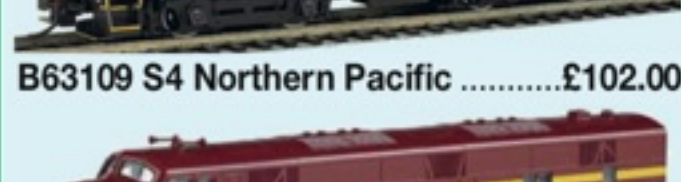
A11037 MP15 Union Railroad .....£145.00



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



B63109 S4 Northern Pacific .....£102.00



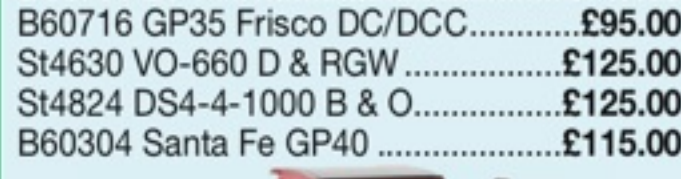
B66701 E7 PRR .....£147.50

B60716 GP35 Frisco DC/DCC .....£95.00

St4630 VO-660 D & RGW .....£125.00

St4824 DS4-4-1000 B & O .....£125.00

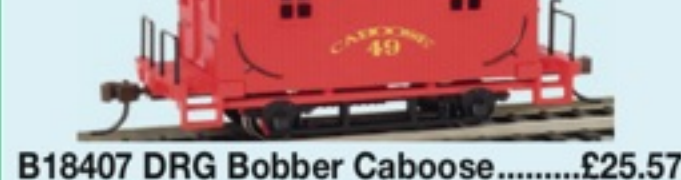
B60304 Santa Fe GP40 .....£115.00



B18407 DRG Bobber Caboose .....£25.57

B17702 AT & SF Bay w.caboose .....£28.80

B17725 36' D & RGW Caboose .....£20.00



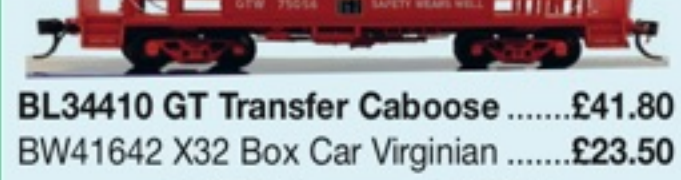
BL34410 GT Transfer Caboose .....£41.80

BW41642 X32 Box Car Virginian .....£23.50



BW41850 B & O 2 Bay Hopper .....£19.99

BW41801 70T Hopper BN .....£22.50



B16402 Blacksmiths Car W & A .....£45.00



B16332 40' 'Mayblossom Lard' Reefer Track Cleaner .....£42.95

B17947 50' Tropicana Reefer .....£25.95

CC19304 3 Bay Hopper Southern .....£18.25

CC523 3 Bay Hopper BNSF .....£18.25

B19806 40' Grand Union Reefer .....£29.95

A3984 Libby's Ref Van .....£39.95

B19805 Reefer 'Pure Carbonic' .....£24.00

A3529 50' Box 'Cotton Belt' .....£25.95



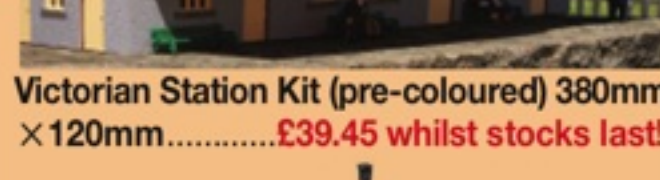
B19803 '40' ART Reefer .....£27.00

B18332 Log Car .....£35.95

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



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A6902 Island Platform x 2 .....£35.95

MTH9097 Gate Tower BU .....£29.70

MTH Tunnel portal x 2 .....£17.50

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Corrugated Tool Shed Kit .....£14.95



Lattice Footbridge .....£25.95



WS2747 Rail Workers x 5 .....£23.50

B45978 Water Tower .....£25.70



AMB492 Gas Station (laser cut wood kit) .....£42.60

B45608 Cape Cod House x 2 .....£22.50

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



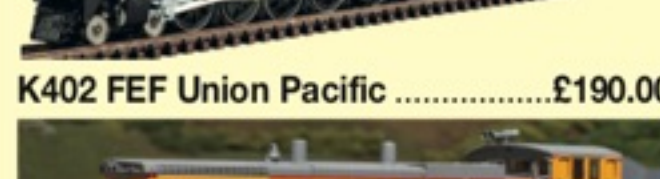
B16149 Crane Car & Boom Tender/painted no lettering

Black, silver, yellow chevrons on crane .....£58.95

### American N Gauge post & packing £3.99



K402 FEF Union Pacific .....£190.00



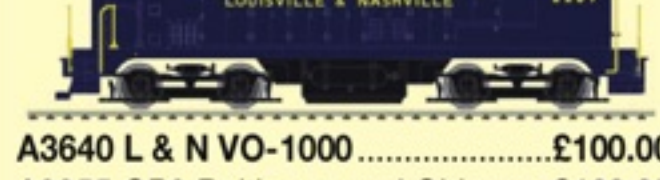
A3792 Union Pacific MP15 .....£115.00



A3640 L & N VO-1000 .....£100.00

A2955 GP9 Baltimore and Ohio .....£108.95

A2896 S2 Baltimore and Ohio .....£108.95



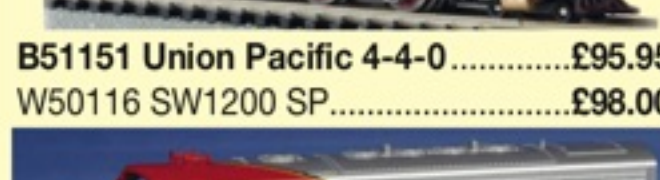
B51151 Union Pacific 4-4-0 .....£95.95

W50116 SW1200 SP .....£98.00



K2121 F7 A unit ATSAF .....£82.00

B60053 Plymouth AT & SF .....£56.70



K8931 GE ES44AC BNSF .....£108.00

A2533 MP15 Union Railroad .....£115.00



W50308 GP38-2 CSX .....£83.15

K7035 C & NW AC4400CW .....£108.00

HN2317 GE U28C BN .....£100.00

K EMD FP7 A Milwaukee Road .....£100.00



A2533 MP15 Union Railroad .....£115.00



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A2533 MP15 Union Railroad .....£115.00



IM65760 UP 1937 Box Car .....£26.75

B19656 50' BN Box Car .....£24.50



MT410 34' Ice Reefer Heinz .....£33.60



BW Reading 'Blue Coal' Hopper .....£20.95

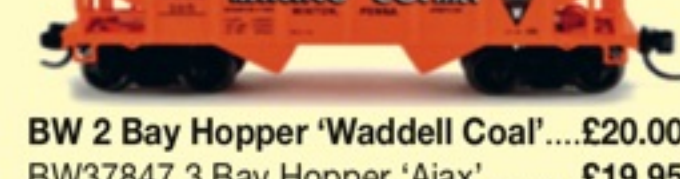


BW 2 Bay Hopper 'Waddell Coal' .....£20.00

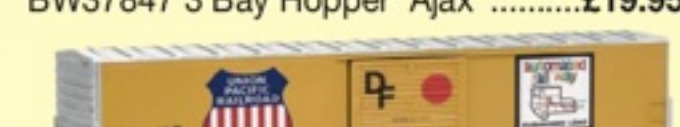
BW37847 3 Bay Hopper 'Ajax' .....£19.95



MT040 50' Union Pacific Box Car .....£35.00



MT280 Heinz 36' Wood Box Car .....£29.95



B17857 Clark Tank .....£18.90

IM66302 Shell Single Dome Tank .....£29.95



# CONTINENTAL MODELLER

April 2020

Volume 42

Number 4

## From the Editor

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**Editorial Assistant** CALLUM WILLCOX

**Art Director** ADRIAN STICKLAND

**Graphic Illustration**

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**General & Advertisement Manager** JOHN KING

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## RAILWAY MODELLER

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



Cover

**Rhätische Bahn Ge4/4III 652  
Vaz/Obervaz arrives at Vals  
with set of Glacier Express  
panoramic coaches.**

Photo: Neil Davis.

## CM Cup competition results

We are pleased to announce that the winner of the CONTINENTAL MODELLER Cup for 2019 is Vincent de Bode for *De Graafstroom* (October), the 1:87 scale model of a narrow (3'6") gauge tramway in the South Holland landscape – with moving tjalk on the canal as well as trains!

In second place, only three points behind, was *Höllentalbahn*, the German HO layout built for Roco (April), which itself was just two points ahead of *Rusinowo* (Polish HOe, August) by Sebastian Marszal, and that was only two points in front of both *Birkenstock* (German HO, March) by Jan Hein Ruygrok and *Oberweißbacher Bergbahn* (German HO, December) by 1.Rudolstädter MBC.

Next came a group separated by only a few points: *Süd Harz Eisenbahn* (German HOm, November) by Paul Steedman, *Marx Engels Platz* (German N, September) by Bill Roberts, *Barchbergbahn* (Austrian HOn3z, February) by Diger Rossel.

Once again, a wide spread of prototype interests are reflected, and we were pleased to note that a good proportion of the articles published attracted some support. Our thanks to all who voted – it is appreciated. It was encouraging to note that there were very few formula votes, and indeed some readers known for particular interests or society allegiance had been prompted to vote for other subjects! As in previous years, several readers commented how hard it was to choose, which we take as a compliment on behalf of all those modellers whose work was featured over the course of the year.

So to the prize draw results. Winner of the first prize (£400.00-worth of vouchers) is Peter Johnston of Wellingborough. Second prize (£200-worth of vouchers) – Tony Olsson of Kirkby-in-Ashfield. Third prize (£85.00-worth of vouchers) – Sven Fallenius of Borås in Sweden.

The seven runners-up receiving a year's subscription are: John Anderson of Alnwick; Jonathan Collinge of Brixham; Geoff Eyles of Hitchin; Philip Hull of Okehampton; Marius Sleenwenhoek of Falkirk; David R.Smith of North Hykeham; and Stuart Wallace of Peterborough.

## Nürnberg report

Most programmes seem slightly smaller this year, and indeed some are very restrained, but there are some notable exceptions, particularly among smaller, often nationally focussed, companies. The lead time between announcement and delivery seems to be getting longer, whether for logistic, technical, or financial reasons, so some items seen for the first time this year may sound familiar from previous reports.

Our impression was that attendance was slightly down, and not only due to concerns over the Corona virus, though that undoubtedly had an effect, and may have a longer term impact on the production and delivery of models for our hobby.

However, the presence of those doing serious business did not seem diminished: certainly the Peco sales team had a very full appointments book, and many other companies reported themselves satisfied with the week. The optimum level of patronage for business may not be packed!

Beyond the expected Brexit jokes after Friday 31st January, RAILWAY MODELLER and Peco gained considerable plaudits for the coverage of Sir Rod Stewart's layout – this was taken up by mainstream media worldwide and seems to have had a significant effect, reaching a wider audience and presenting the hobby generally in a favourable light.

As usual, our report in this issue deals with HO; next month we will cover N, TT, Z, O, I, and narrow gauge, plus structures and scenics. There will also be a list of contacts.



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Jean-Michel Tete created a small but nicely detailed industrial scene in HO, set in the suburbs of Paris.



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The first part of our comprehensive coverage of the extensive model railway section of this international toy and hobby fair deals with HO. Next month – N, Z, TT, O, 1, narrow gauge, and G, plus structures and scenics.

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# Nürnberg

## REPORT 2020



As in previous years, we cannot hope to mention everything that was shown: manufacturers use the event to promote their complete ranges to trade customers, and so the scope of the model railway section of the Nürnberg trade fair is too large. We have tried to include what are, in our opinion, significant and interesting new products.

We should point out that our illustrations have been derived from manufacturers' information as well as our own photography. Readers should be aware that some pictures may have been retouched, and the final models may differ in detail.

We would also point out that a mention in the report is the result of gathering information or hastily inspecting a sample at a trade fair, and should not be taken as a full and considered review of the finished product.

The news of many of these products is by way of advance information, and the mention of any item should not be taken to mean that it is available.

Similarly, estimates of delivery dates should only be taken as an approximate guide based on stated intentions. Readers must await coverage in our 'Latest Reviews' or announcements in retailers' advertisements which will indicate when particular models can be purchased. Enquiries should be directed to the relevant supplier, not the Editorial office!

This report is compiled quickly immediately after the Fair and we apologise in advance for any errors or omissions. We hope such failings will be minor and not detract from your enjoyment of what we believe is the most complete English-language coverage of the model railway section of the Nürnberg Spielwarenmesse.

### A BRIEF GUIDE TO THE EPOCH DATING SYSTEM

The following terms are used in our report:

**EPOCH I** – approximately 1870 to 1920; vehicles in the liveries of the separate state and private railways.

**EPOCH II** – approximately 1920 to 1945, from the formation of the large national state networks (DRG, BBÖ, SBB, etc).

**EPOCH III** – approximately 1945 to 1968.

**EPOCH IV** – approximately 1968 to 1994; vehicles with UIC computer numbering.

**EPOCH V** – 1994 to 2006, from the foundation of DBAG, formation of private railway operating companies, and Europe-wide liberalisation of railway traffic.

**EPOCH VI** – introduction of new Europe-wide UIC vehicle numbers with a country-specific code, starting 2007.





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## Z 1:220 Scale -

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



## HO 3-Rail 1:87 Scale -

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



## Gauge 1 1:32 Scale -

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

## Marklin Central Station 3

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



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## SCENIC MATERIALS

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

## MODEL FIGURES

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

## LASER-CUT PLANTS

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

## DECO SCENES

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





# Preiser

## Figures for Every Scale



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

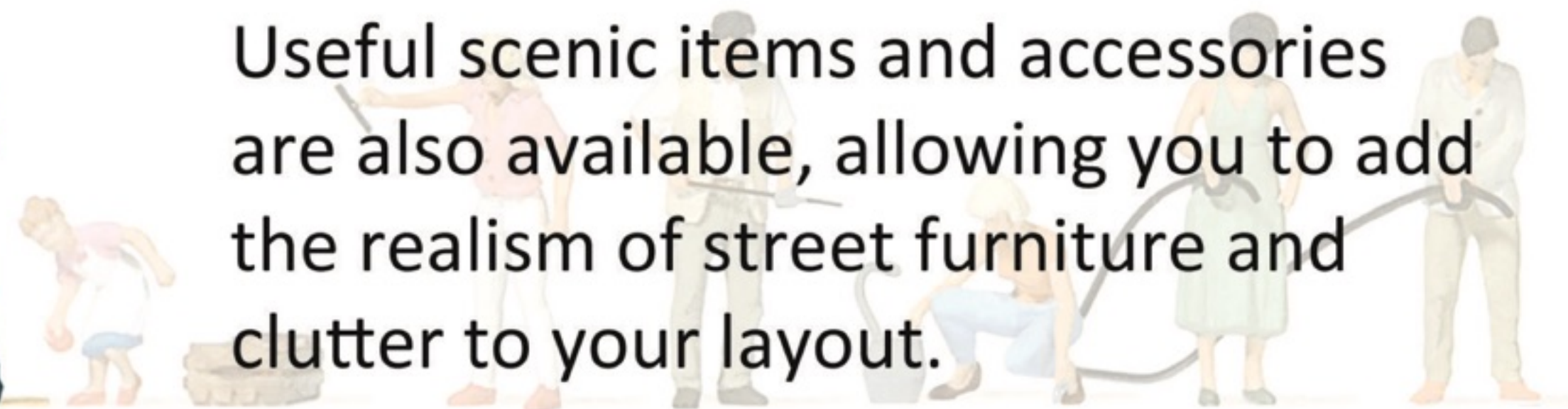
Railway Scales covered:  
Z, N, TT, HO, OO, O, G, and  
Gauge 1.



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



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



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



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



# A Comprehensive Model Railway System

# PIKO

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



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



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



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



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



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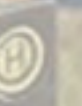
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Faller are world famous for their plastic building kits. With a huge range in different scales of Continental-style buildings, any layout will benefit from the inclusion of Faller kits. To compliment the buildings, Faller also produce a range of figures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

## CAR SYSTEM

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



## FAIRGROUND



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



# Roco

# Big in Detail and Technology

## HO Scale

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

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



## H0e Scale

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

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



## TT Scale

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

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



## Z21 Digital System

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

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

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## WLC Electric locomotive class 187

**N**  
1:160



**ARNOLD**

**HN2436/HN2436D**

WLC, electric locomotive class 187 in blue/cream livery, 187 321-5, period VI

£ 146,99 / £ 190,49

## THALYS PBKA Intermediate coaches



**Jouef**

**HJ3000**

Thalys PBKA, 1st class intermediate coach, period VI

**HJ3001**

Thalys PBKA, 2nd class intermediate coach, period VI

**HJ3002**

Thalys PBKA, bar coach, period VI

£ 55,99 / £ 55,99 / £ 55,99

## FS Gran Confort Coaches 85/88



**Rivarossi**

**HR4274**

FS, set of 4 Gran Confort Coach 85/88 series in XMPR livery with restaurant coach 87 series with ribbed roof with second logo type, period Vb

£ 161,99

## RENFE/SNCF Tren Talgo "Elipsos"



**Electrotren**

**E3284**

RENFE/SNCF, Tren Hotel Talgo "Elipsos", set of 6 coaches, period V-IV

£ 174,99



# BRAWA

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[www.brawa.de](http://www.brawa.de)

## HO GAUGE



40920/40922/40923 – Br02 DRG express



40224/40226/40227 – BR06 DRG Streamlined express



46551/46552/46561 – Driving coach 483.1 DBAG



42910/42912/42913 – Br245 DB AG Diesel



50304  
– Bogie Silo  
wagon Uacs  
DB AG



43138/43140/43141 – Br Ae 477 electric  
"Kreuzlingen" Lokooop



49794  
– "Teisnacher  
Papierfabrik"  
Bavarian van

## N GAUGE

64512 – Twindexx double deck coach set



# A passion for Detail



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|                                                 |         |
|-------------------------------------------------|---------|
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| 37150 container wagon Btrhs 30 DB Ep3           | £72.50  |
| 37151 container wagon BT30 DB Ep3               | £72.50  |
| 37152 container wagon Lbs 577 DB Ep4            | £772.50 |
| 37153 container wagon BTrhs30 DB Ep3            | £72.50  |
| 37154 container wagon BTs30 DB Ep3              | £72.50  |
| 37159 container wagon BTs30 Schwarzkopf DB      | £72.50  |
| 37162 container wagon BTs30 open container DB   | £72.50  |
| 37210 2 axle UIC standard 1 van "Golsch" DB Ep4 | £78.00  |
| 37218 2 axle UIC van "Dole bananas" van Ep3     | £78.00  |

### HO LOCO'S

|                                                               |         |
|---------------------------------------------------------------|---------|
| 40122 Br56 heavy freight loco DRG black Ep2 DCC sound         | £525.00 |
| 40580 DRG Br98.10 tank engine green Digital extra Ep2         | £390.00 |
| 40640 Rh 780 nr 78 of the WLE black livery Ep2 DC             | £240.00 |
| 40658 Br38.4 steam loco DRG Ep2                               | £200.00 |
| 40715 BBO Rh 55 196 freight loco black Ep3 DCC Sound          | £395.00 |
| 40718 BBO G7.1 freight loco black DCC sound Ep3               | £395.00 |
| 40782 OBB reihe 178 steam tank DCC sound Ep3                  | £325.00 |
| 42508 HO Akku Kof DB Ep4 "special model"                      | £75.00  |
| 42788 Voith BB10 Diesel blue analogue basic                   | £210.00 |
| 42810 V213 Diesel red centre cab Sound + functions Ep4        | £295.00 |
| 42812 DB AG BR 212 diesel red DC                              | £140.00 |
| 42830 Sersa Am847 Diesel DCC sound                            | £299.00 |
| 43202 BrE 75 rod drive electric Sound/functions Ep2 DRG       | £370.00 |
| 43400 BrE 44 007 DRG electric grey Ep2 analogue               | £270.00 |
| 43402 BrE 44 007 DRG electric grey Ep2 Digital extra          | £370.00 |
| 43072 BrE 7301 electric brown DCC sound DRG Ep2               | £260.00 |
| 43912 BrE 185.2 Traxx loco "LTE" green/silver DC Ep6          | £198.50 |
| 43984 TRAXX Electric Br484 SBB Cargo red/blue Ep6             | £179.00 |
| 44402 VT762 Diesel railcar DCC Sound Ep2 green                | £265.00 |
| 44208 VT45.5 Diesel railcar + VB50 trailer DB red DC Ep3      | £230.00 |
| 44614 Br425 DB regio 4 car electric railcar digital extra Ep6 | £315.00 |

### HO COACHES

|                                                       |         |
|-------------------------------------------------------|---------|
| 2167 Messe wagen 2 axle coach type Ci DB Ep3          | £10.00  |
| 2400 K.W.St.E 2 axle coach 1st/2nd green Ep1          | £30.00  |
| 2401 K.W.St.E 2 axle coach 2nd green Ep1              | £30.00  |
| 45088 BBO 2 axle Ci coach green Ep3                   | £20.00  |
| 45205 D-Zug Clerestory bogie coach B4u Ep2            | £59.00  |
| 45206 D-Zug Clerestory bogie coach AB4u Ep2           | £59.00  |
| 45212 DRG D-Zug bogie coach 3rd Ep2                   | £50.00  |
| 45213 DRG D-Zug bogie coach 1st Ep2                   | £50.00  |
| 45214 DRG D-Zug bogie coach 3rd Ep2                   | £50.00  |
| 45404 Gepackwagon Pw4u DRG Ep2                        | £50.00  |
| 45410 Pw4u Rheingold baggage coach purple Ep2         | £57.00  |
| 45609 2 axle clerestory coach Bi of WEG red/cream Ep3 | £48.00  |
| 45632 2 axle plank coach type Cu of the BBO brown Ep2 | £50.00  |
| 45633 Rake 3, 2 ax. local BBO wooden coaches Ep2      | £140.00 |
| 45376 Bu/BPwu Lokalbahn Lambach-Haag 3 coaches Ep3    | £140.00 |
| 45808 standard local 2 axle coach Cid 24 der DRG Ep2  | £44.50  |
| 45703 Gi DRG 2 axle balcony coach green Ep2           | £36.50  |
| 45801 DRG 2 axle coach Bci 23 green Ep2               | £54.00  |
| 45815 OBB 2 axle branchline coach Ep3                 | £32.00  |
| 46013 centre door bogie coach turquoise/cream Ep5     | £42.00  |

|                                                   |         |
|---------------------------------------------------|---------|
| 46014 centre door bogie coach turquoise/cream Ep5 | £42.00  |
| 46015 centre door bogie coach turquoise/cream Ep5 | £42.00  |
| 46150 DRG bogie express coach BC4i-37 Ep2 green   | £53.00  |
| 46151 DRG bogie express coach C4i-36 Ep2 green    | £53.00  |
| 46251 MPw4ie-50 bogie baggage coach DB Ep3        | £62.00  |
| 46252 MPw4i & MPw4yge baggage coaches DB Ep3      | £120.00 |
| 46301 DB 2 x 3 ax. coaches BC3yge and C3yge Ep3   | £89.00  |

### HO WAGONS

|                                                      |         |
|------------------------------------------------------|---------|
| 47052 DEA 2 axle tanker grey Ep3 DB                  | £22.00  |
| 47063 Krupp type tanker "Westfalen" DB Ep3           | £22.50  |
| 47066 "THOERL" tanker Green DB Ep3                   | £22.50  |
| 47073 4 axle tanker "Veedol" DB Ep3                  | £24.00  |
| 47074 4 axle tanker "Varta" DB Ep3                   | £24.00  |
| 47200 bogie Schienenwagen SSla DRG Ep2               | £28.00  |
| 47201 Db 4 ax. Flat rail wagon SSIma 44 DB Ep3       | £28.00  |
| 47204 bogie Schienenwagen SSi OBB Ep3                | £28.00  |
| 47209 bogie Schienenwagen Pa CSD Ep3                 | £28.00  |
| 47212 bogie Schienenwagen SSla DR Ep3                | £28.00  |
| 47213 bogie Schienenwagen Rmz DR Ep4                 | £28.00  |
| 47217 bogie Schienenwagen SSla DRG Ep2               | £28.00  |
| 47233 DB 4 axle Flat wagon SSIma 44 + wheel load     | £45.00  |
| 47279 DB 2 axle van Glnhs 50 "Löhmann" Ep3           | £34.00  |
| 47716 DRG 2 axle 3 barrel latrine wagon Ep2          | £40.50  |
| 47717 K.Sächs.St.EB 3 barrel latrine wagon Ep1       | £40.00  |
| 47722 Set 3 KWstB Latrinen wagons Ep1                | £100.00 |
| 47815 "Ramsier" 2 axle SBB tanker Ep3                | £50.00  |
| 47817 K2 "Fri Ho Di" tank wagon Ep2 DRG              | £50.00  |
| 47819 SBB K2 van brown with brake Ep3                | £31.00  |
| 47839 SBB type K2 2 axle tanker "Movenpick" Ep2      | £52.00  |
| 47840 2 axle van "Berentzen" DRG Ep2                 | £52.00  |
| 47867 SBB 2 ax. K2 van "SLM Winterthur" Ep2          | £32.00  |
| 47906 Well wagon with container DB Ep3               | £58.00  |
| 47910 Bogie well wagon + AEG container KPEV Ep1      | £65.00  |
| 47923 Gms 30 2 axle van "ATA" blue DB Ep3            | £30.00  |
| 47926 Gms 30 2 axle van "Palmin" DB Ep3              | £30.00  |
| 47928 Gms 30 2 axle van "Bauknecht" white DB Ep3     | £30.00  |
| 47929 Gms 30 2 axle van "Movenpick" white DB Ep3     | £30.00  |
| 47930 Gms 30 2 axle van "Pc. Fachingen" DB Ep3       | £30.00  |
| 47931 Gms 30 Oppeln "Brandt" 2 axle van DB Ep3       | £30.00  |
| 47974 DRG 2 ax. Oppeln Grhhs van brown Ep2           | £28.00  |
| 48019 K Bay sts B brown 2 axle van Ep1               | £31.50  |
| 48022 "Pez" 2 axle Hannover van yellow DRG           | £32.00  |
| 48217 set 3 K3 SBB red cross brown vans Ep2          | £82.00  |
| 48255 BBO 2 axle G10 van "Wein Wagon" Ep2            | £31.50  |
| 48265 Mecklenberg G 10 2 axle refrigerated van Ep1   | £32.00  |
| 48285 2 axle van G10 "Kaldewei" blue DB Ep3          | £32.50  |
| 48417 Om21 open wagon DB Ep3                         | £18.00  |
| 48429 2 axle open wagon Om21 SNCF brown Ep3          | £22.50  |
| 48504 DB AG set of 3, 4 ax. open wagons Eaos red Ep6 | £92.00  |
| 48556 FS 2 axle spitzdach wagon Ep3                  | £35.00  |
| 48626 DB 2 axle Open wagon E 52 Omm + cable car Ep3  | £39.00  |
| 48662 DRG 2 ax. Gh van "Mignon Kakao" blue Ep2       | £32.00  |
| 48699 2 axle van "Goggo Motorroller" DB Ep3          | £30.50  |
| 48708 GI 2 axle brown van CSD Ep3                    | £30.50  |
| 48714 DB 2 axle van "Bauknecht" blue Ep3             | £30.00  |
| 48720 DB 2 axle van Glr 22 "Telefunken"              | £36.00  |
| 48722 OBB 2 axle Hbcs-w van Ep4                      | £35.00  |
| 48724 OBB 2 axle Hbcs-w van "Alma Kase" Ep4          | £35.00  |
| 48733 DB 2 axle van Gltr 23 "Eicher" Ep3             | £35.00  |
| 48735 DB 2 ax. flat wagon Kklm 433 + cable load Ep3  | £32.00  |
| 48758 Rake 3, 4 ax. new type UIA tankers DR Ep4      | £28.00  |
| 48826 DRG 2 axle Oppeln brown van Ep2                | £30.00  |
| 48827 Oppeln gmrs20 2 axle brown van DB Ep3          | £30.00  |
| 48828 DB Oppeln Glms brown van Ep4                   | £30.00  |
| 48831 Oppeln OBB 2 axle brown van Ep3                | £30.00  |
| 48855 DB 2 ax tanker "Pril" blue Ep3                 | £22.00  |

|                                                        |        |
|--------------------------------------------------------|--------|
| 48900 DRG 4 ax. Uerdingen tanker wagon grey Ep2        | £27.00 |
| 48903 DR 4 ax. Uerdingen tanker wagon grey Ep3         | £27.00 |
| 48905 DSB 4 ax. Uerdingen tanker "Shell" Ep3           | £27.00 |
| 48951 3, Hbis297 und Hbis299 sliding wall vans DB Ep4  | £89.00 |
| 48962 Sliding wall van Hbis 299 "Veissmann" Ep5 red    | £36.50 |
| 48963 Sliding wall van Hbis 299 DBAG Ep5 brown         | £36.50 |
| 48965 DB AG Sliding Wall van Hbis299 Ep6               | £36.50 |
| 48968 DB 2 ax. Sliding roof van Tbis869 "Degussa" Ep4  | £36.50 |
| 48969 Tbis869 sliding wall van DB grey Ep5             | £36.60 |
| 48970 DB 2 axle Sliding Roof/Wall van Tbis 875         | £38.00 |
| 49006 Beer van BmH "Stuttgarter Hofbräu" DB Ep3        | £35.00 |
| 49007 Beer van G10 "Jever" DB Ep3                      | £35.00 |
| 49019 2 axle van "Zipfer export" BBO cream livery Ep3  | £32.00 |
| 49020 2 axle van "Puntigamer" BBO blue livery Ep3      | £32.00 |
| 49038 G 10 van "Tucher" beer white van DB Ep3          | £33.00 |
| 49039 DB 2 axle G10 van "Sion Kolsch" Ep3              | £32.00 |
| 49040 2 axle van G10 "Binding Bier" DB Ep3             | £32.00 |
| 49041 2 axle van "DortmunderBier" white DB Ep3         | £32.00 |
| 49042 2 axle G10 van "Schlosser Alt" bier white DB Ep3 | £32.00 |
| 49043 2 axle G10 van "Pyrazer Bier" white DB Ep3       | £32.00 |
| 49727 SNCF 2 ax. Wf2 van "Bieres de Colmar" Ep2        | £32.00 |
| 49773 DB 2 axle G10 van "MAN" grey Ep3                 | £32.00 |
| 49060 G10 2 axle van "Heineken" OBB Ep3                | £31.00 |
| 49086 Beer van "Schulltheiss bier" DB Ep3              | £33.00 |
| 49087 G10 "Feldschlossen" 2 axle van DR Ep4            | £29.00 |
| 49416 DB 2 axle Baggage van Pwg 14 DB Ep3              | £46.00 |
| 49747 G10 "EUROPA SPIELWAREN" DB Ep3 70 years          | £36.50 |

### N GAUGE LOCO'S

|                                                |         |
|------------------------------------------------|---------|
| 61185 Br118 B-B Diesel red/white DR Ep4        | £95.00  |
| 62708 Diesel Gravita 10 BB "MRCE" black Ep6    | £90.00  |
| 63012 Lokoop Ae 476 "Stoos" red livery Ep6     | £90.00  |
| 63014 Ae 476 Classic Rail red loco Ep6         | £90.00  |
| 63018 Ae477 Orient express blue livery SBB Ep4 | £100.00 |

### N COACHES

|                                                    |        |
|----------------------------------------------------|--------|
| 65220 SBB commuter EW II Bogie coach 1/2n          | £30.00 |
| 65221 SBB commuter EW II Bogie coach 1/2nd         | £30.00 |
| 67219 SBB bogie AB EW II passenger coach green Ep4 | £30.00 |

### N GOODS WAGONS

|                                                      |        |
|------------------------------------------------------|--------|
| 67050 DB "Rheinpreussen" 4 axle tanker Ep3           | £25.00 |
| 67058 "Westfalen AG" tanker DB Ep3                   | £25.00 |
| 67075 4 ax tanker "ARAL" grey DRG Ep2                | £20.00 |
| 67110 UIC 2 axle van Transthermos Kühlverkehr DB Ep4 | £22.00 |
| 67111 UIC Standard 1 Bell SBB Ep4                    | £22.00 |
| 67222 2 axle Gmhs 35 van brown DB Ep3                | £25.00 |
| 67230 bogie neubaukessel wagen grey DR Ep4           | £25.00 |
| 67302 GMHS 35 "Essezt" 2 axle van DB Ep3             | £35.00 |
| 67325 GMHS 35 "O&K" 2 axle van green DB Ep3          | £35.00 |
| 67415 G 10 2 axle van "Palmer's Strumpf" OBB Ep3     | £20.00 |
| 67437 G10 2 axle van white Meteor livery SNCF Ep3    | £25.00 |
| 67463 2 ax. G type van "Schwarzer Friese" Ep4        | £25.00 |
| 67467 2 ax. G type van "Hohenzollern" DRG Ep2        | £25.00 |
| 67469 G 10 "Krupp" 2 axle van brown DB Ep3           | £25.00 |
| 67440 KPeV Gm 2 axle van Gm brown Ep1                | £27.50 |
| 67449 2 ax. G type van "Carl Zeiss Jena" DRG Ep2     | £28.00 |
| 67455 KPeV Gm 2 axle van brown brake cab Ep1         | £30.00 |
| 67485 2 axle G type van Ritter Sport DRG Ep2         | £28.00 |
| 67492 2 axle G type van "Mercier Champagne" Ep1      | £28.00 |

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ÖBB Reihe 253 7141 Steam Locomotive HO-023/4

CSD Reihe 324.1 Steam Locomotive HO-023/2

Built at Wiener Neustadt Locomotive Factory in 1888,  
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20 Pieces Worldwide



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# KATO Rhätische Bahn Series

N

## GOURMINO

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



#5280 RhB Restaurant Car „Gourmino“ WR3811

Image for reference ©Rhätische Bahn

N

## Ge4/4-II Glacier Express

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



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

Image for reference ©Rhätische Bahn

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## RE RUN



#10-1145 Glacier Express 3-Car Basic Set  
#10-1146 Glacier Express 4-Car Add-on Set

NEW PACKAGE DESIGN

©Rhätische Bahn

### Recommended Consist – Example



## Option

- Additional products for the Rhätische Bahn series.



#24-223  
Glacier Express –  
Crew and Passengers



#24-224  
Passengers (Sitting)



#28-186  
GEX Short Coupler Set

Please check the shop list on our website: <https://www.unitrack-kato.com/wheretogel>





# PECO

# STREAMLINE

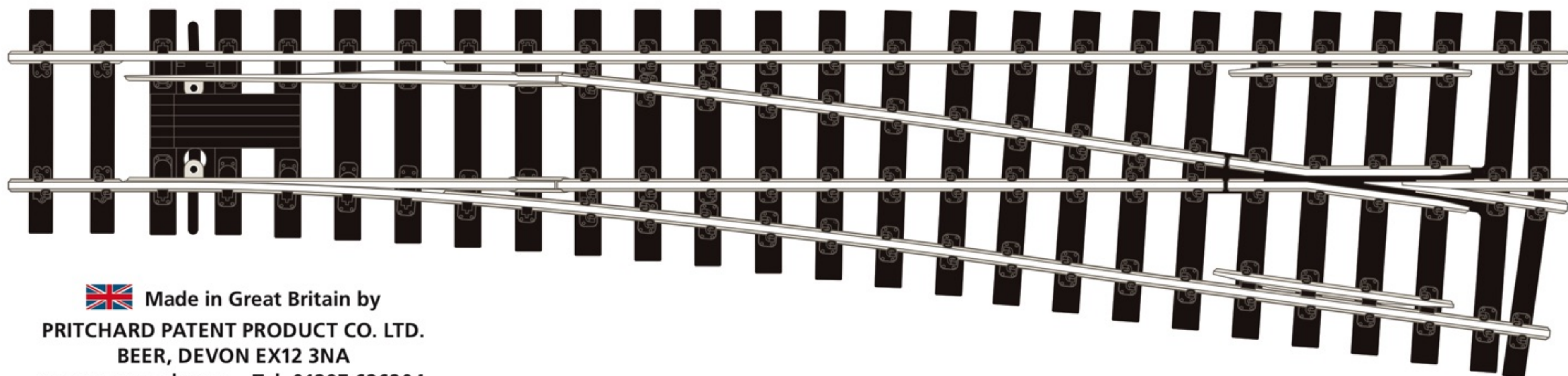


**Code 143**  
**Flat Bottom**

- Unsurpassed for realism and extremely robust
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- Use it inside or out in the garden



*Peco Streamline Code 143 Track in use on Mike Dobson's stunning 'Columbia & Western'.*



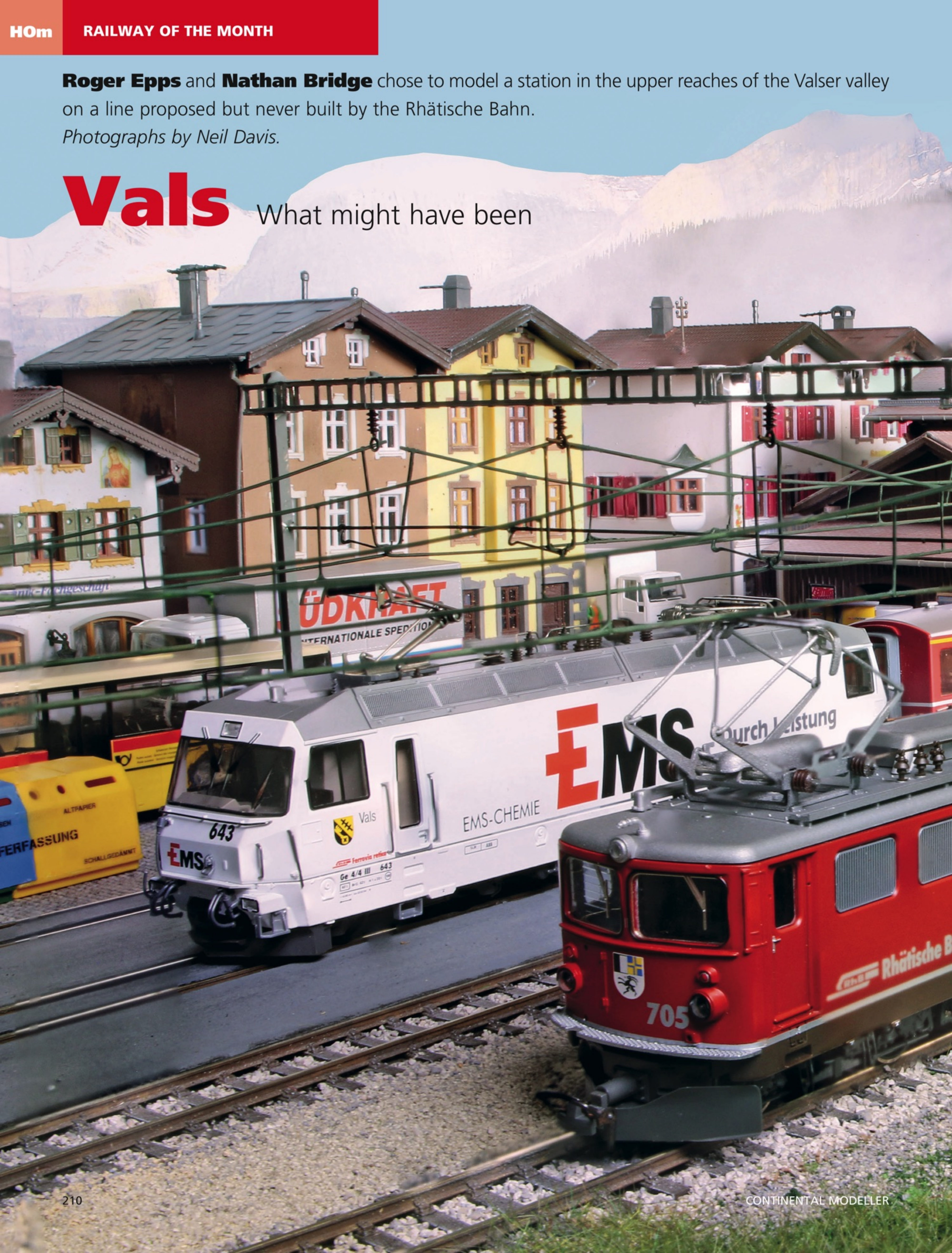
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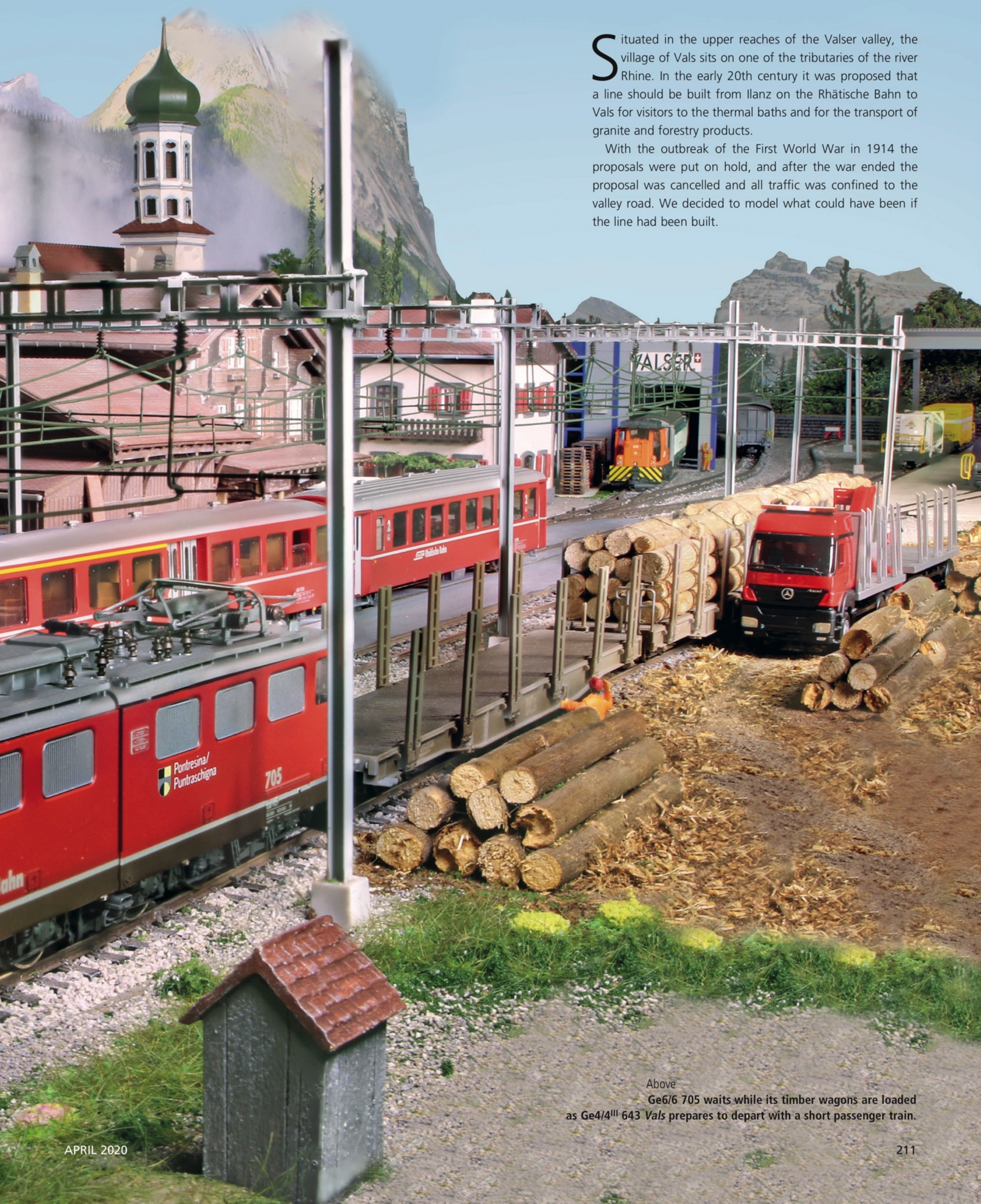


**Roger Epps** and **Nathan Bridge** chose to model a station in the upper reaches of the Valser valley on a line proposed but never built by the Rhätische Bahn.  
*Photographs by Neil Davis.*

# Vals

What might have been





Situated in the upper reaches of the Valser valley, the village of Vals sits on one of the tributaries of the river Rhine. In the early 20th century it was proposed that a line should be built from Ilanz on the Rhätische Bahn to Vals for visitors to the thermal baths and for the transport of granite and forestry products.

With the outbreak of the First World War in 1914 the proposals were put on hold, and after the war ended the proposal was cancelled and all traffic was confined to the valley road. We decided to model what could have been if the line had been built.

Above  
Ge6/6 705 waits while its timber wagons are loaded  
as Ge4/4<sup>III</sup> 643 Vals prepares to depart with a short passenger train.





Setting

The upper reaches of the Valser valley are densely forested and much of the freight traffic on the line is timber products; the other major outbound freight is bottled water from the newly built Valser Wasser bottling plant. Inbound freight sees the arrival of a varied selection of vehicles from cement wagons to containers and tankers plus vans for the bottled water and flat wagons for the timber.

Passenger services are provided by an hourly service to and from Ilanz where a connection is made with services in the direction of Chur or Disentis. There is a daily train formed of *Glacier Express* panoramic coaches which brings visitors to the village, which is also the destination of various rail tours which can use either steam or vintage electric locomotives. The Swiss Post bus network provides a competing service and also serves smaller outlying communities.

Baseboards

The layout was built on two baseboards each measuring 64½" x 24". These were made from a pair of redundant 8' fiddle yards as there was no point in wasting perfectly good MDF. The boards were built in a box format, a design that I have used for the past twenty years. I much prefer this style

of baseboard as I think that it makes the presentation of the layout so much more appealing; it also has the added bonus of making set-up at exhibitions quicker and easier. The boards are made of 9mm MDF for the tops and ends and 6mm MDF for the backscene and pelmet, all on a 3" x 1" frame. The current fiddle yard is to be replaced with a traverser from GH Modules and should be in operation by the time the layout attends its next exhibition.

The lights in the pelmets are LEDs which come on 5m rolls and were bought online, much cheaper and lighter than fluorescent lighting.

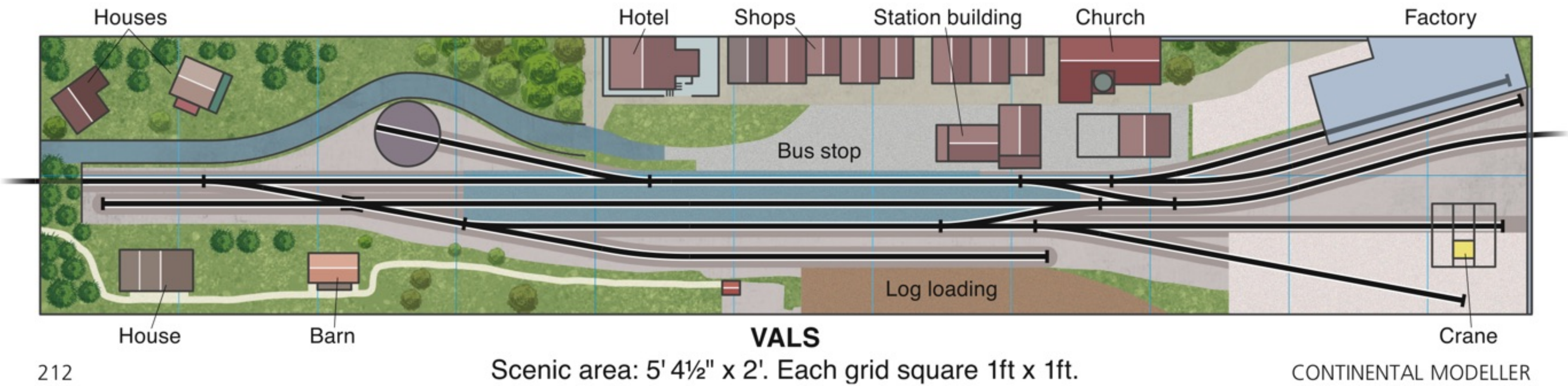
The whole layout is supported on metal trestles and sits at a height of 54" from the floor; although this is not eye-level for most people, it is closer to the natural view of the real railway. This has brought many favourable comments at shows with only a handful of negatives. It is a matter of personal preference but I find that in conjunction with the box format the layout is better presented.

The whole ensemble is finished off with a black drape.

The layout is operated from the front, as I prefer to see what I have built, and it also makes much easier to talk to visitors, who sometimes think a layout acts as a barrier between themselves and the operators.

Above  
**Ge4/4I 604 runs in to Vals past the hotel, in charge of vintage Pullman coaches.**

Right  
**A train of Valser-liveried sliding side bogie vans arrives behind Ge4/4II 617 with LGB 50th Anniversary graphics.**











Below  
Ge4/4<sup>III</sup> 652 prepares to  
run round the empty coaches  
while loaded timber wagons  
wait to be collected.









Above  
**Shunting is in progress at the Valser warehouse as a newly arrived tank wagon waits to be unloaded.**

Below  
**Gm3/3 233 shunts vans into the Valser building. This is a Kibri kit which has been much modified to make a much larger structure.**

## Track

Track is Peco HOm throughout, laid on 2mm foam roadbed and painted by hand with Railmatch track colour. Once the points and rail heads had been cleaned up, the sleepers were dry-brushed with light grey to highlight the fine detail in the mouldings.

The ballast is from Woodland Scenics, glued in place with a 50:50 mix of PVA and water with isopropyl alcohol in place of the usual washing-up liquid.

The catenary is from Sommerfeldt and was something of a revelation in the time it took to build, although it was well worth the effort.

We have also fitted a Peco HOm turntable which is operated using a manual drive kit from Frizinghall Model Railways.

We will consider fitting the new Peco turntable motor, which was not available when the layout was built.

## Control

The layout is DCC using a Roco Z21 – this has been our digital system of choice for the past few years, and has been used on a number of different layouts. The ability to use a mobile ‘phone or tablet or even a Roco Multimaus was one of the deciding factors.

Track feeds are run to a bus bar on each board and these are connected at the baseboard joints by phono plugs.

Points are operated by a mix of Peco and SEEP motors for no other reason than the fact that we already had them. They are operated using the Z21 via Digikeijs accessory decoders.

All the locomotives are DCC fitted, and some presented a few challenges; thanks must go to Neale Burrows for fitting all the decoders.

## Scenery and structures

The photographic background was glued to the pre-painted backscene before any other scenic work was started and once in place protected with a plastic covering. It is from ID Backscenes and gives a good impression of the surrounding area.

The landscape forms were built up with insulation foam which was then covered with plaster bandage; when this had dried it was painted earth colour so that any damage would not show through as white plaster.

After everything had dried and buildings had been positioned, Woodland Scenics fine scatter material was spread







Above  
A special train including a pair of vintage vehicles as well as an open coach well-loaded with hardy travellers arrives hauled by a Ge6/6<sup>1</sup> "Crocodile".

and used as a base for the static grass layer that followed, and once that had dried further layers were added.

The trees are commercial products, enhanced by giving them a coating of fine scatter material which is held in place with cheap hair spray.

The buildings on the layout are primarily from the Kibri range, although the odd Vollmer and Faller buildings were

used as well. All were repainted and weathered, as I find the unpainted self-coloured plastic spoils many an otherwise perfectly good layout.

The Valser building at the right hand end of the layout was modified from a Kibri kit to make a substantially larger building. The container crane is a 3D-printed kit from a company in Switzerland called RhB Modellbahn.



Right  
Mountain bikers are making their way down the hill as we get a view of the village and an arriving train.





Above  
The mountains loom large over the village  
as a passenger train arrives with Ge4/4III 643 Vals in charge.

Below  
G3/4 No.1 Rhätia is turned after arriving with a special.



The various details, accessories, figures, and vehicles are from the usual continental manufacturers such as Preiser, Busch, and Noch.

### Faller Car System

Soon after construction had begun, a discussion took place over the merits of using the Faller Car System. As a friend of ours had used it on one of his layouts, it was decided to give it a go.

A starter set was purchased and the system was incorporated into the layout without too much difficulty. After a few teething problems we were up and running, and as we became familiar with how the system worked, we were able to adapt and improve it. The collection of vehicles has since grown. This feature of the layout attracts many favourable comments, not least from the younger generation.



## Locomotives and rolling stock

Most the stock on the layout is Bemo, with the exception of some of the vehicles which are by D+R (no longer active). A number of the locos still need to have the extra details supplied with the models fitted.

The majority of the stock is not weathered as the RhB keeps all their motive power and passenger coaches very clean.

## Conclusion and thanks

This particular layout has been more challenging to construct than some of our previous builds, but the end result has been more than worthwhile.

We must thank all those who have helped and encouraged us whilst we built the layout: Neale Burrows for chipping the locos and his assistance with the Faller Car System, Geoff and Alison from Contikits for their advice, patience, and support, Matthew Townend for his invaluable help at exhibitions, and Neil Davis for the excellent photographs.

If you see us at an exhibition please come and say hello, and if you have any questions about any aspect of the layout or railway modeling in general, please do not hesitate to ask and we will endeavour to answer.

## Forthcoming exhibitions

**Narrow Gauge North** – Saturday 14th March

**York** – Easter, Friday 11th to Sunday 13th April

**Great Central Railway**

– Friday 19th to Sunday 21st June

Below

The church dominates the village as the log loading operator finishes his work for the day.



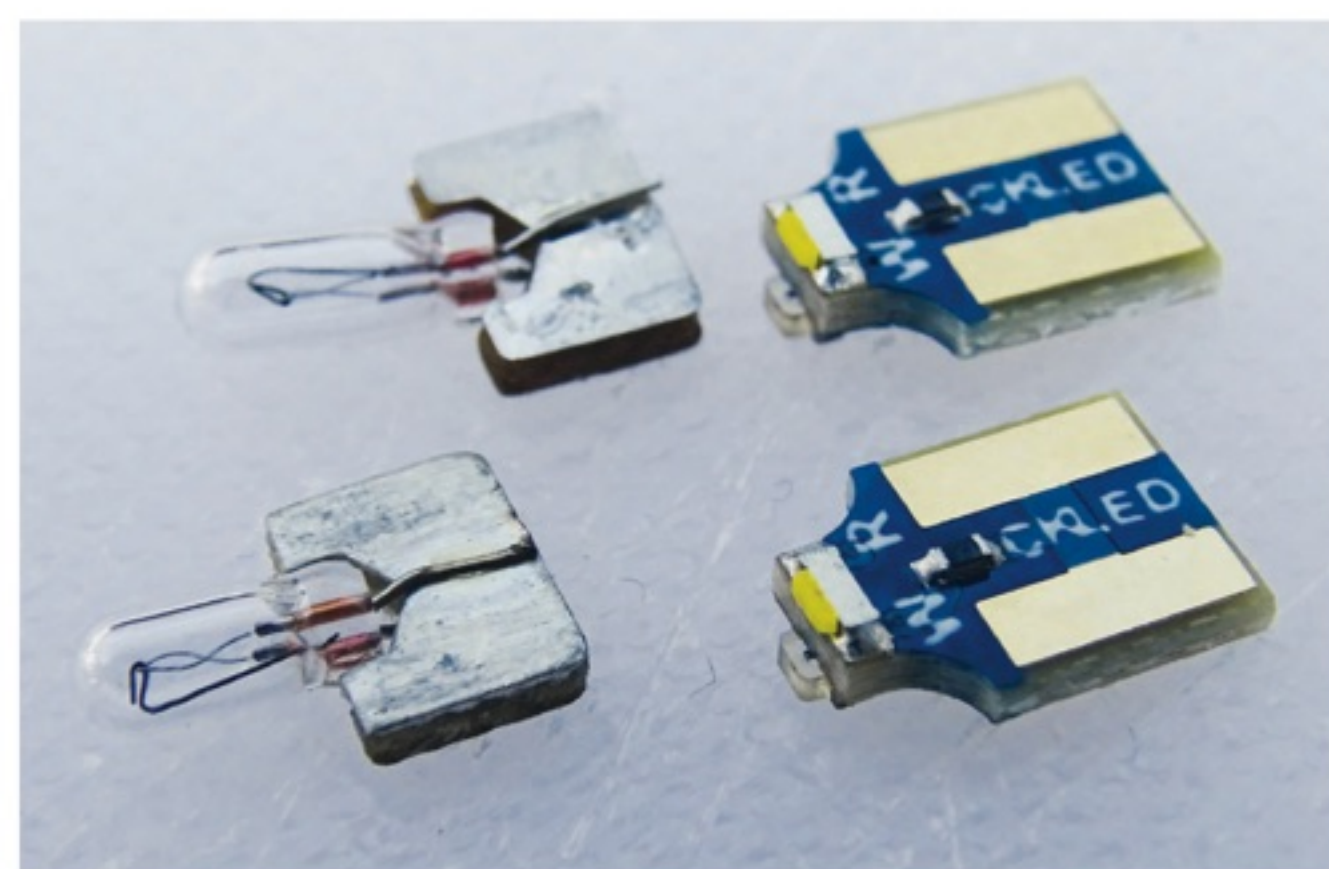


**Stephen Cranford** took a bold decision with a friend to solve a problem encountered when trying to replace the bulbs in older Märklin Z gauge locos.

*Photographs by the author.*

# CKLEDs

## Improving the lighting in older Märklin Z gauge locos



**T**his is a story about hobbyists trying to find a specific model railway accessory, being unable to locate it easily, and ultimately manufacturing our own!

I have been modelling Z gauge for around twenty years. For a long time I had been disappointed that the headlights on older Märklin Z gauge locos were almost impossible to see unless the loco was running at high speed.

The latest rolling stock produced by Märklin mostly has LED lights, which are so much brighter, even at low speed. My first exposure to this difference was the ref.88010 BR01 4-6-2. This was the first in the new generation of highly detailed steam locos, with improved valve gear and, crucially, a removable LED lighting module that fitted in the same slot as the incandescent bulb unit that all previous similar locos had. I discussed this impressive upgrade with my good friend and fellow Z gauge modeller Paul Kent, and this inspired us to try buying replacement LED modules for all our existing rolling stock.

We found that replacement LEDs were either expensive, difficult to obtain, with long waiting times on back order, or simply not available. Some required soldering and other alterations to the loco to fit them. Paul ordered some from a supplier in Germany who made them to order, but we never heard back. So we decided to investigate making our own.

After months of futile searching online, I eventually decided to attend an electronics trade fair to try and source a local manufacturer who would be interested in undertaking very small, almost 'cottage industry', level production of some tiny LED modules which would be cost effective enough to justify the venture. Many companies were only interested in

large scale production runs, producing of tens of thousands, and this simply was not economically viable. After all, it was only a hobby, not a business venture. Thankfully, we eventually found a small family-owned company who were prepared to manufacture them at a relatively affordable cost and after many meetings, design drawings, and prototypes, we came up with the design for not just one but two LED modules! One was a 'white only' and the other was 'white and red'.

Paul and I decided to invest, gambling that our considerable investment would hopefully be reimbursed if we sold what we did not use personally to fellow enthusiasts. This was crowd funding in reverse! We had seen a few white LED modules offered online, but never white and red together in one tiny circuit. These provide white headlights or red tail lights depending on the direction of travel, something which, to the best of our knowledge, nobody else has ever made. Hoping that these dual colour units would be intriguing enough for fellow modellers to buy from us, we commissioned the company to manufacture them. In the final minutes of our allocated time with the designer we were put on the spot to come up with a brand name for them, as they could print the name on the LED modules. So we hurriedly came up with 'CKLED', the 'C' from my surname and 'K' from Paul's!

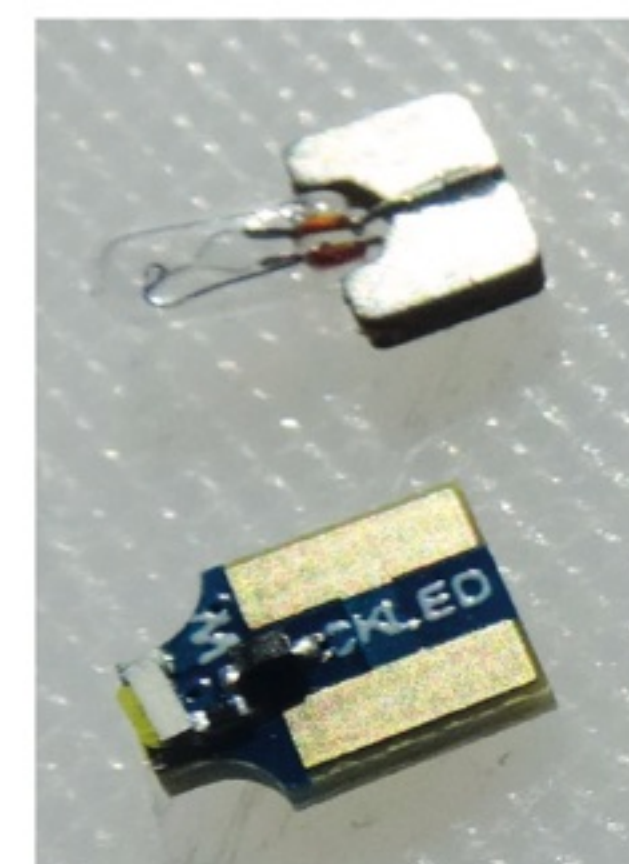
Our collections are by no means exhaustive but so far the CKLED modules have fitted and worked in every loco we own.

The following photo sequence shows how to fit the two types of modules.

Above left  
**The result – a 'Crocodile' fitted with CKLEDs.**

Above  
**Dual white and red CKLED modules compared to the original bulb fittings.**

Below  
**A white CKLED module and the original bulb fitting.**

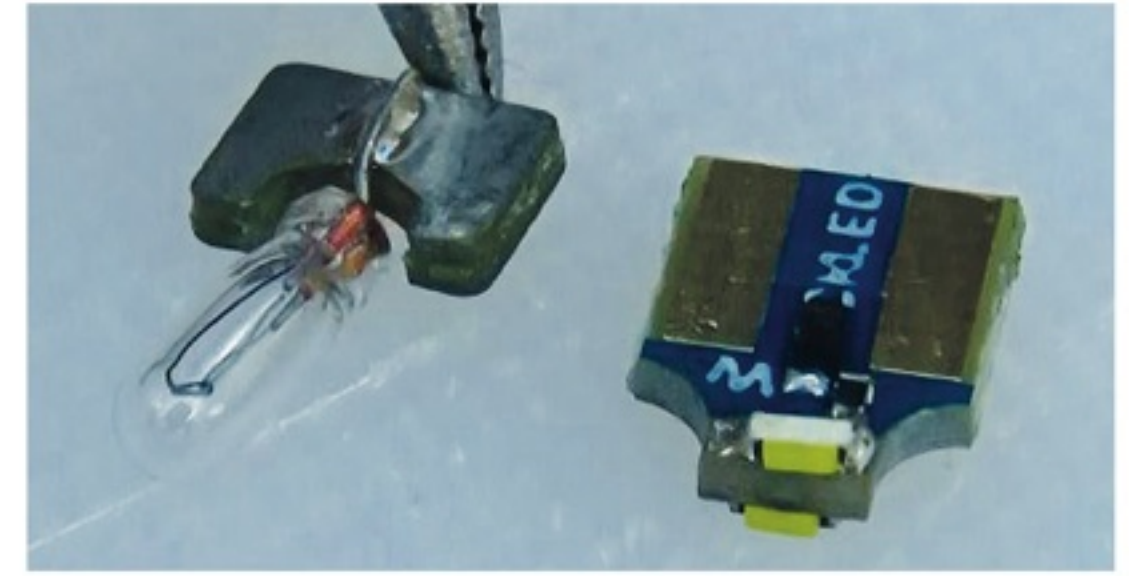




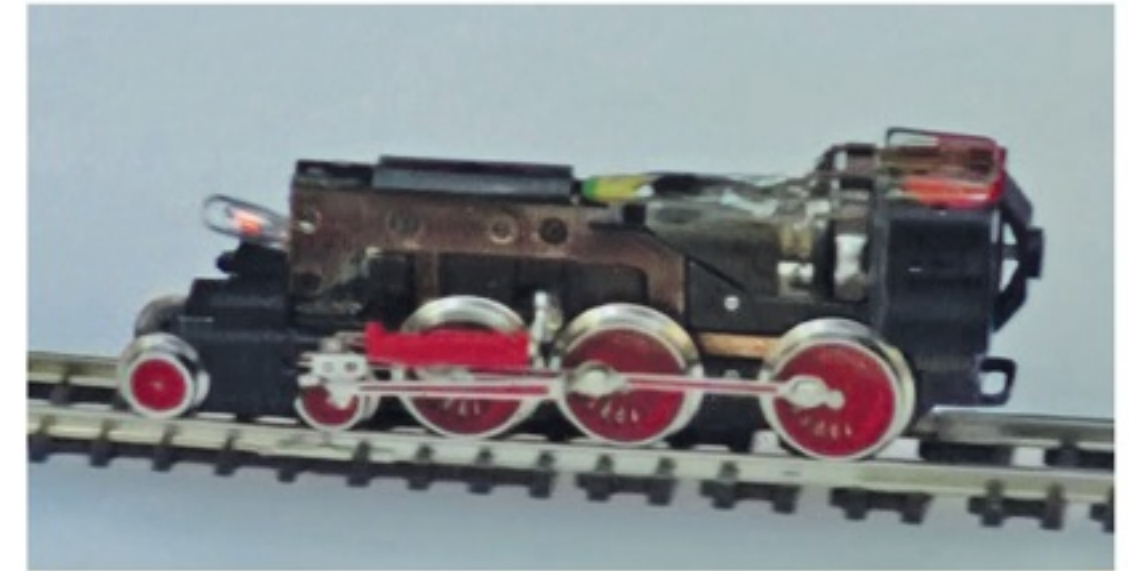


Left The CKLEDs as packaged.

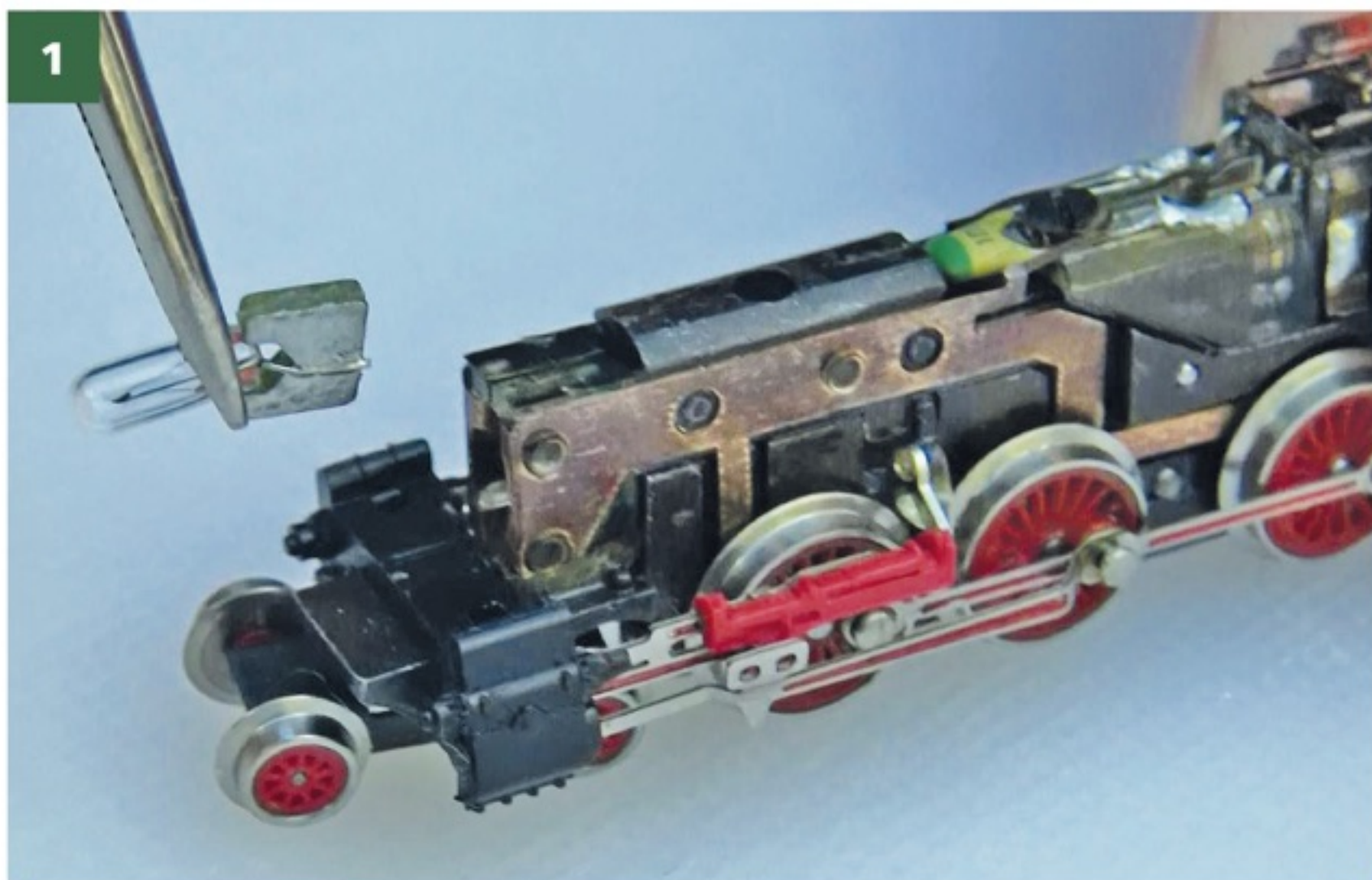
Right Side by side with an original bulb fitting, you can see how small the CKLED module is. It has been designed as a direct replacement. However, unlike a bulb (without a diode), the LEDs will only light up in one direction.



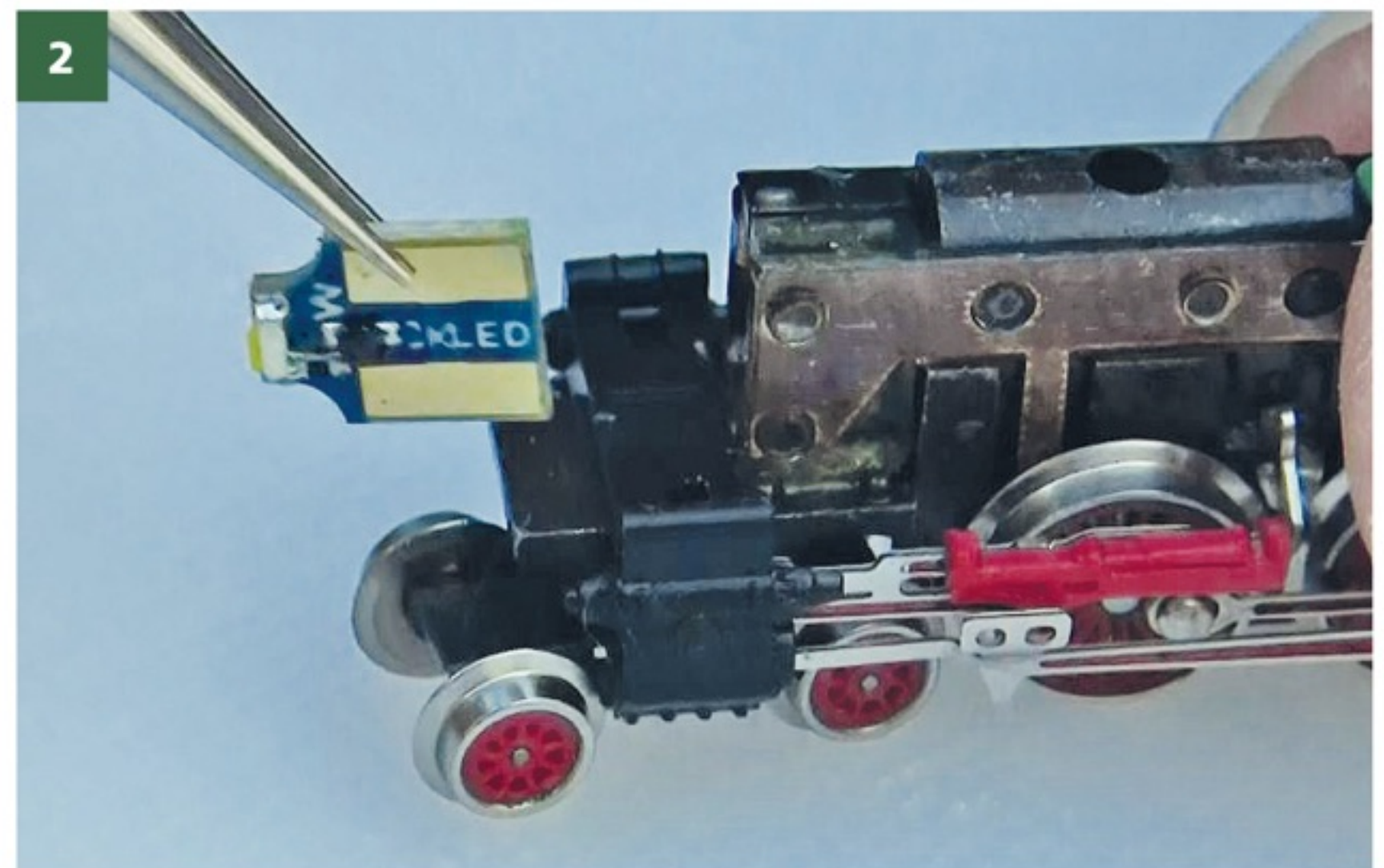
A typical Märklin steam locomotive. The chassis usually has a slot in the front which houses a small bulb.



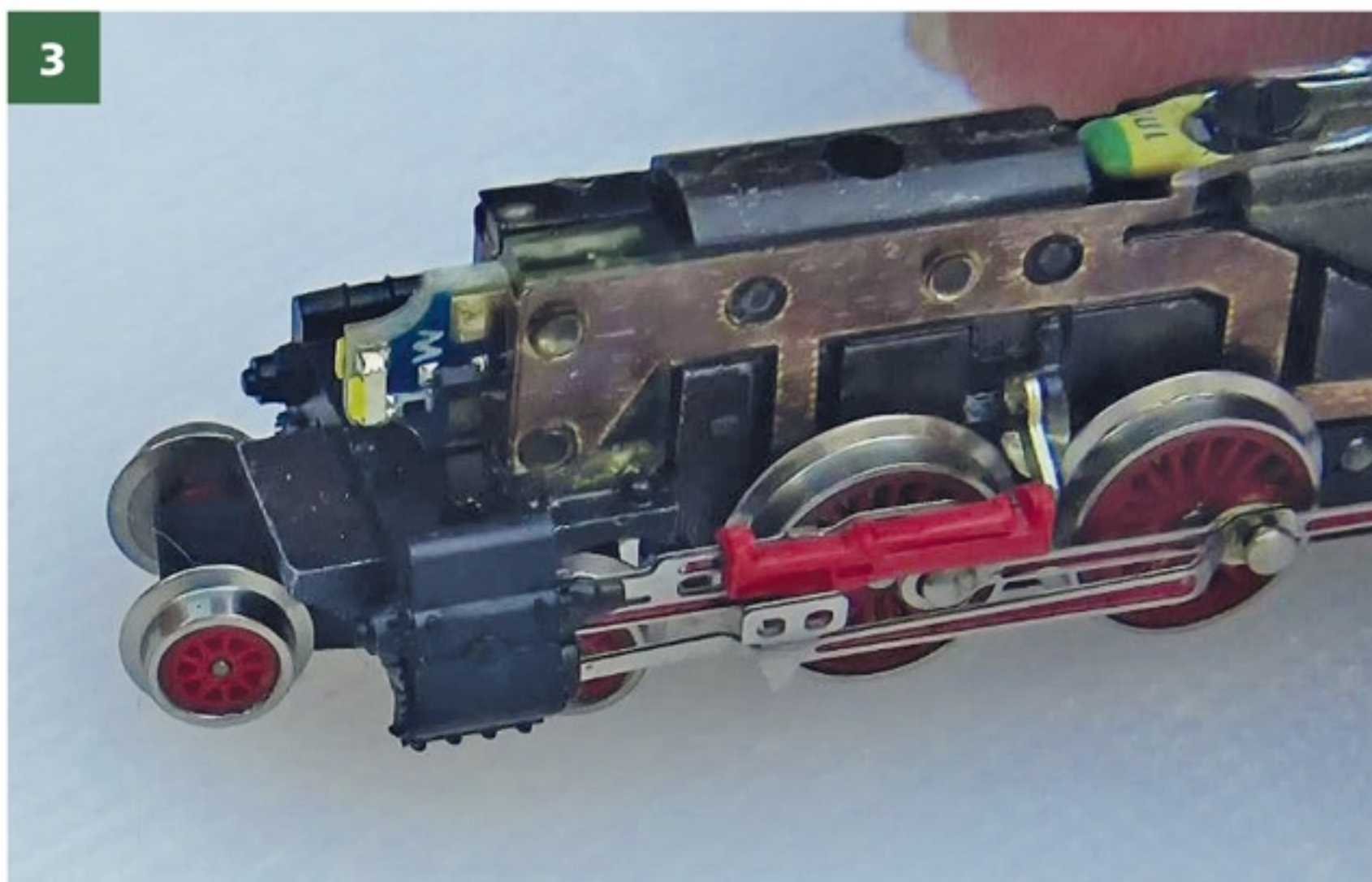
When running the loco at a moderate speed, the light from the bulb is relatively dim.



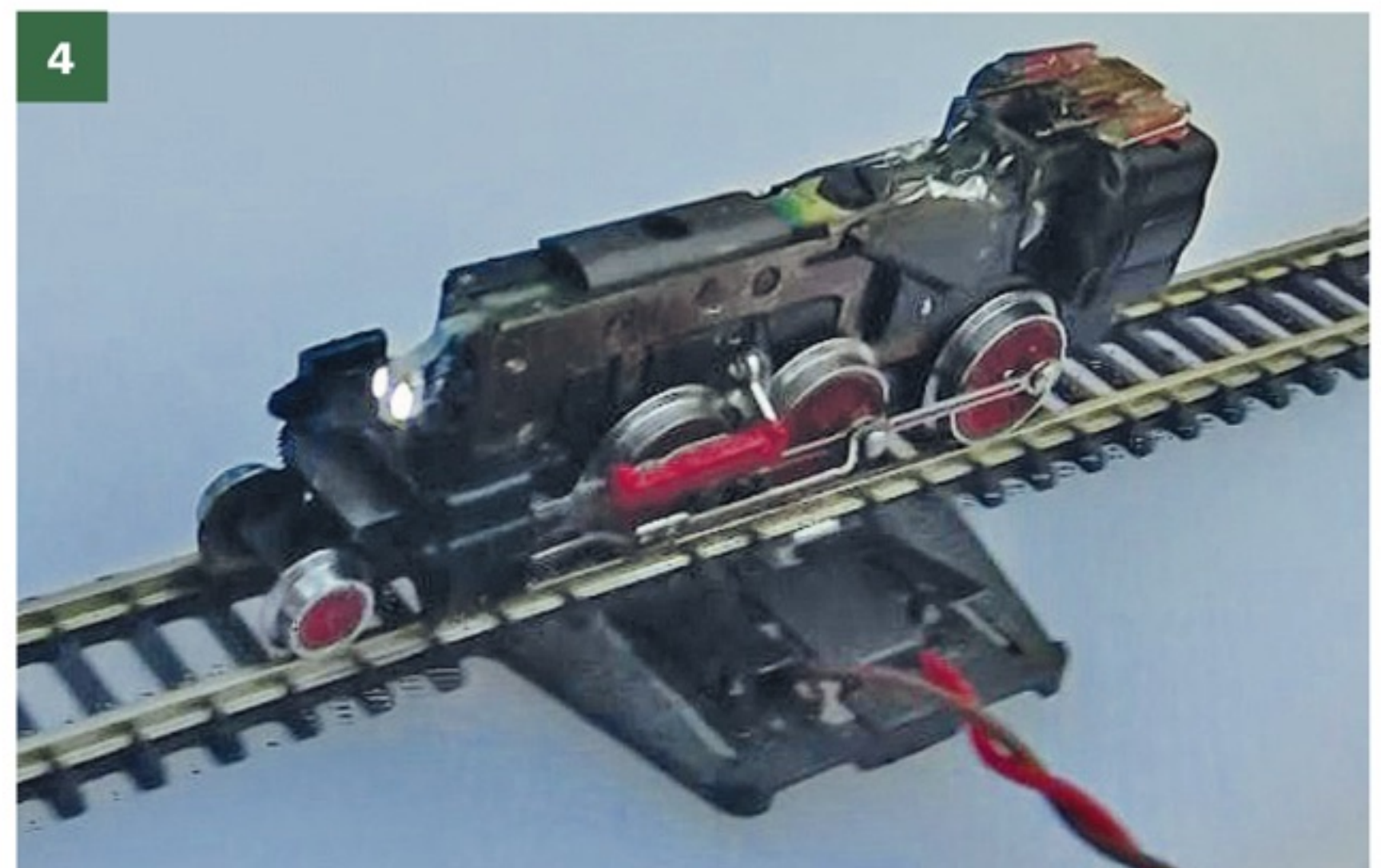
The bulb modules can be pulled out either by hand or with tweezers.



Being careful not to damage the components, insert the CKLED module.



It should push snugly into place in the slot occupied originally by the bulb. Steam locomotives only require the white only CKLED module for directionally controlled front lights.

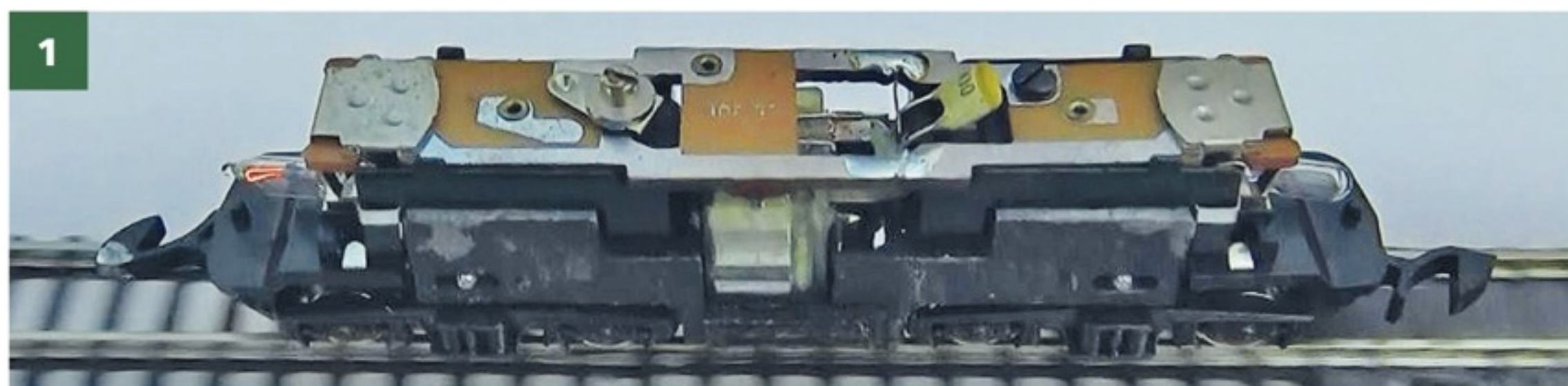


Before replacing the body, check the loco on a test track. As the white LEDs only work with one polarity, you may need to flip the module to ensure the light comes on when the loco runs forward.





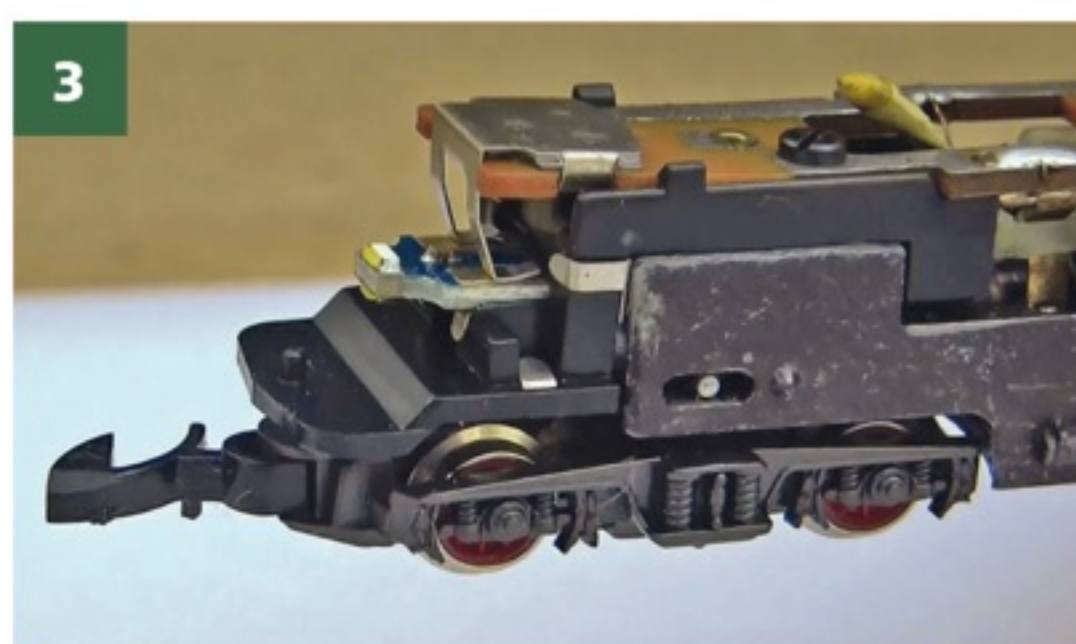
Diesel and electric locos usually have lights at either end of the loco. The mechanism has diodes built in which only allow power to pass to the lighting slot in accordance with the direction of travel.



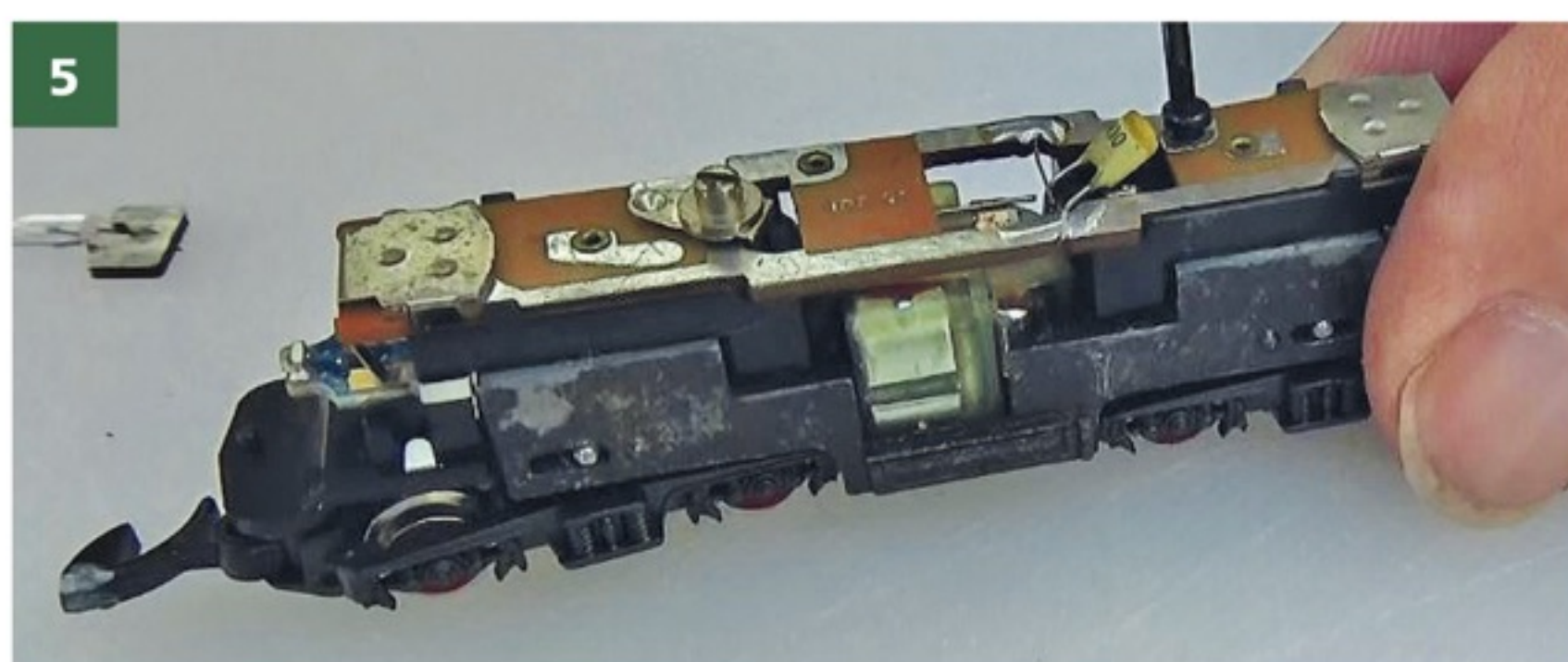
If you only wish to fit 'white only' CKLEDs, the process is very simple.



The bulbs are usually mounted horizontally between two sets of metal contacts.

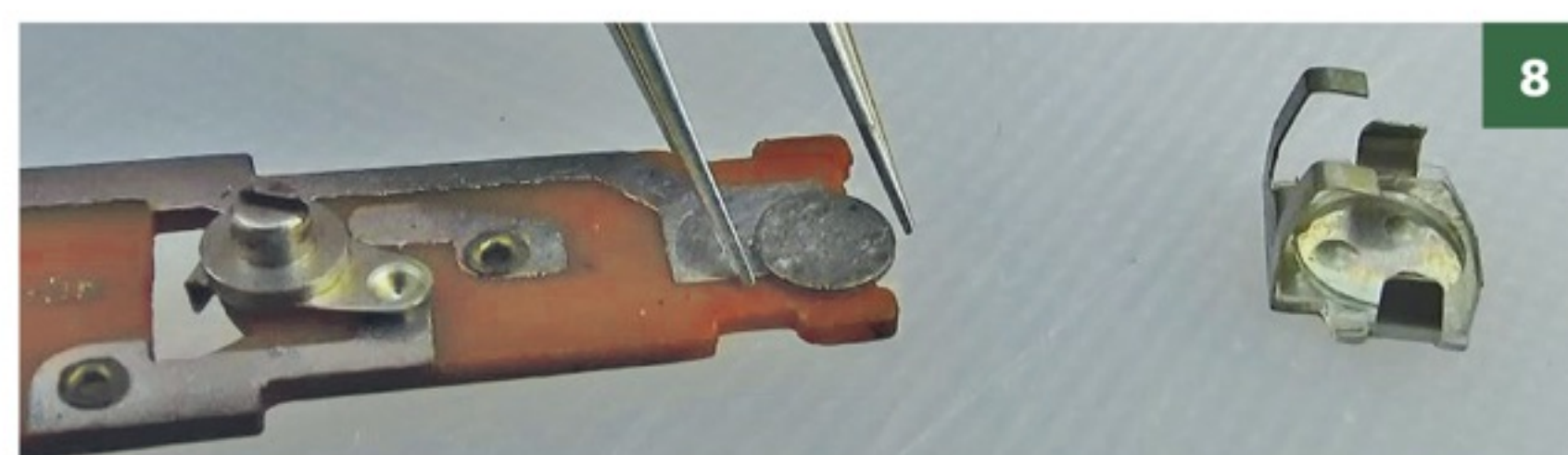


The CKLED module should fit easily in to place. Test the loco. As the circuit board has diodes which only power the lights in one direction, you may have to take the module out and turn it over. When it is inserted correctly, the lights will only work when the loco moves in that direction.



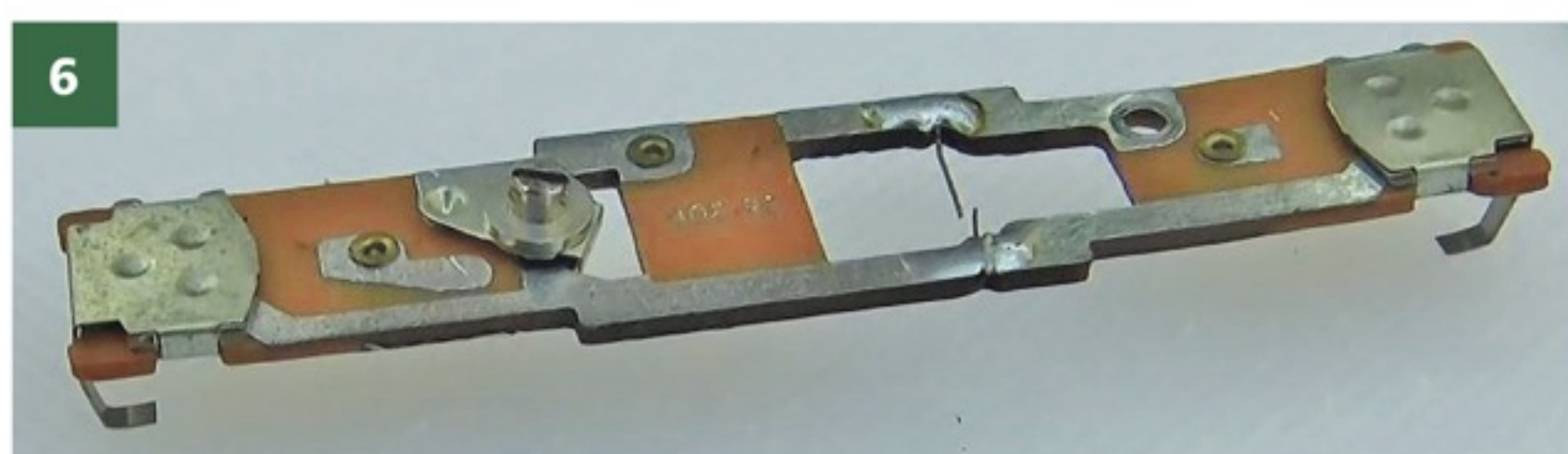
In order to upgrade to red tail lights and white headlights using the dual colour module, the process is a little more involved. It is necessary to remove the small factory-fitted diodes from the top circuit board. This is done using a tiny flat-head screwdriver.

With a small screwdriver, carefully open the jaws holding the cover plate to the main board.



Underneath the dimpled cover plate there is a tiny silver disc. This is the diode, which only lets power pass through in one direction. Without it, the bulbs at each end would come on at the same time.

Replace the diode with a metal washer (included with the CKLED white/red modules). There is also a transparent plastic gasket which can be kept to hold the washer in place, but we generally remove this too.

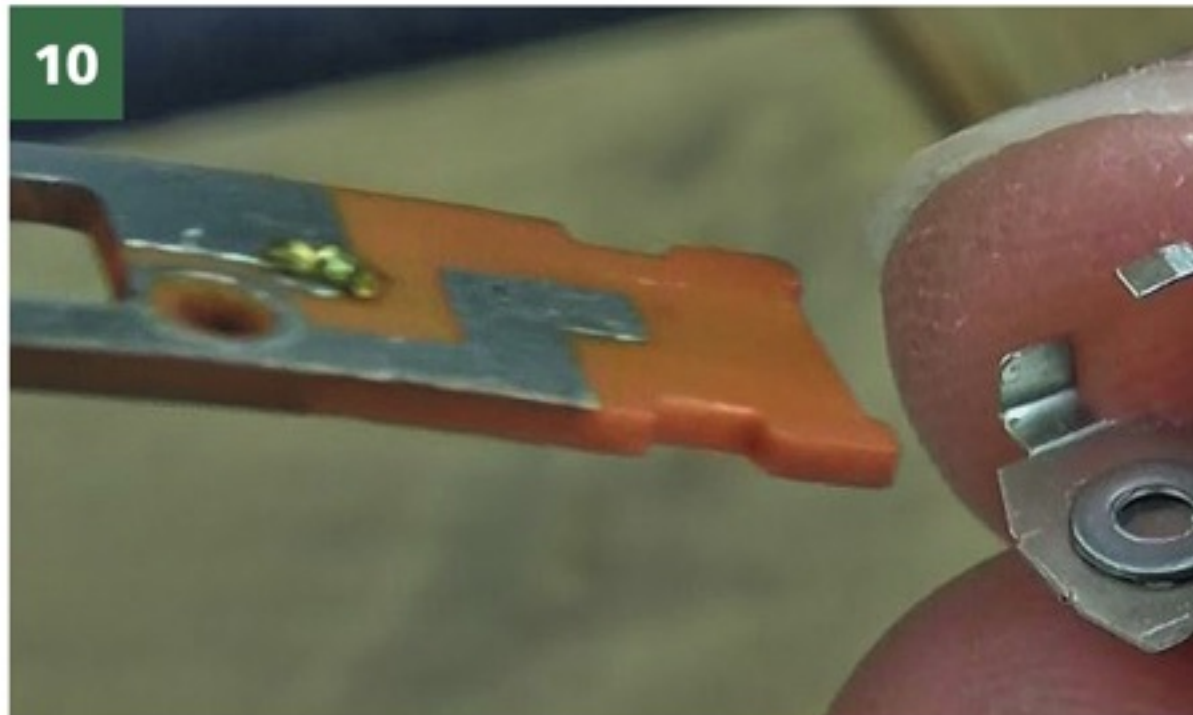


Be careful not to damage the tiny metal contact springs which touch the motor. If these break, the loco will not run. You will see at each end of the circuit board there is a small metal plate, often with three dimples on. These plates have to be removed.





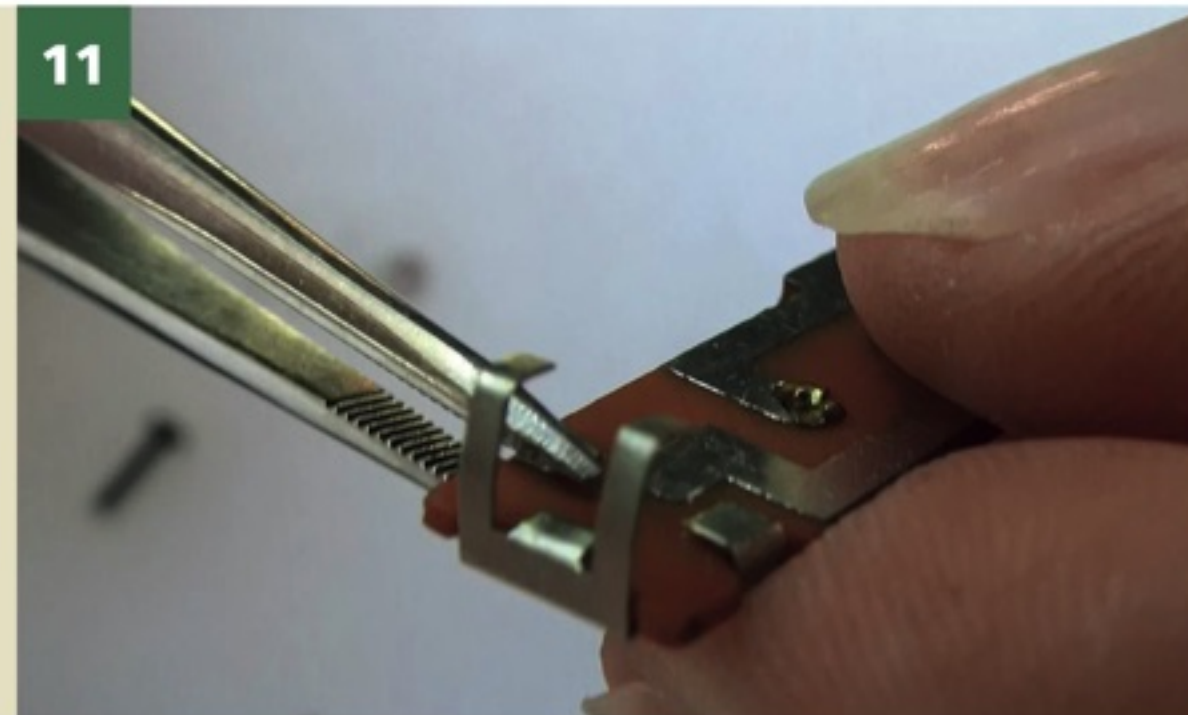
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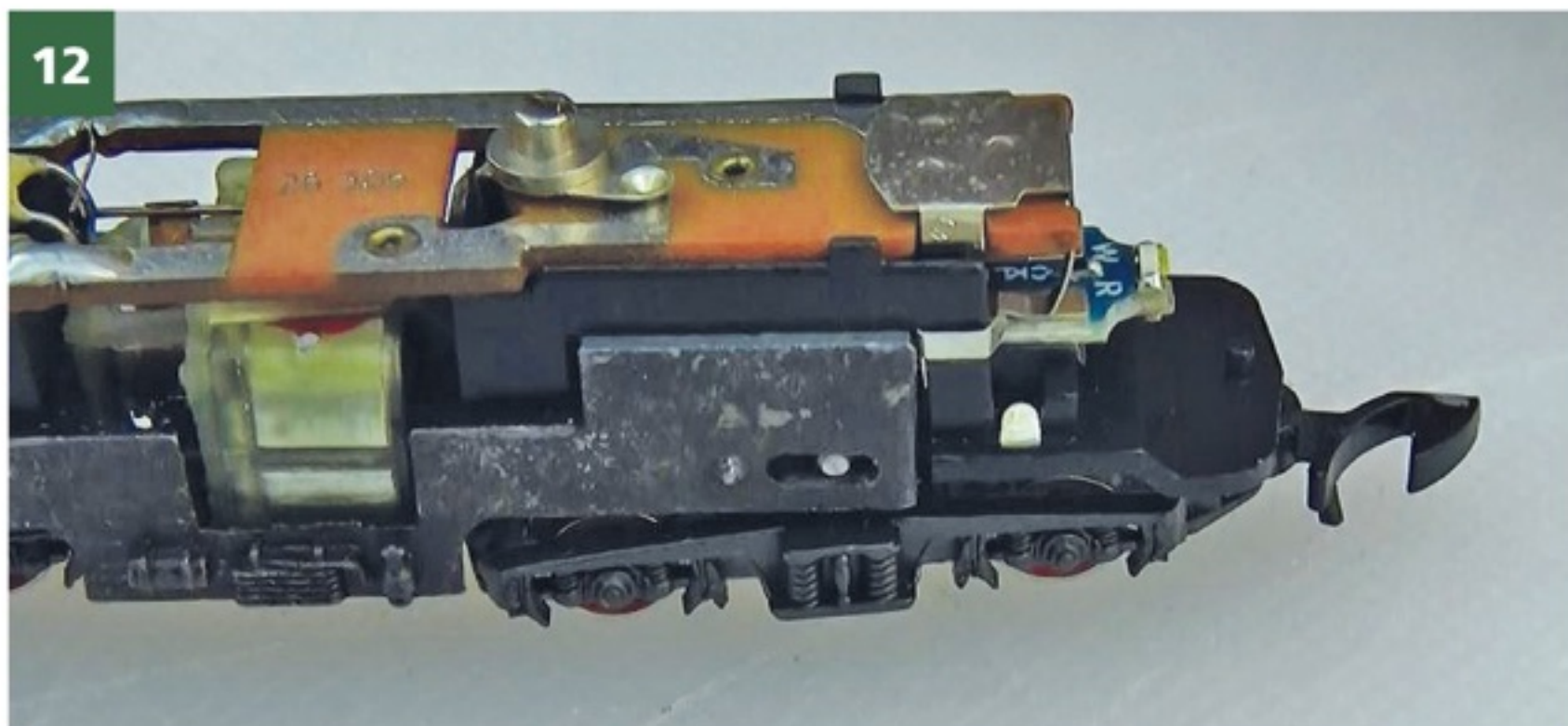
With the diode (and possibly the gasket) removed, and the washer in place, replace the dimpled metal end cap.

Use tweezers to tighten the jaws to ensure a firm fit and good electrical connection.

11

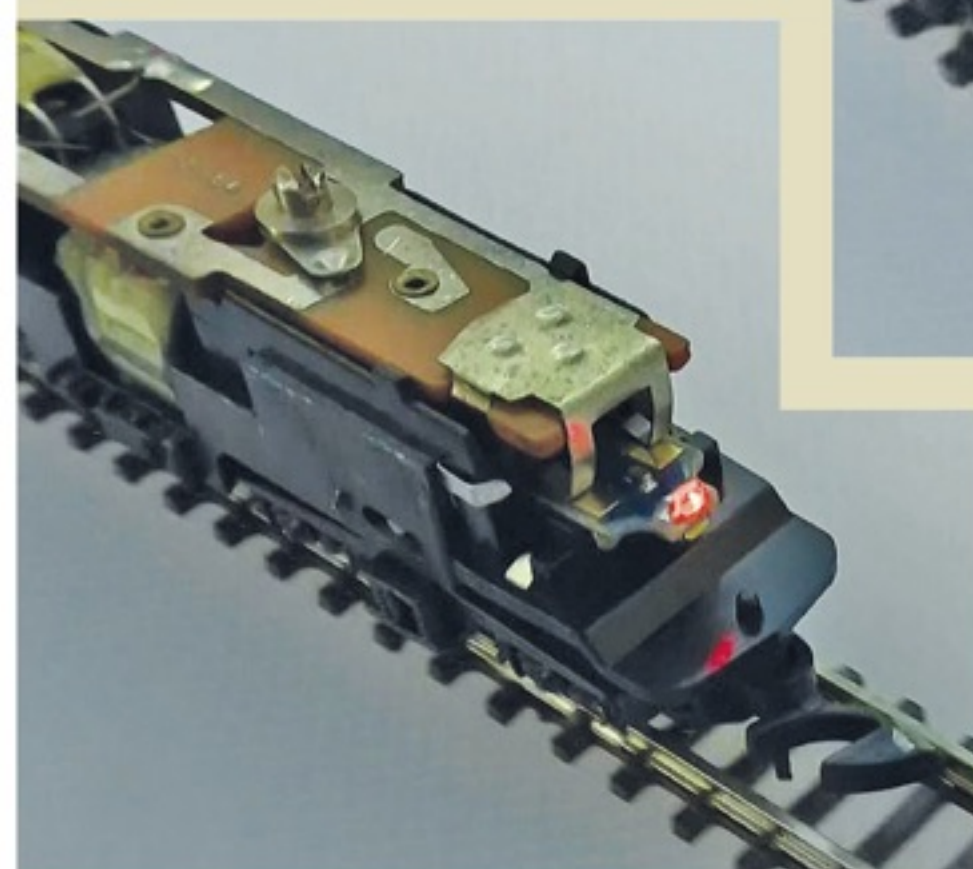


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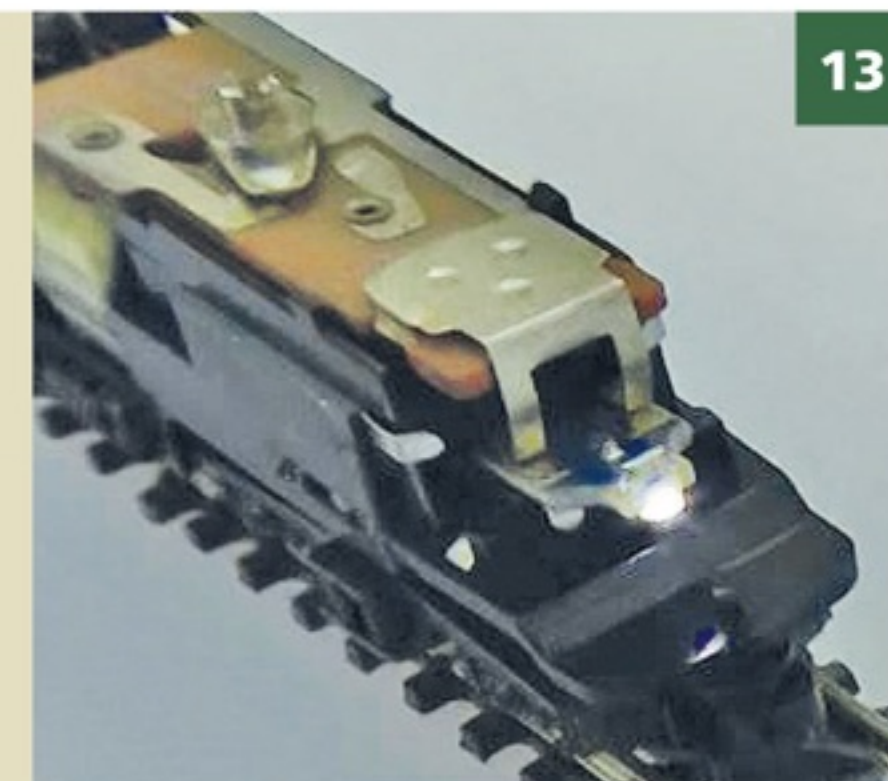


Repeat this procedure on the other end of the board, then re-attach it to the chassis. Ensure that the metal spring contacts touch the motor correctly. The dual colour LED module should fit in place with a good tight grip. The dual colour LEDs have 'R' and 'W' printed on them, to differentiate them from the white ones (which have just 'W').

Test the loco in each direction to make sure everything works. It is a matter of chance whether you have got the CKLED modules installed the right way round.



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If necessary turn them over until the red and white lights come on correctly.



In the Swiss 'Crocodile' locomotives, the diode to be removed is slightly smaller, so the pack also includes a smaller washer.

We do realise, to be accurate, that Swiss locos should have a single white light at the rear rather than two red tail lights.



To highlight the difference, this is a screen grab from a video of two 'Crocodiles' running at slow speed, side by side. It is clear how much brighter the LEDs are.

With the loco body replaced, the LED brightness will vary depending on the model. In some the housing for the light is mounted so deep inside the body shell that the light emitted has a long way to travel through a plastic guide to get to the outside. In these instances, it is understandable that they will not be as bright as other models, or as bright as the brand new releases where the factory-fitted LED is often mounted just inside the body shell itself. But the CKLED will definitely be brighter than the original bulb.

The white LEDs are manufactured as daylight white, but we have a special gel which can be

applied (before we send them out) to tint them to warm white.

A friend has set up a simple website for us with an online shop: [www.ckled.co.uk](http://www.ckled.co.uk)

Both varieties of LED modules are available singly, in pairs, and in a cost effective pack of five.

There are two videos on YouTube showing what the LEDs look like in operation, along with instructions on how to fit them in various locos. Scan the QR codes for direct links.

This is a very specialised item, designed and produced by enthusiasts for fellow Z gauge hobbyists all over the *mini-club* world!

So far we have sold some all over the world. They seem especially popular in America, Germany, The Netherlands, and Scandinavia, and we have had a lot of positive feedback.





**Norman Raven** describes the new layout by the Raven Miniatures family team.  
*Photographs by the author.*

# Great White River

## Navigation, Extraction, and Steam Packet Company

A ge does not come alone, it is said. In the Raven family household, as well as many other things, it brings for my wife and me a desire, a need even, for smaller and more easily portable layouts. Hence, our latest layout, which replaces our previous On30 *Great Western Railroad* (see CM April and May 2013).

I wanted a relatively straightforward track plan to avoid filling the entire baseboard with often ultimately unnecessary loops and spurs. The track here therefore is limited to a straight run-through line with a loop, a couple of spurs, and an extra spur to a covered freight dock owned by Huckstacker Mining.

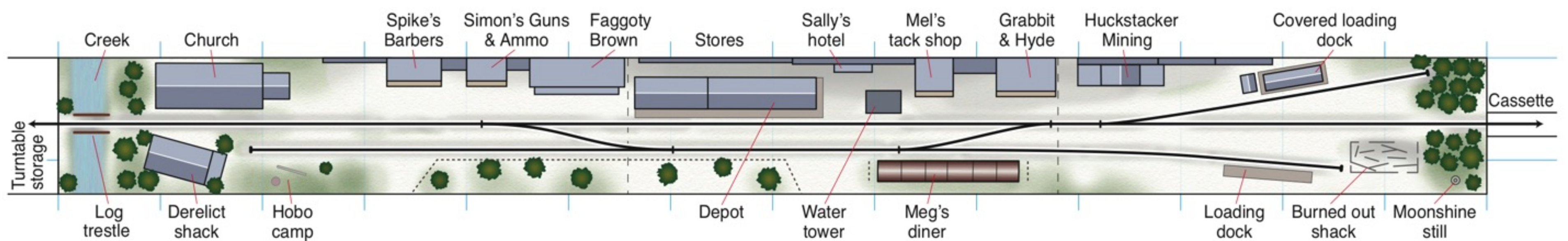
Perversely with a smaller layout came a larger name. *The Great White River Navigation, Extraction, and Steam Packet Company* hardly trips off the tongue but goes some way towards my ultimate aim of having a layout name that is longer than the layout itself.



Above  
GWR two-truck Shay #67 trundles through the town as the sack trolley receives some essential maintenance.

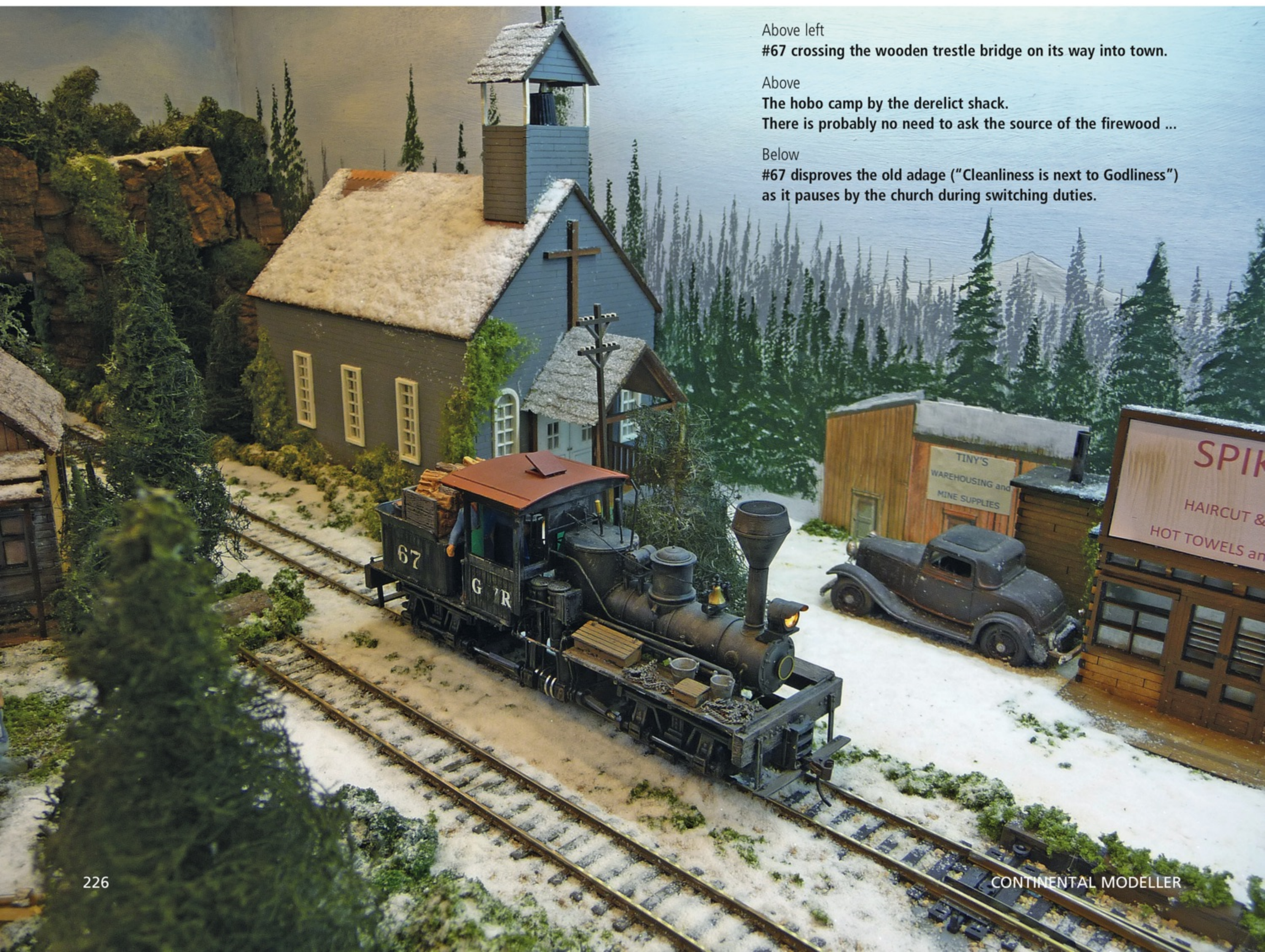
Left  
The well-stocked general store – no doubt supplied primarily by rail, of course.





**Great White River** Overall layout size 14' x 1' 4". Each grid square = 1' x 1'.





Above left  
#67 crossing the wooden trestle bridge on its way into town.

Above  
The hobo camp by the derelict shack.  
There is probably no need to ask the source of the firewood ...

Below  
#67 disproves the old adage ("Cleanliness is next to Godliness")  
as it pauses by the church during switching duties.





The 'GWR' element was retained to obviate the need to re-letter the majority of locomotives which worked on the previous layout.

The original GWR layout was broken up, with as much as possible salvaged, so many of the recovered items appear on the new layout.

The line serves the small town of Pikesville located somewhere in our favourite area of the Pacific North-West. Most trains terminate and run round at Pikesville but the 'Gallopig Goose' runs through to serve the passenger and freight requirements of smaller settlements up the line.

## Baseboards

The baseboards are our now favoured canopy style, in this case from Grainge & Hodder. The roof forms a useful location for the layout lighting system – four strips of 12 volt cool white LEDs. Another advantage is that the layout structure forms a sort of 'sound box' for the sound-fitted locomotives and the ambient sound on the layout. The structure also provides an integral backscene. Setting up, therefore, does not require the transport or fitting of separate lighting rigs or backscene boards – a great time and effort saver.

The layout consists of three scenic boards: two measure 900mm x 400mm and the third is 1,200mm x 400mm. The 'rest of the world' is catered for by a turntable storage board of 1,200mm x 300mm, with tracks aligned and powered by brass rods sliding in brass tubes located on printed circuit board strips which are in turn wired to the relevant track.

The layout is set at our now customary height of around 1,270mm. This allows most spectators to look into, rather than down on, the layout. We accept it is not an ideal height for everyone but it is a comfortable height for my son and me when we are working on or operating the layout.

Boards are aligned by the integral wooden dowels and insets provided on the boards and held together by M8 bolts and nuts. Legs are simple home-made gate-type affairs which plug into pockets on each corner of the board. The longest board has four legs, the others have two legs each and piggy-back onto the main board.

## Track and control

Track is Peco OO/HO code100 with medium radius electro-frog points. Yes, the sleeper (tie?) spacing is incorrect for On30 but once it has been painted and buried in ballast and snow (of which more anon), we are content with the overall appearance.

Above  
#67 is switching box cars in the yard as Simon tackles a substantial delivery.

Below  
GW Shay #1 arrives in town with more freight cars to be delivered to local concerns.







Above  
**All essentials are catered for on Main Street ...**

Below  
**Heavy horse-drawn wagons still play an important role despite the arrival of autos.**

Turnouts are operated by Peco side mounted motors worked from Digitrax DS52 decoders. Crossing polarity is changed by Gaugemaster frog juicers.

To avoid pulling the trains around on a string (!) we fire up our ESU ECoS controller. This is linked to an Edimax wi-fi router which enables us to control locos, turnouts, etc., wirelessly with i-Phones and i-Pads using the Touchcab app. We

can therefore operate from any point in front of the layout which makes it easier to chat to the onlookers.

Scenery

Scenery reflects the general area in which the layout is set, so there are trees and more trees. For variety, the line crosses a small steep-sided creek by means of a log trestle. This is fashioned from balsa wood dowels and parcel string. The rocks are made from cork bark suitably painted and highlighted. The creek is simply black paint overlaid with numerous coats of gloss varnish.

Trees are a simple concoction of wooden skewers and rubberised horsehair held together with hot glue and then trimmed to a general coniferous shape. Woodland Scenics foliage and scatter material give a leaf structure which is held together with hair spray. Some different tree shapes are provided by sea moss. Varying sizes of clump foliage and foliage clusters from Woodland Scenics provide bushes and ground cover.

Structures

For the buildings which make up downtown Pikesville, I used the 'Old West' range of buildings from Sarissa Precision. These are laser-cut kits which are meant for wargaming in 28mm scale. This translates to 1:56 and is thus slightly small for the 1:48 of On30 but, used judiciously, they look fine to me and, so far, nobody has complained. The range includes some interesting oddities. At one end of the layout







Above  
**Meg's Diner is undoubtedly the centre of attention at the front of the scene.**

Below  
**The Huckstacker Mining Corp. covered loading dock.**

is a derelict cabin propped up with posts and held together with wood and canvas patches. This is now the temporary residence of the group of hobos who are gathered round their camp fire.

Meanwhile, at the other end of the layout is a burned-out cabin (*below right*) which provides a useful eye-catching feature as balance. Near the cabin you may glimpse among the

rocks and bushes someone lighting up the still for another batch of moonshine.

The other odds and ends on the layout, such as figures, animals, and vehicles are from various sources. Again, all have been repainted and weathered as appropriate.

The low relief buildings on the backscene are made from bits and pieces left over from the Sarissa kits plus odds and ends cut and copied from an old HO paper backscene and scaled up accordingly.

The backscene itself is hand painted. I have kept it very simple so it consists only of a washed out sky with trees to provide a backdrop and depth to the modelled scene.







Above  
The 'Galloping Goose' was a brave attempt to cater for the few passengers along with the delivery of mail, which kept many lines open.

Above right  
The local lumber company runs its own Porter 0-4-2ST. The diminutive machine has very limited hauling – and braking – capacity.

## Snow

The most obvious element of the scenery is of course the snow. This is, I think, our fifth snow scene. We like snow. Or perhaps that should be *modelled* snow – I hate the real stuff when I have to deal with it in my winter job as a gritter and snowplough driver! Snow scenes represent something a little different for both the audience and exhibition managers.

We are often asked how we make the snow. The first step is to scenic the layout in the usual way and then apply the snow mixture. The effect we aim for is a relatively light snow cover as opposed to a blizzard. The snow is a mix of Woodland Scenics snow granules mixed with talcum powder and added sparkle in the form of fine glitter dust. Application is by tea strainer, teaspoon, or fingers as appropriate. It is prevented from falling off the layout by dampening with a spray then applying Scenic Glue (Woodland Scenics again) with a pipette in the same way as fixing ballast.

## Stock

All the motive power and rolling stock is by Bachmann, apart from the 'Galloping Goose', which is from Precision Craft. Everything has been weathered to some degree. All the stock apart from the 'Goose' is fitted with Kadee® couplers. Uncoupling is achieved with strips of 3mm neodymium magnets fitted between the sleepers at appropriate locations.

Below  
In contrast to the Shays, Climax #23 is an oil-burner.



The 'Goose' is always a source of interest both to those who know of it and those who enquire if it was real. It trundles into the depot and, after a decent interval to change passengers and freight, bumbles off to the other end of the layout onto its own storage cassette to return in the other direction later.

## Operation

Operation of the layout is simple as we do not work to a timetable or sequence. We have often thought about one, but idleness prevails! The 'what will I do next' principle applies, and this does lead to some interesting moves and conundrums.

Trains meander onto the layout over the creek and into the depot. For passenger trains, the loco will run round and then, after a suitable time, the ensemble will run back to the storage yard. A freight will be more involved, with setting out and collecting cars from the spurs before ambling back to the outside world.

## Conclusion

As with all our layouts, I appreciate the help and encouragement of my wife Meg, son Simon, and daughter Melissa. Simon is generally involved with the layout construction, especially the DCC aspects. Meg and sometimes Simon help with operation at exhibitions, and Melissa provides support and constructive criticism as well as looking after Jos and Arion, the horses, and Phoebe, the dog, when the rest of us are away.

If you see us at a show, please come and chat.

## Forthcoming exhibitions

|                |                                  |
|----------------|----------------------------------|
| South Notts    | April 4th & 5th                  |
| York           | April 11th, 12th & 13th (Easter) |
| Trainwest      | April 18th & 19th                |
| Derby          | May 9th & 10th                   |
| Middlesborough | May 16th & 17th                  |
| Railx NE       | July 25th & 26th                 |

The layout has had five outings so far, and won three 'Best in Show' awards. If exhibition managers are interested, I can be contacted at [fluff48@zoho.com](mailto:fluff48@zoho.com)





Above  
Shay #1 approaches the depot with a passenger car – given the performance of these geared machines, hardly an express service, but not without precedent.



Right  
Hope springs eternal: at least Shay #67 is still in full working order, though has probably had more than one careful owner, as it is hard to believe that the GWR ever possessed that many locomotives! Or indeed even twenty-three.



**Chris Atkinson** has built a new exhibition layout.

*Photographs by the author.*

# Schweizer Kleinstadt

## A small town in Switzerland

### Introduction

My aim was to create a busy Swiss regional station scene with multiple tracks and plenty of operational interest for the public at exhibitions.

After showing my layout *Switzerland on the Move* (CM July 2013) at many exhibitions, and several more trips to Switzerland, I had lots of new ideas to try out.

The resulting layout, *Schweizer Kleinstadt* (Swiss small town) represents a station and part of a town in central Switzerland. The track layout was inspired by the station in

Zofingen with some simplification, as its format is typical of many Swiss regional stations.

Trains from SBB, BLS, and SOB can be seen passing through the station, while regional, S-Bahn, and local services stop or terminate.

The station is called Tecknau but it bears no similarity to the real place in north-west Switzerland.

The layout was first shown at Zedex in 2018 and has attended several shows since.





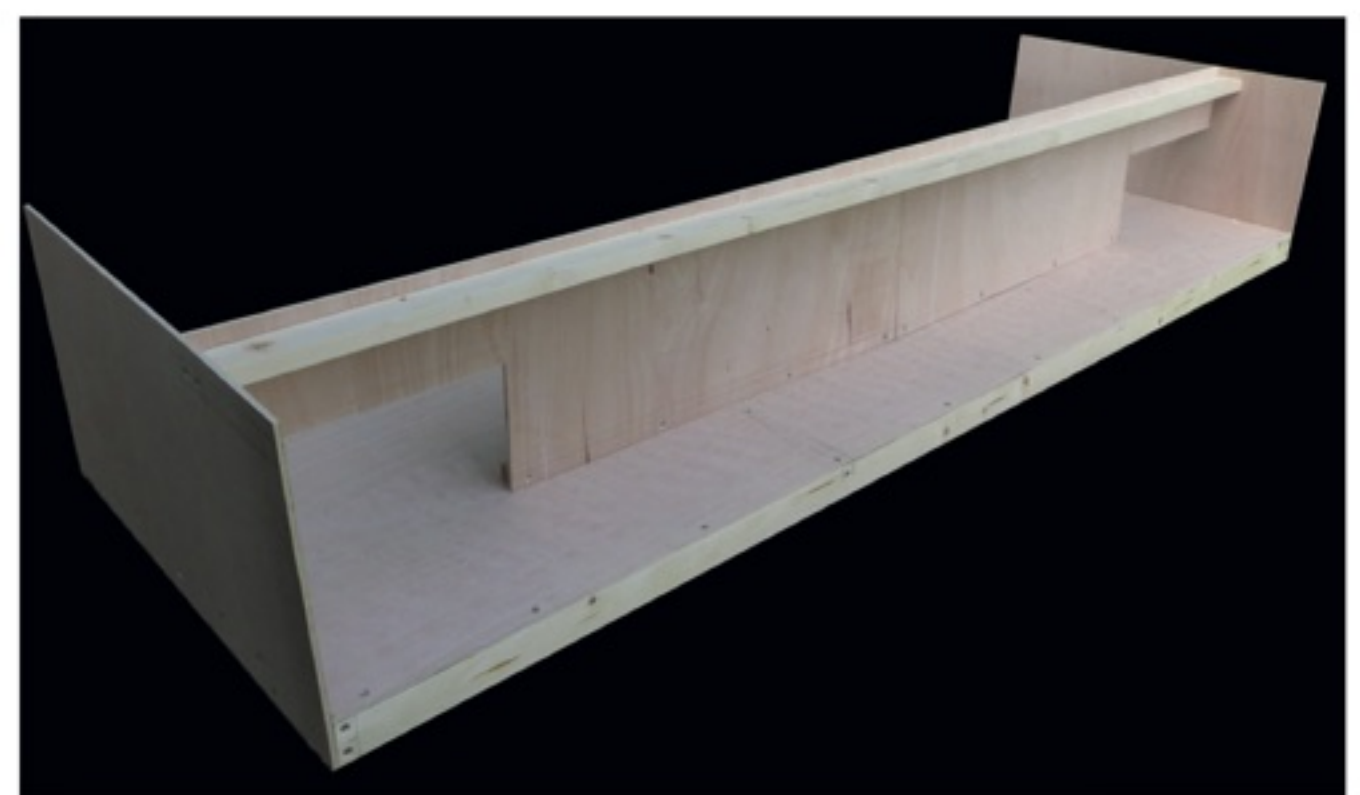


Above  
Looking down on Tecknau  
from a nearby hillside.

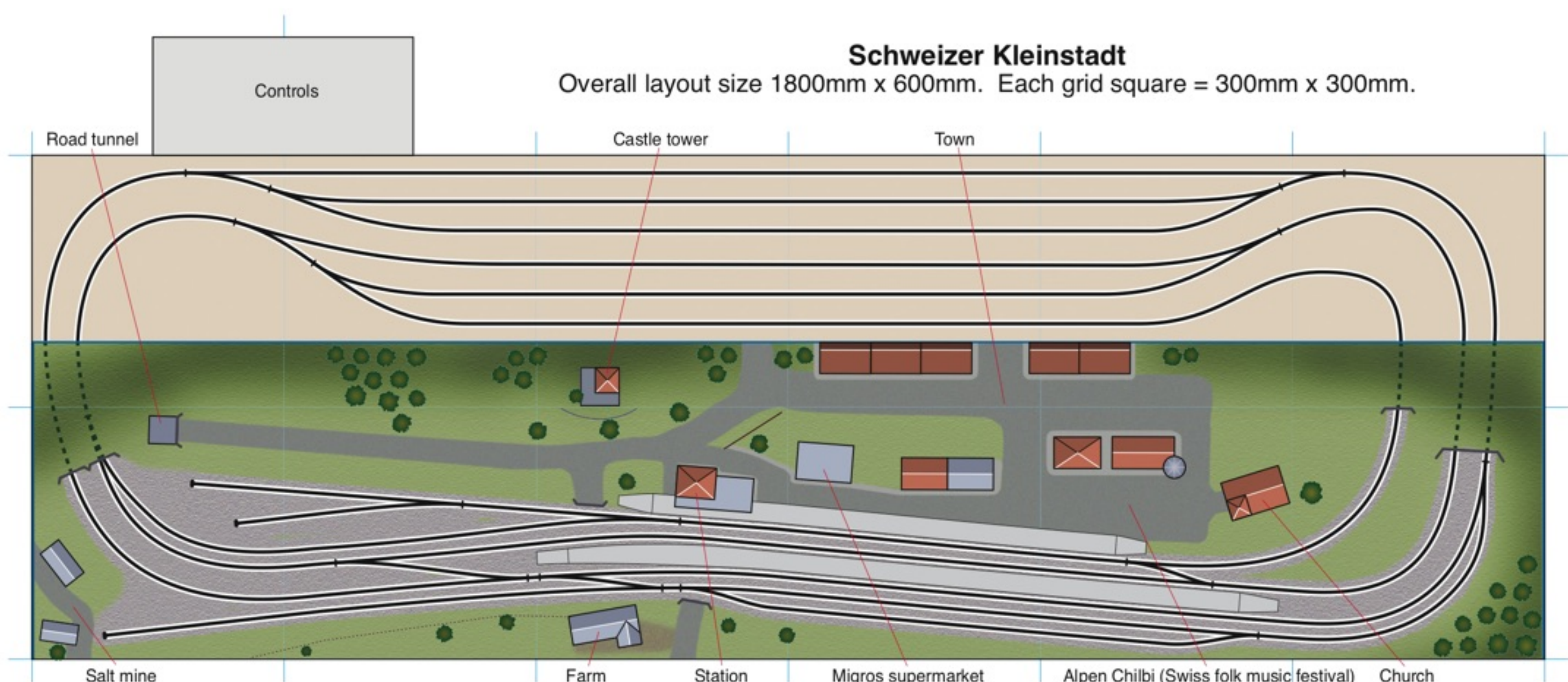
## Construction

As with my earlier efforts, I aimed to create a one piece layout, but following experience of the previous design, I made the frame more rigid with a central cross member linking each end (see photo). This enabled me to keep the weight to a minimum but have a rigid structure.

The layout can be set up on the tables commonly found at exhibition halls, but following advice I added an extension frame to bring the operating level up to a better viewing height which is a good compromise for all – children and wheelchair users can still see and adults do not need to bend down too far. This arrangement also gives me the opportunity to store spare stock under the layout.



Above The baseboard structure, with reinforced backscene.



Left  
Many InterCity services  
use double-deck stock,  
powered by Re460s.





The scenery is formed from polystyrene layers built up like contours on a map and levelled off with plaster.

The track is laid on thick cork sheet.

The plaster landscape was painted and finished off with Woodland Scenics materials and various trees.

The town and station area is made up of typical Swiss house kits, but I could not find enough to complete a realistic size town, even a small town. To overcome this I needed to come up with a quick solution, as the first exhibition date was approaching.

So I made rubber moulds of the houses I had and produced some plaster casts for the low relief houses at the back of the town. In addition, there were some parts left over from the kits and these were supplemented with scratchbuilt walls to complete more buildings for the town.

The scenic background painting was produced by my wife, showing distant mountains, typical of central Switzerland.

The next key item was to reproduce the catenary: this now looked much more complicated than my previous layouts and needed some innovative development.

Below

**An IC2000 service hauled by an Re460 passes a freight. The green Re6/6 was built on a Japanese mechanism.**





Having researched the various types of Swiss catenary, I then created some basic designs. After discussions with John Shorter (who mainly develops 3D-printed slot car chassis) about the benefits of 3D-printing, he agreed to convert my designs into a suitable 3D model and print sufficient parts for the layout.

This was my first application of 3D-printing and I found it useful where multiple parts were needed to complete a whole layout. The system is not suitable for powering the locomotive or for any contact with the pantograph. I have set all the pantographs in a semi-raised position so from most angles you get a good visual effect.

The design includes the key components to replicate the catenary. There are main support posts, catenary wire, and wire support brackets (see graphic illustrations, *right*).

The cross spans were made in two sizes to suit two or three track applications.

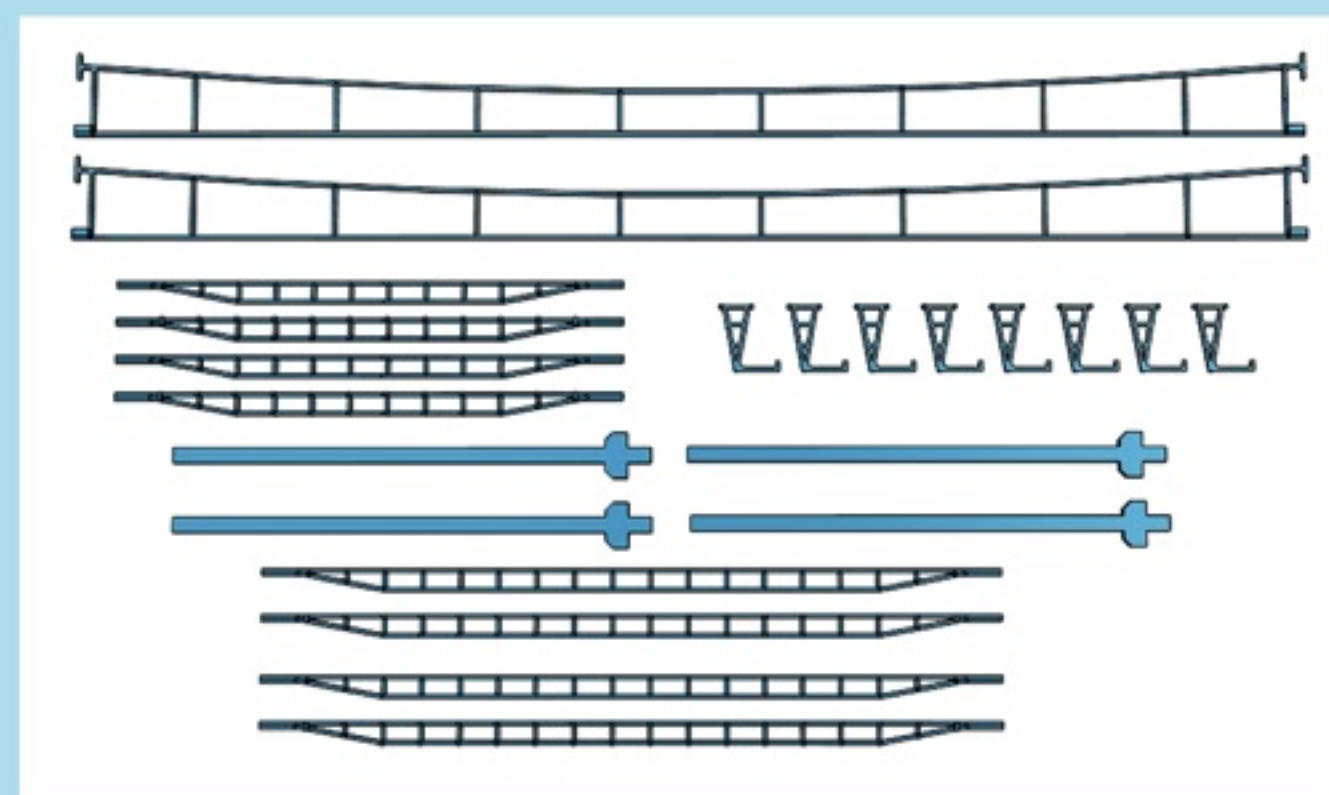
Installation is then quite simple. After placing the first pair of uprights either side of the track, fit the cross spans at the required height, allowing sufficient clearance from the pantograph. (I have a small gauge for this task.) Then simply hook the overhead catenary wire sections above the track and determine the position of the next cross span. Install the next cross span and then refit the overhead wire sections.

To complete the installation, wire support brackets are fitted to the cross spans to make the system look more realistic.

Superglue was used to keep everything in place.

During operation, I have found the system is robust as the 3D-printed catenary has some flexibility when track cleaning, which I did not find with the previous Märklin metal type.

The original 3D-printed catenary wires were about the same cross-section as the Märklin metal, but recently John has acquired a better quality printer and has made them with a much smaller cross section, so most of the original catenary wires have now been replaced and I will see if these remain robust enough; they certainly look more refined.







Above  
**Re460 and regional train passes the Eem923 shunter at work in the yard.**

Left  
**The Voralpen Express passes through the station.**

Inset above right  
**Authentic music entertains visitors to the folk festival.**

Below  
**The venerable BLS Ae4/4 on the waiting freight train is another scratchbuilt body.**



## Stock

Most of the stock has been carried over from the previous layouts.

Many scratchbuilt items, including locomotives and rolling stock, have been created to represent the varied Swiss railway scene from 1990 to present day.

There are several new items of note: I have created a version of the *Voralpen Express*, an Re 6/6 based on a Japanese Z gauge chassis, and most recently (following Peter Marriott's article in CM February 2019) an Eem923 shunter, which is powered by a Rokuhan 'Shorty' mechanism hidden in a van.

## Electrics

The whole layout is conventionally wired and a series of three-position switches allows me to route power from the two Märklin controllers.

On the front of the layout, I have five solenoid-operated points (controlled by doorbell push buttons) to enable a flexible and realistic operating service where local and freight trains can be overtaken by IC services.

## Conclusion

This is my fourth exhibition layout; it took just a year to make, to meet the exhibition deadline, but much longer in the planning.

The use of new techniques of 3D-printing helped to speed up the fitting out and give a realistic look to the catenary, which is so important to any Swiss layout.

Further improvements will be made and details added – until it is time to start the next one!

I am very grateful to all those who have supported and helped me create and operate the layout. The positive feedback at exhibitions has made all the work worthwhile.





#### Forthcoming shows

Swiss Railways Society AGM – 4th April, Derby  
South West Herts MRS – 2nd May, Bushey  
European Railways Association – 19th September



# SNCF CC72100

The last rebuilds of a high power mixed traffic diesel



To augment his feature in the recent French Special, and articles in the February and March issues, **Gordon Wiseman** offers a final selection of illustrations of a widely used class.



Above  
In 2010 I travelled back from a family ski holiday on the five hour inter-city 72100-hauled Corail express Mulhouse – Paris Est (before the service was cut back to Belfort). There was just enough time at Vesoul to get off and take this photo before reboarding. It shows the difference between the blue and mauve ends of the *En Voyage* livery. Both locomotives have the prefix (2) for non high speed inter city sector locos. 72179 was on the express, and 72140 was parked with a set of stock used on short Paris – Vesoul workings.

Left  
72130 storms north through Baulay (Haute-Saône) village with an afternoon Belfort – Paris express.

All photographs taken in August 2015 unless otherwise noted.





Above  
My last photo of an active 72100, 72158, at Champagnéy at the southern tip of the Vosges mountains, heading south towards Belfort.

Right  
72151 heads south with a Paris – Belfort working near Montureaux-les-Baulay. Despite being re-engined with ‘quieter’ power units, the 72100s still made a fabulous noise and the ‘growl’ could be heard up to 20 minutes before the train hove into view.

Below  
72138 powers south out of the Baulay ‘trench’ cutting with a Paris – Belfort train.



In 2002–4, thirty of the CC72000s (21, 30, 37–41, 43, 45, 47, 48, 51, 56–60, 63, 66, 68, 72, 75–80, 82, 86, and 89–90) were refurbished and fitted with SEMT Pielstick V16-PA-4-V200-VGA engines rated at 2,650kW. (The original power units were considered to be noisy and smoky, which led to the type being banned by Swiss authorities from Basel SNCF station in the early 2000s.)

Reclassified 72100 (retaining the original final number) they were all were painted in the *En Voyage* livery for inter-city passenger use.





All were based at Chalindrey depot for use on Line 4 (Paris – Belfort – Mulhouse) and Line 10 (Reims – Dijon) express duties. They survived until 2017 when they were replaced by Alstom 'Coradia Liner' bi-mode inter-city multiple units.

Ironically it is three unrebuilt 72000s that are the only examples of the type still on the roster, for special duties.

Above

**72158** hauls a Belfort – Paris express nearing PN (level crossing) 192 across a very minor road at Raincourt, in the very rural Haute-Saône *département*, in June 2012.

Below

**72177** leans into the curve at Montureaux-les-Baulay, a classic photo spot close to the meandering river Saône, with a northbound Belfort – Paris train. Note the '5' prefix indicating the loco's official allocation to the TER regional trains sector.







Above

72130 hauls a Paris – Belfort express approaching PN 192 near Raincourt. June 2012. At the time, Line 4 was popular with photographers with its photogenic combination of big diesels and telegraph poles and wires from another era.

Left

With the sound bouncing off the tight walls, 72166 roars through the unusual cutting known as the 'Tranchée de Baulay' with a southbound express.

Below

72190 heading south near Montureaux-les-Baulay. Note the original SNCF roundel logo dating from the 1960s which survived (albeit painted over) on most 72100s to the very end, despite being first created in 1938 and superseded by the 'parallelogram' as long ago as 1972.





**Gerard Tombroek** describes a remarkable model railway constructed by Pierre Orbons and now maintained and exhibited by fellow members of the Midden-Limburg club.

# Schiffsbrücke Speyer

An unusual layout project



Above  
As with the prototype,  
both trains and road vehicles  
use the pontoon bridge –  
the Faller Car System is used.





After the first OntraXS! exhibition in the Dutch National Railway Museum in 2010, Pierre Orbons, a member of the Midden-Limburg model railway club in Roermond, planned to participate in the following year's event with his own layout. Inspired by a film of 1937/38 about the pontoon bridge over the Rhine at Speyer, he was recreating the scene in HO. The layout was indeed shown at OntraXS! in 2011, but unfortunately Pierre was not there – he passed away shortly before the exhibition, but his club colleagues took the layout to Utrecht, which posthumously fulfilled his great wish.

The unusual bridge over the Rhine between Heidelberg and Speyer which inspired Pierre was opened to road traffic in 1866. Supported by 43 pontoons, it was 234.6m long and the width of the road surface was 5.9m. In 1871 a treaty was concluded between Bavaria and Baden to make the bridge suitable for rail traffic. Two years later the bridge was strengthened and rebuilt in such a way that both trains and road traffic could use it. Twelve trains a day passed over it in 1928. Although the maximum speed of the trains was 45km/h, the bridge was crossed considerably slower. A trip over the bridge took about five minutes. While a train passed, the bridge was closed to road traffic. During peak periods, there were up to twenty-four mandatory road traffic closures every day. For the Großherzoglich-Badischen Staatseisenbahnen and later the Deutsche Reichsbahn Gesellschaft (DRG) which provided the rail services between Heidelberg and Speyer, it was difficult to make a regular timetable since ships had priority over the rail and road traffic. To allow shipping to pass, three bridge sections at the Speyer end could be moved. Fourteen men were needed to move two of the pontoons. Taking them out, use was made of the flow along with a winch. Replacing them was initially based on muscle power, but later there was help from a powerful petrol engine.



Right  
At Lushhof station, main line locomotives were exchanged for a light 0-4-0T to haul the train over the bridge.





The bridge was actually an annoying obstacle for road, rail, and shipping traffic, but the pontoon bridge was not superseded until the commissioning of the first fixed bridge on 3rd April 1938. However, this bridge only had a short life as on 23rd March 1945 the retreating German troops blew it up. It was not until November 1956 that there was another bridge at Speyer. Until then, a ferry carried people and goods across the Rhine.

### Locomotives

To prevent the pontoons from sinking deep into the water when a train passed, locomotives with a low weight were required. Main line locos were generally too heavy. Passenger carriages and freight wagons were uncoupled before the bridge and pulled over it by "light" four-coupled locos. On the opposite bank, another "heavy" loco was ready to take over the train to continue the journey.





Left  
Nearby, sand was extracted and transported in skips to a pier to be loaded onto inland vessels on the Rhine.

Below left  
The toll and administration building was just off the bridge on the Speyer side. Today, the Brückenhaus museum is housed here.

Right  
The large semaphore signal indicated to shipping when the bridge was open.

Below  
Rail traffic took precedence over road. A barrier ensured that road traffic would stop.

As the train passed the pontoons dropped about 20cm, so the loco was always working uphill with a constant slope of 2%. As a result, the small four-wheel tank locos had to be able to pull a considerable train weight on the ever-present slopes. The Pfalz railways had eight type T2.1 locos available especially for working over the pontoon bridges at Speyer and Maxau (Karlsruhe). In 1878 it was decided to continue to use the bridge locos to reduce operating costs. As Baden did not have such machines, two were transferred from the Pfalz. A third almost identical loco was delivered directly by the Maschinenbau-Gesellschaft Karlsruhe to the Baden railways. The Deutsche Reichsbahn Gesellschaft used these three locos for a short time, classified BR88.75. In addition, Bavarian class D VI 0-4-0Ts were also used over the bridge, later classified 98.75 by the DRG. These locos had special buffers, enlarged with wooden discs to a diameter of 500mm and covered with leather: this prevented the buffer heads from sliding under each other in the strong differences in inclination of the wavy bridge sections and getting caught.







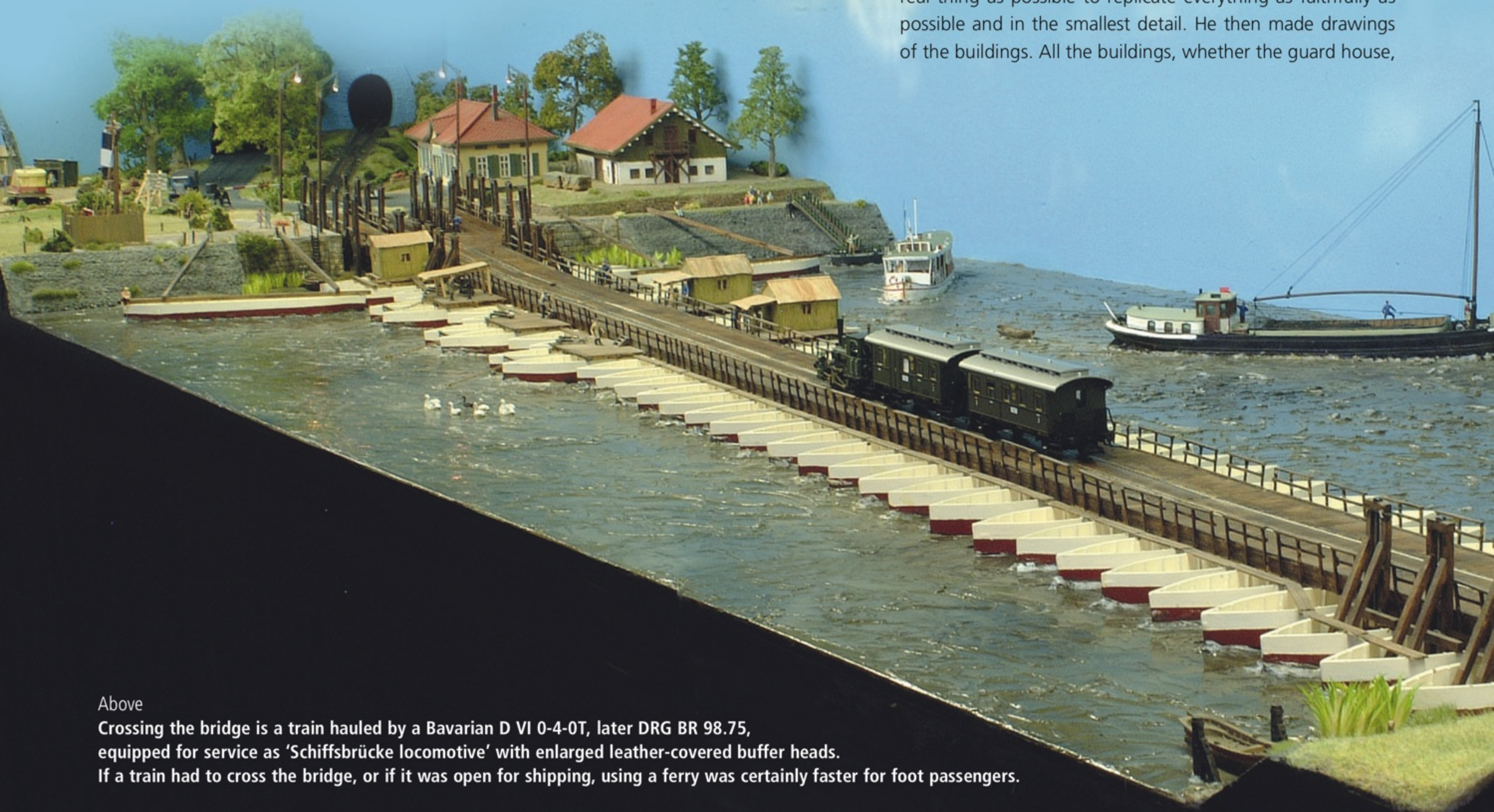
Above

On this side of the river, road and rail traffic was guided over separate routes past the height-adjustable bridge heads.

### Scratchbuilding

The layout is 720cm long and 120cm wide, in four parts. The baseboards came from a portable layout project the club had started but cancelled, so Pierre could take them over for his Schiffsbrücke. He was also allowed to work on the project in the clubroom.

He watched the historic 1937/38 film about the bridge dozens of times to gain information about this unusual theme for an HO layout. He was an experienced builder, and creativity was very important for him. Building from commercial kits was not for him; he preferred to scratchbuild. Together with his wife, he looked at as many photos of the real thing as possible to replicate everything as faithfully as possible and in the smallest detail. He then made drawings of the buildings. All the buildings, whether the guard house,



Above

Crossing the bridge is a train hauled by a Bavarian D VI 0-4-0T, later DRG BR 98.75, equipped for service as 'Schiffsbrücke locomotive' with enlarged leather-covered buffer heads. If a train had to cross the bridge, or if it was open for shipping, using a ferry was certainly faster for foot passengers.



Below

Workmen have already taken their place on the bridge because there are ships en route and part of the bridge must be moved to allow them through.



shed, the station, or the half-timbered house with stone foundations, are all completely scratchbuilt. He used a mix of materials for this – Forex, styrene, cardboard, wood, brass, you name it. Careful treatment with paint and realistic weathering made everything into a harmonious whole, despite all those different materials – or perhaps thanks to them. After a critical assessment by his wife, the scratchbuilt structures were taken to the clubroom to be placed on the layout.

Right

A goods train is held at the signal on the riverside line. The crane on the quay was designed by the Scottish engineer William Fairbairn in 1850. It can lift heavy loads thanks to its curved tubular wrought iron jib.











Above  
**The builder's yard near the station, with the town and marketplace beyond. The structures and details are evidence of Pierre's considerable craftsmanship.**

In order to be able to present the scene to the spectators as attractively as possible, however, Pierre used some modeller's licence when working out the landscape and placing some buildings. He also took that freedom with the farm, which forms the transition between the countryside and the more urban buildings around Lushhof station, but was always careful to preserve the characteristic features of the landscape along the Rhine at Speyer.

### Conclusion and continuation

In December 2010, a few weeks before the exhibition, Pierre died after a short illness. Despite his illness and the knowledge that he would probably not see his layout presented at OntraXS!, he continued to work steadily. His great wish was that even without him his version of the Schiffsbrücke

Speyer, on which he had worked intensively with his wife for around 2,000 hours over three years, would be seen at the show. When he learned about his illness, the first thing he did was to give the layout in its entirety to the club. He also asked his friend Fredy Coenen, himself a member of the club, if he could make his big dream come true and take the layout to OntraXS!. Of course Freddy was willing to do that for his friend. Despite the shadow that hung over the presentation, it was a pleasure for club members to show Pierre's work and, in view of the many nice reactions to this unusual theme from visitors, they knew that they had done him proud.

After that first show, the layout was exhibited at more events, most recently last October at Euromodelbouw in Genk. Since the first show, club members have only adjusted things that Pierre had not been able to complete. For example, the layout was given a background painted in suitable style, and the rolling stock was also taken in hand. At the first show in 2011, for example, trains over the bridge were worked with a Prussian T3 0-6-0T and vehicles from the 1950s, which was not in accordance with the proper period. Correct stock was made available later by members of the club from their own collections. In the meantime Fleischmann produced the Bavarian D VI 0-4-0T which is the right loco for hauling trains over the bridge, and the club have examples fitted with the large diameter buffers that are characteristic of the pontoon bridge locos.

On the internet you can see various films of the Schiffsbrücke, among which the film from the Stadtarchiv Speyer is recommended. See – <https://www.facebook.com/Speyer.Stadtarchiv/videos/171898399532753/>

An article was published in *ModellEisenbahner* 7/2012, following the layout's appearance at Intermodellbau in Dortmund in April that year. The layout was also featured in *MIBA* 6/2014, along with information about the prototype.

Below  
**A Bavarian D VI 0-4-0T is just leaving Lushhof station. The building has survived and is now a private house.**



Photographs by the editor.



**Jean-Michel Tete** created a small but nicely detailed industrial scene.

# Rue des épinettes

## Spruce Street

This diorama is a representation of the industrial line, now closed, which formerly connected the Saint Ouen docks to the *Petite Ceinture*, the inner belt line in Paris. It consists of two modules built of 10mm plywood. The first one, on the right, is 1m long and 30cm wide. The second has the same length but is slightly deeper (40cm).







Above

**The track sneaks into the urban scene between houses and factories.**

Below

**The district of Arago Street has a station serving the workers' shuttle and a branch line disappearing between factories.**

Photographs by the editor.

The track is all Peco Streamline code 75, with electrofrog turnouts operated by slow motion motors.

The industrial buildings come from kits by Jouef and MKD, more or less modified, and there are also several scratch-built structures, made using Forex, foamboard, wood, and cardboard (for the buildings and retaining walls) and plastic profiles (the 'metal' girder bridge).







Left

The Spruce Street line runs under Arago Street towards a junction with the *Petite Ceinture*.

Below left

Arago Street is lined with typical Parisian urban dwellings.

Below

A siding cuts across Spruce Street and passes in front of the Bravig'oil factory to serve other installations.

Foot of page

The halt serving the neighbourhood. Grandpa René has brought his grandson to watch the passing trains.







Above  
While children play truant on the disused bridge,  
Nicolas is busy in his allotment garden.  
The level crossing has been closed because it was too dangerous.

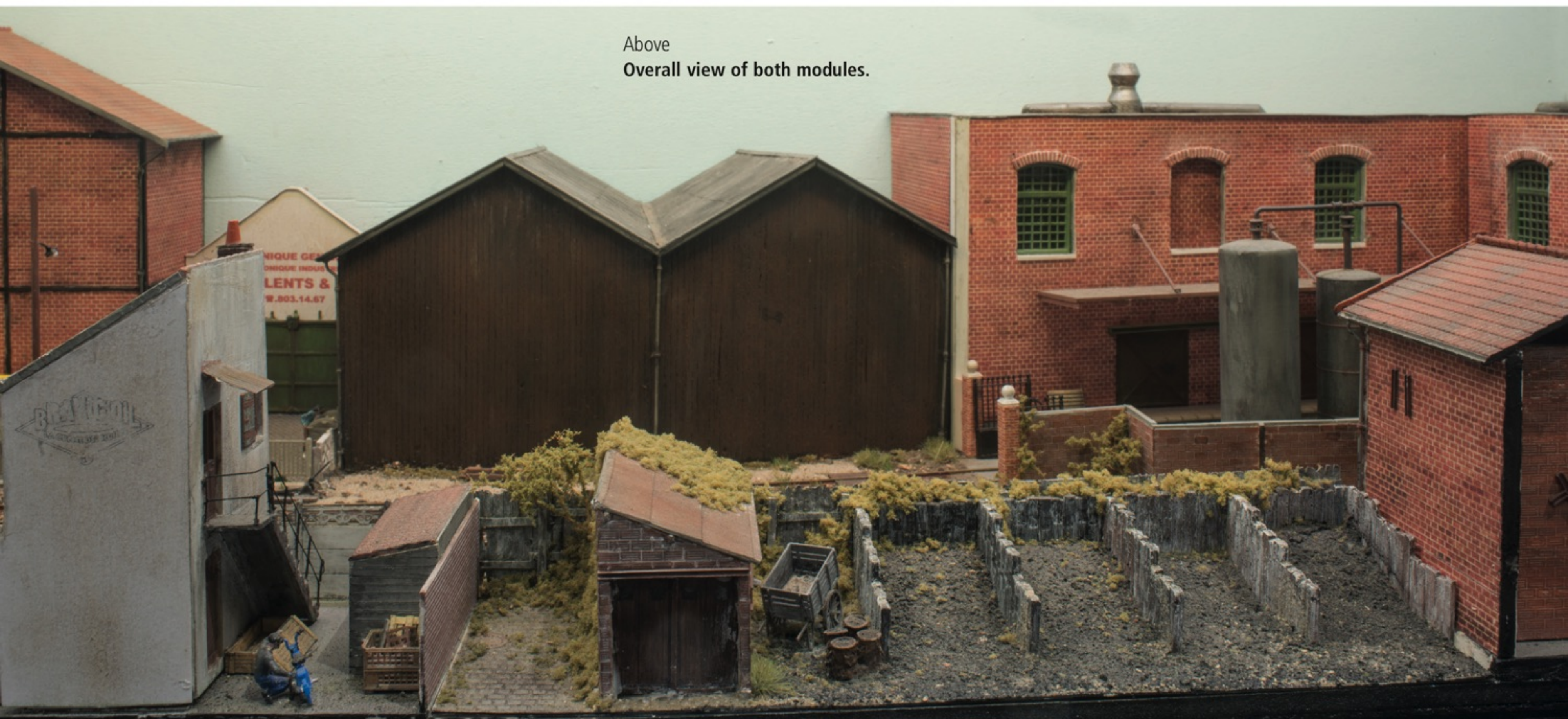
Below  
Behind the aptly named café,  
Jojo repairs his moped  
as well as he can.







Above  
Overall view of both modules.



Above  
Time seems to have stopped  
at this coal merchant.

Right  
The dead end gives access to the rear courtyard of the factory  
and to neighbouring homes.

Below  
The track disappears in the middle of factories  
(all scratchbuilt, from foamboard,  
plasticard, and wood).



CONTINENTAL MODELLER





# Nürnberg

REPORT 2020



PLANNED NEW PRODUCTS FOR THE COMING YEAR



Märklin / Trix DB BR78



All Märklin / Trix photos courtesy MIBA



## Märklin

Once again Märklin hosted a preview of the new items for the model press two weeks before the trade fair; while not all of the main new items were evident amongst the advance samples shown, a higher proportion than previously were evident. Although two of the most significant pieces of new tooling, the BR78 4-6-4T and Class 66 Co-Co diesel, were not shown, what appeared to be virtually complete models were revealed at the Fair itself.

The Märklin and Trix new items programmes are again closely co-ordinated, with Trix providing two-rail versions of most of the new models. There are only a few separate Trix items, and only a few Märklin not (yet) duplicated.

Trix versions of rolling stock that is also in the Märklin range usually have different running numbers, and as exchange wheelsets are available for both more variety can be achieved.

Most of the planned motive power is coming as standard with a digital decoder with enhanced functions, and often sound, though they will still work basically on analogue supplies. These decoders can identify themselves to the appropriate controller so the loco address does not need to be entered, simply selected.

The mfx+ 'World of Operation' decoders offer not only control of motion, lights, and sound, but also the option of some operational parameters, such as use of coal and water or diesel fuel, and require visits to the appropriate facilities to replenish the capacity.

Many of the releases, especially those for export markets, are described as one-off series or limited editions: the limitation may be as much one of time, in that the model will only be made this year, and/or in response to advance orders from retailers as of absolute quantity.

Märklin are well aware of the importance of attracting beginners to the hobby, so there are economical train packs and budget locos; they have been included in period context as such items can offer good value even for the experienced enthusiast, and the digital start sets are far from basic.

Some of the 'my world' toy range new items are described within the 172 page landscape format main brochure, which also covers Z and Gauge 1.

There will be a number of limited editions to mark thirty years of the Märklin Retailer Initiative (MHI).

### Epoch I

To accompany the recently released Bavarian S3/6 large wheeled Pacific No.3624, with flat-fronted cab, there will be some express bogie coaches (composite, two thirds, and a baggage) with new numbers, overhaul dates, and destination boards.

Märklin / Trix KPEV T3 + wagons



Märklin / Trix DRG BR95 + wagons



To commemorate 175 years of railways in Württemberg, a G12 2-10-0 with mfx+ sound decoder and smoke generator. Also Trix.

To accompany – a set of five four-wheeled goods vehicles: van, beer van, acid vat wagon, tank wagon, and stake wagon loaded with straw.

Prussian T3 0-6-0T with mfx+ decoder. Also Trix.

To accompany – a set of three four-wheel wagons (van, open with coal load, and acid vat) plus a goods baggage van. The Trix range features a different pack of three compatible wagons.

### DRG Epoch II

BR95 2-10-2T with mfx+ sound decoder. Also Trix.

To accompany – a set of seven four-wheel goods wagons: long type Om Königsberg and short type O Nürnberg opens loaded with scale size coal, pair of type H Regensburg bolsters carrying real wood logs, type G Kassel van and type Ghs Oppeln van with brake cabin, and 'Aldersbach' beer van with raised brake cabin.

### DB Epoch III

New tooling – BR78 (former Prussian T18) 4-6-4T, with dome-dome-sandbox boiler arrangement, with mfx decoder. Also Trix.

BR74 2-6-0T with mfx sound decoder and driver figure as MHI 30 limited edition. Also Trix.

To accompany – limited edition set of four four-wheel coaches, three 'Thunderboxes' and a baggage van equipped as a driving trailer, all factory fitted with interior lights. Also Trix.

BR44 three-cylinder 2-10-0 with small Witte smoke deflectors and 2'2'T34 coal tender, with mfx+ sound decoder. Also Trix.

To accompany – display pack of twelve standard bogie tank wagons, with various company markings (VTG, EVA, and BP) and realistic weathering, to be sold individually.

V160 B-B 'Lollo' diesel with mfx+ sound decoder. Also Trix.

Type Tnoms35 insulated four-wheel van, with smooth sided and raised icing platforms at both ends, new to the range.

Köf III four-wheel diesel shunter either with mfx+ sound decoder, with Telex couplings each end, or just with mfx decoder.

E18 1-Do-1 electric in steel blue livery, with Indusi equipment, with mfx+ sound decoder.

### DR Epoch III

BR754 2-6-2T with new smokebox and rivetted water

Märklin / Trix DB BR74 + train



Märklin / Trix DR BR754 + train



Märklin / Trix DB BR44 + tank wagons





Märklin / Trix DR BR80



tanks, with mfx+ sound decoder and smoke generator. Also Trix.

To accompany – set of three long wheelbase second class coaches, one with baggage space, with new running numbers.

BR80 0-6-0T with mfx decoder and Telex couplings both ends. Also Trix.

#### DB Epoch IV

BR041 2-8-2 with 2'2'T34 coal tender, with mfx+ sound decoder. Also Trix.

BR094 0-10-0T, with mfx+ sound decoder and Telex couplings both ends. Also Trix

Another version of the new BR78 4-6-4T. Also Trix.

To accompany – middle entrance bogie coaches (composite, second, and second driving trailer) in green. Also Trix.

Set of two *Silberlinge* seconds, with interior lighting.

BR141 Bo-Bo electric in green, with rounded vent openings and continuous rain strip. mfx+ sound decoder. Also Trix.

BR218 B-B diesel in purple-red, with mfx+ sound decoder. Also Trix.

BR701 overhead maintenance railcar with movable platform and digitally operated pantograph, towing a four-wheel flat carrying cable drums and access ladder, with mfx+ sound decoder. Also Trix.

The limited edition Museum wagon for the year, available only from the Märklineum Store, is a type Tbis<sup>871</sup> sliding side/roof four-wheel wagon decorated for the 'Verzinkerei Kopf' of Schlierbach, supplied with a Hanomag F55 lorry (a brand new model by Schuco) in a metal tin.

The limited edition model for Insider club members is a four-wheel tank wagon with 'Eva' branding.

#### DR Epoch IV

Modified model of the BR95.0 2-10-2T as an oil fired machine, with mfx+ sound decoder.

Märklin / Trix DB BR094



Märklin / Trix Class 66



Märklin / Trix DB BR701



#### Epoch V

BR103.1 Co-Co electric in Touristik multi-coloured livery as MHI 30 limited edition, with mfx sound decoder, digitally controlled pantographs, and moving driver figure.

To accompany – limited edition set of five coaches (one Bvmkz<sup>810</sup> second on Fiat type Y0270S bogies, two Bpmz<sup>811</sup> seconds on type MD52 bogies, one WRmz<sup>137</sup> restaurant, and one Dmsdz<sup>813</sup> baggage van) in matching livery.

#### Epoch VI

Brand new model of the Class 66 Co-Co diesel in Hafen und Güterverkehr Köln red livery. Also Trix.

MHI 30 limited edition of the BR247 Vectron DE Bo-Bo diesel in classic V200 purple-red and dark grey livery (fictional), with mfx sound decoder.

BR648.2 (LINT 41) articulated diesel railcar in DBAG traffic red, with interior lighting, using mfx+ sound decoder. Also Trix.

LINT 41 also in Bentheimer Eisenbahn blue & white livery, similar specification.

ICE4 BR412/812 as previewed in the 2019/20 main catalogue, now due for release in the second half of the year. Five vehicle base set (two ends, one first, one

Märklin BR247



second with pantograph, and one restaurant) plus three vehicle extension pack (two firsts and a second with pantograph) with another second available individually. mfx+ sound decoder. The train will also be offered in the same packs in both Märklin and Trix ranges with the green 'eco' stripe decoration on the end cars.

BR193 Vectron Bo-Bo electric in DBAG traffic red with four pantographs, with mfx sound decoder.

BR187 TRAXX 3 Bo-Bo electric in DBAG traffic red without advertising panels, with mfx sound decoder.

Type Rils<sup>652</sup> bogie bulkhead flat with hooped cover in 'DB Schenker' traffic red, on Y25 bogies.

Type Ibopqs four-wheel insulated beer van decorated for 'Maisel's Weisse'.

As usual, the programme includes a number of prototypes from beyond Germany.

Märklin / Trix DB BR041



Märklin / Trix DB Silberlinge + DR BR95.0 ÖI



Märklin / Trix DB middle entrance coaches





Märklin / Trix SBB/NS RAm Trans Europ Express



## Switzerland

**Epoch II** – brand new model of the Be4/6 rod-coupled electric to mark 100 years of the Gotthard route. mfx+ sound decoder. Also Trix.

To accompany – set of four old express coaches, second/third composite, two thirds, and a baggage.

Messe Modell 2020 – Ce6/8<sup>I</sup> 'Kofferli' in original condition with end cab doors (without windows) and connecting gangways, with sanding gear but without *Falschfahrtsignal* (for wrong line working) and Integra magnet, in fictitious black livery with red wheels. Also Trix.

To accompany – set of six four-wheel wagons (three K3 vans, two J3 vans, and one L2 lowside, all with brake house) also in fictitious black.

**Epoch III** – brand new model as a limited edition for Insider Club members to mark the MHI thirtieth anniversary representing the RAm Trans Europ Express four-car diesel train set, with mfx+ sound decoder, interior lighting. Also Trix.

SBB Re4/4<sup>I</sup> Bo-Bo electric of the first batch in original condition with end doors and gangways, in sapphire blue, with mfx+ sound decoder. Also Trix.

**Epoch V** – type Saadkms coupled pair of low floor flats used by Hupac to carry lorries.

**Epoch VI** – Re460 Bo-Bo electric in red with cast metal emblems on the ends (new feature), with mfx+ sound decoder. Also Trix.

To accompany – set of four coaches in Inter-City livery, two seconds, one first, and a panoramic first, all with factory-fitted LED interior lighting.

Re620 (Re6/6) Bo-Bo-Bo electric in 'cargo' blue & red, metal body, with mfx+ sound decoder and new mechanism with central motor. Also Trix.

Re430 (Re4/4<sup>II</sup>) Bo-Bo electric as modernised, with mfx+ sound decoder and new mechanism with central motor. Also Trix.

To accompany – Zürich S-Bahn double-deck coaches, pack of two (first and second), and driving trailer.

Type Bcm couchette second as used by 'ralpin' to accommodate lorry drivers on piggy-back trains.

Type Sgnss bogie container wagon on Y25 bogies.

Set of six type Facns bogie hoppers in red 'Holcim' livery, with different numbers, with ballast loads.

## Austria

**Epoch IV** – Rh1020 Co-Co electric in blood-orange livery, metal bodied, with mfx+ sound decoder.

Set of two type Res<sup>390-8</sup> bogie stake flats carrying sawn timber.

**Epoch VI** – set of three type Shimmns short bogie bulkhead flats with hooped covers on Y25 bogies in 'Rail Cargo Austria' grey and blue.

## Czech Republic

**Epoch VI** – class 380 Bo-Bo electric (Skoda type 109E)

Märklin / Trix SBB Be4/6



Märklin / Trix SBB Re4/4<sup>I</sup>



Märklin / Trix SBB Re4/4<sup>I</sup>



Märklin / Trix SBB Re430



Märklin / Trix SBB Re460



in special livery to mark the hundredth anniversary of the founding of the state. With mfx sound decoder. Also Trix.

## France

**Epoch III** – 130TB 2-6-0T (German BR74), with mfx sound decoder.

To accompany – set of four six-wheel third class compartment coaches, two with raised brake house, one with baggage space.

**Epoch IV** – SNCF BB9200 electric, with mfx decoder, limited edition as part of the range marking thirty years of the MHI, in retro packaging.

To accompany – limited edition set of four coaches (A9 first, A4B5x composite, and two B10 seconds) in classic 'tin plate' style.

## Luxembourg

**Epoch VI** – set of three different bogie flats (types Rnss, Res, and Rs) all loaded with steel beams.

Märklin / Trix SBB Re620 + Holcim hoppers



Märklin / Trix SBB Ce6/8<sup>I</sup> + wagons





Märklin / Trix DSB MV



## Belgium

**Epoch VI** – the new model of the Class 66 Co-Co diesel in 'Lineas' livery. Also **Trix**.

Set of five bogie bulkhead flat wagons for steel coils, two type Shimms telescoping cover and three type Shimms hooped cover, each carrying three coils.

Four-wheel container flat carrying a single small tank container used by 'Albermarle'.

## The Netherlands

**Epoch VI** – the new model of the Class 66 Co-Co diesel in 'Rail Feeding' livery. Also **Trix**.

Digital start set – six-wheel diesel shunter with mfx sound decoder hauling three four-wheel wagons (van, tank, and flat with side stakes) on oval of track with Central Station controller.

Set of six type Ealnos bogie opens with load extensions (for the first time), carrying wood chips, and realistically weathered.

## Denmark

**Epoch IV** – class MV Nohab diesel in black & red livery, for the first time with flashing train departure lights by the cab side windows. mfx+ sound decoder. Also **Trix**.

Set of three type Bcm second couchette coaches in red livery.

Set of two type Bcm second couchettes in blue livery.

**Epoch VI** – set of two bogie intermodal wagons, one type Sdgmms registered with AAE carrying a 'Carlsberg' trailer, one DBAG type Sgns carrying 'Carlsberg' and 'Tuborg' 20' containers.

## Norway

**Epoch VI** – the new model of the Class 66 Co-Co in 'CargoNet' livery, with additional details. Also **Trix**.

## Sweden

**Epoch VI** – Vossloh G2000BB diesel in 'HectorRail' livery, with mfx+ sound decoder. Also **Trix**.

Set of three type Lgns four-wheel container flats carrying 'Maersk' 20' containers.

Limited edition (of 1,499) of the Bergslagens Järnvägsällskap (BJ) class Da rod-coupled 1-C-1 electric as preserved, on the basis of a classic Märklin model with mfx decoder.

To accompany – set of four matching 'tinplate' bogie coaches, also a limited edition.

## America

Limited edition of the Union Pacific 'Big Boy' 4-8-8-4 as oil fired #4014, as recently restored to operating condition, with mfx+ sound decoder. Also **Trix**.

To accompany – set of six UP passenger cars (two baggages, two sitting cars, and two dome observations).

Märklin / Trix UP 'Big Boy'



## Trix

Most of the new Trix models are two-rail DC versions of Märklin items, as noted above. They are described in a 68 page A4 landscape format brochure.

## Epoch I

The Bavarian S3/6 large wheeled Pacific is already available. As Märklin.

Württemberg G12 2-10-0. As Märklin.

Prussian T3 0-6-0T. As Märklin. Accompanying set of three four-wheel wagons is different – type Gm Kattowitz van, type Omk(u) Cöln steel open with coal load, and a 'Ratzeburger' beer van with raised brake house.

This year's Club wagon is a type G10 four-wheel van with raised brake house, in white livery, decorated for the 'Salach' paper factory (not authentic).

## DRG Epoch II

BR95 2-10-2T. As Märklin.

V140 1-C-1 rod coupled diesel hydraulic, as preserved, with sound.

## DB Epoch III

BR78 4-6-4T. As Märklin.

BR44 2-10-0. As Märklin.

BR754 2-6-2T. As Märklin.

BR74 2-6-0T. As Märklin. Accompanying set of four four-wheel coaches. As Märklin.

E18 1-Do-1 electric in blue livery. As Märklin.

V160 'Lollo' pre-series B-B diesel hydraulic. As Märklin.

The Museum wagon of the year is a type G six-wheel van with raised brake house decorated for 'Schmidt' Lebkuchen of Nürnberg. Only available from the shop at the Märklineum in Göppingen.

## DR Epoch III

BR80 0-6-0T. As Märklin.

Type Z four-wheel tank wagon with brake house.

Four-wheel acid vat wagon with brake house, used by 'Zellstoffwerke Pirna'.

## DB Epoch IV

BR078 4-6-4T. As Märklin.

BR041 2-8-2. As Märklin.

BR094 0-10-0T. As Märklin.

BR701 overhead maintenance railcar and cable drum wagon. As Märklin.

Centre entrance coaches. As Märklin.

Set of two *Silberlinge* seconds. As Märklin.

Two sets of two short four-wheel flats carrying coke tubs, one with two per wagon, the other with three smaller tubs. All with real coke load.

## DR Epoch IV

BR95.0 oil fired 2-10-2T. Modified model. As Märklin.

## Epoch VI

BR648.2 diesel railcar. As Märklin.

ICE4 sets. As Märklin.

Class 66 diesel in HGK livery. As Märklin.

Set of two type Snps<sup>719</sup> bogie flats with heavy duty side stakes each loaded with three bathroom modules as manufactured by the Hellweg company.

## Switzerland

**Epoch II** – Be4/6 electric, to mark one hundred years of electric operation over the Gotthard route. As Märklin.

Ce6/8 'Kofferli' electric as Messe model in fictitious black livery. As Märklin.

**Epoch III** – Re4/4 electric in blue livery. As Märklin.

**Epoch VI** – Re460 electric in red with raised metal emblem. As Märklin.

Re430 electric as modernised. As Märklin.

Re620 electric. As Märklin.

## The Netherlands

**Epoch III** – NS/SBB joint TEE Ram diesel train as Club Model. As Märklin.

**Epoch VI** – Class 66 diesel as used by 'Rail Feeding'. As Märklin.

Set of three type Ealnos<sup>201</sup> bogie open wagons with extension boards and wood chip loads. As Märklin, but with different numbers.

## Belgium

**Epoch VI** – Class 66 diesel in 'Lineas' livery. As Märklin.

## Denmark

**Epoch IV** – class MV Nohab diesel. As Märklin.

## Norway

**Epoch VI** – Class 66 diesel in 'CargoNet' livery. As Märklin.

## Sweden

**Epoch VI** – Vossloh G2000BB diesel in 'Hectorrail' livery. As Märklin.

## Czech Republic

**Epoch VI** – class 380 Bo-Bo electric in commemorative livery. As Märklin.

## Poland

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

## America

Union Pacific 'Big Boy' #4014 as preserved. As Märklin, but with RP25 profile wheels and Kadee compatible couplings.

To accompany – set of three type A-50-19 box cars, two type S-40-12 stock cars, and a type CA3/CA-4 caboose.

Märklin / Trix UP passenger car set



Märklin / Trix UP freight car set





Roco are celebrating 60 years, and there will be a number of jubilee limited editions.

The new items brochure is once again an A4-size perfect bound landscape format publication of 196 pages (six more than last year), and covers HO and HOe (though again there is little of the latter). Locos are separated into steam, electric, and diesel, grouped by country, and within these arranged roughly chronologically.

Comprehensive feature symbols, now indicating administration, country, period, overall length, minimum radius, LED lighting, type of decoder socket, and presence of buffer capacitor, plus sound or AC versions when relevant. Several of the digital sound models use sound files from Henning or Soundlab.

The expected delivery quarter is noted, but prices are not given.

Rolling stock classifications are shown for most but not all wagons.

Several items have supplementary notes.

As usual, the brochure illustrates many of the significant proposals with prototype pictures, but by the time of the trade fair there is often evidence of progress with some of these models, in the form of advance samples or components, often now as 3D-printed shells and parts – these are an indication that the design process is quite well advanced.

## Epoch I

Prussian G10 0-10-0 with three-dome boiler in original lined green livery (Q1).

To accompany – set of three four-wheel wagons, all with spoked wheels: two livestock vans (one with raised brake house) and one open (loaded with potatoes) (Q1). Similarly a pair of bolster wagons carrying logs and a *Fakultativ* dual-purpose (passenger or goods) van.

## DRG Epoch II

BR86 2-8-2T with two headlights, and welded tanks with short cut-out (Q1).

To accompany – set of four four-wheel 'Thunderbox' coaches (second, second/third composite, and two thirds) (Q2).

Ruhr-Schnellverkehr set of BR78 4-6-4T (former Fleischmann) and three clerestory roof compartment bogie coaches, BC4 pr04 composite with raised brake house, C4 pr04 third with raised brake house, and C4 pr04 third, in red & cream livery (Q3).

z21 digital start set: E52 rod-coupled electric (for the first time in blue-grey livery), with Soundlab sound, six four-wheel goods wagons, long oval of track with passing loop (including wireless connected point motors), wireless handset, control unit, and router (Q2).

Four-wheel tank wagon with wooden brake house (Q1).

Type Rs Stuttgart four-wheel lowside with side stakes with brake house (Q3).

## DB Epoch III

BR58 (former Prussian G12) three-cylinder 2-10-0 as a limited edition jubilee model in special packing (Q3), recalling the first Roco steam loco model.

BR24 2-6-0 with large Wagner smoke deflectors, now updated with a PluX22 decoder socket (Q1). Sound version offered for the first time.

BR50 2-10-0 with three-dome boiler, large lamps, small Witte smoke deflectors (Q1).

V100 B-B diesel hydraulic, now with PluX22 decoder socket (Q1). The digital version features Soundlab sound.

Set of three post vehicles – type Post4ü-a17 bogie van, type Grhs31 four-wheel van with brake house, and type Glmhs50 four-wheel van. To extend – type Post e four-wheel van with Bundespost markings. (All Q3.)

Composite and second class six-wheel end platform coaches without roof ventilators (Q4).

Roco DR V60.10/BR106



Type Gmhs30 four-wheel van (Q1).

Type GGths43 bogie van (Q1).

Set of four type KKt57 bogie covered side discharge hoppers (Q2).

## DR Epoch III

A brand new model of the V60.10, later BR106, 0-8-0 diesel in both forms (the cab roofs differ), each with the option of open or closed radiator fan covers (Q4).

Set of two type K open wagons with hinged covers, one short wheelbase, one long wheelbase with brake house (Q3).

Type X four-wheel flat with brake house (Q3).

## DB Epoch IV

BR086 2-8-2T with welded tanks with long cut-outs, fitted with De Limon flange lubricators (Q4).

Brand new model of the BR95 2-10-2T, oil-fired and for the first time with the new boiler. The digital sound version will have synchronised smoke. Release is not due until 2021.

BR601 diesel train *Alpen-See-Express* as a jubilee model (Q2). The base pack is seven vehicles (two power cars and five first class coaches, one of them the restaurant) and there is a three car extension pack.

BR103.1 Co-Co electric, short cab variant, with scissors pantographs (Q2).

To accompany – two sets of three coaches for the *Christoforus* motor rail express (Düsseldorf – München), one with three type Avmz firsts, the other with two type Avmz firsts and a type WRmz restaurant (both Q2), plus a pack of three type DDm double-deck car carriers (Q2).

Sets to form train D229 *Johan Strauß* (Frankfurt – Wien): pack 1 – two type Büm seconds in blue/beige and a type WRümh restaurant with pantograph in red/beige; pack two – type Büm second in blue/beige and type Aüm first in blue (all Q3).

Roco DR V60.10/BR106



BR110 Bo-Bo electric in blue livery, with vertical louvres and square cornered bodyside windows (Q2).

BR151 Co-Co freight electric in green livery with orient red DB emblem (Q1).

BR333 Köf III diesel shunter in blue/beige, with digitally operated couplings (Q3). Note that, like the initial red livery version, these are only offered as digital sound models, though they will operate on plain DC.

BR215 B-B diesel hydraulic in original condition, without additional shunters' handrails and buffer steps, and without UIC multiple unit connectors, in red livery (Q1).

BR218 B-B diesel hydraulic as 218 218-6 in blue/beige with blue roof (not previously modelled) (Q1).

BR515/815 battery electric bogie railcar and trailer in blue/beige (Q3).

Set of three bogie *Umbauwagen* (AByg composite, Byg second, and BDyg second baggage), with another second available separately (all Q1).

Type Dms<sup>905</sup> bogie baggage van, suitable for 200km/h, in blue/beige with blue solebar (Q3).

z21 digital start set: BR057 0-10-0, four four-wheel goods wagons, oval of track with siding, handset, and control unit (Q3).

Type Sggmrs articulated flat registered with Kombiwaggon carrying four swap bodies (Q1).

Type Rlmmmp<sup>700</sup> heavy duty bogie flat with side stakes (Q1).

Type Lgjs<sup>598</sup> four-wheel container flat carrying two 20' containers (Q1).

Type Laes<sup>543</sup> articulated six-wheel double-deck car carrying ten Volkswagen cars, either 1500s or 1600TLs (both Q2).

Four-wheel tank wagon in 'VTG' grey (Q1) and yellow 'Danzas' livery (Q3), and a chromed tank version used by 'VTG' (Q3).

Set of three bogie tank wagons with 'EVA' branding (Q2).

Roco DR Halberstadt type Bcme second couchette, announced last year



Roco DR Halberstadt type WRm restaurant, announced last year







### DR Epoch IV

BR03 reko Pacific (former Fleischmann) (Q2).

Pacific 02 0201-0 (18 201) for the first time in Epoch IV form, with just one generator on the smokebox and no oil riser pipe on the back of the tender, in green livery (Q1). The sound version features Henning sound.

BR44 three-cylinder 2-10-0 (Q2). The digital version features Henning sound.

BR243 Bo-Bo electric with rounded roof in Bordeaux red (Q1). The digital version features Henning sound.

BR132 Ludmilla Co-Co diesel in weathered Bordeaux red livery (Q2). The digital version features Henning sound.

BR118 C-C diesel hydraulic in the 'Sparlack' economy livery (Q4).

BR110 B-B diesel hydraulic in Bordeaux red (Q3). The digital version features Henning sound.

z21 digital start set: BR114 B-B diesel, three bogie goods wagons, oval of track with siding, handset, and control unit (Q3).

Halberstadt first class coach in red & white (two numbers) as used to augment cross border workings after 1986, and a Halberstadt second prototype in green & cream (all Q3).

Type Y/B 70 first in InterRegio banded blue livery (Q3).

Type Hacgrs-v bogie van (Q1).

Type Zik four-wheel acid vat wagon with brake plat-form (Q4).

Set of two type Facs bogie hoppers (Q4).

Type Eds-u four-wheel hopper (Q4).

Type Ks four-wheel lowside with stakes (Q4).

### Epoch V

A brand new model of the Kirow EDK 750 diesel powered rail crane, with match truck, fully working under digital control with 'soft start and stop' – body turns 360°, jib can be raised and lowered, and extended, the hoist raised and lowered, and the whole vehicle moved. The drive can be disconnected (manually) if the crane is to be conveyed as part of a train. Various lights work. The outriggers can be deployed (manually), onto supports carried on the match truck (supplied). Several unpainted examples were on show, in the display cases and on a layout, at least one fully working, but release is not due until the fourth quarter.

As works train loco, BR212 B-B diesel hydraulic in blue/beige.

To accompany – a set of three vehicles, two converted six-wheel *Umbauwagen* and a bogie baggage van, all in blue service stock livery (Q3).

A brand new model of the type Hbbilns four-wheel sliding side van, initially registered with the Ahaus Alstätter Eisenbahn (AAE) (Q4).

Set of two type Tads covered bogie hoppers in yellow lettered for 'SKW Piesteritz' (Q2).

### Epoch VI

BR151 Co-Co electric in 'Railion' traffic red (Q1).

BR112.1 Bo-Bo electric in traffic red, with working destination signs (Q4). The digital version features Henning sound.

Modified model of the Siemens Vectron Bo-Bo electric to represent the latest 'Smartron' variant, with altered front, in demonstrator livery (Q4). The digital version features Soundlab sound.

BR193 Vectron Bo-Bo electric in white livery with 'I am European' markings (exclusive to Roco) (Q2). The digital version features Soundlab sound.

BR151 Co-Co electric in 'Railpool' silver (exclusive to Roco) (Q3).



BR193 Vectron Bo-Bo electric with correct DAI roof equipment in Lokomotion red zebra stripe livery (Q2).

BR193 Vectron Bo-Bo electric with correct DAI roof equipment in TX-Logistik 'offroad' red livery, in collaboration with Loc'n'More, exclusive to Roco (Q2).

BR193 Vectron Bo-Bo electric in bright green 'Flixtrain' livery (Q1).

To accompany – set of two second class coaches, with different interiors (Q4).

The digital versions of all these BR193s feature Soundlab sound.

BR223 (Herkules) Bo-Bo diesel in the colourful livery applied to ER20-013 used on 'alex' services (Q2).

To accompany, a set of four Eurofima bogie coaches with 'alex' branding, a first and three seconds, two in teal and two in grey (Q4).

Analogue start set: ICE2 power car, coach, and driving trailer (1:100 length stock), oval of track, and controller (Q3).

InterCity compartment coaches – first, composite, second, and a set of two seconds (reclassified firsts), plus an open second (all Q4).

A compartment first, open second, and restaurant are also offered as 1:100 length models in the Start range (Q2).

Type Zaes kinked tank bogie wagon lettered for 'Ermewa' (Q1) and 'GATX' (Q3).

Type Shimmns short bogie bulkhead flat registered with 'AAE' (Q1) and in a set of two as used by 'GATX' (Q3), and in a set of three operated by 'Captrain', one with advertising (Q3).

Set of two close-coupled pairs of type Hccrrs four-wheel car carriers used by 'ARS Altmann' (Q1).

Type Tads<sup>959</sup> swing roof bogie hopper 'DB Schenker' in traffic red (Q1).

Type Eanos-x bogie open in traffic red (Q1).

Set of two type Eanos-x bogie opens in traffic red loaded with scrap (Q2).

Type Sdggmrs/T2000 articulated double pocket intermodal wagon registered with AAE carrying two 'Fercam' trailers (Q1).

Type Sdggmrs/T2000 articulated double pocket intermodal wagon registered with AAE carrying two 'One' 40' containers (Q2).

Type Sdggmrs/T2000 articulated double pocket intermodal wagon registered with Wascosa carrying two 'Fröhlich' trailers (Q3).

Type Sdgmns33/T3 pocket intermodal wagon registered with AAE carrying an 'arcese' trailer (Q2).

Type Sdgmns33/T3 pocket intermodal wagon registered with AAE carrying a 'Gruber' trailer (Q3).

Type Sdgmns33/T3 pocket intermodal wagon registered with AAE carrying a 'Blue Water' trailer (Q3).

Type Sdgmns33/T3 pocket intermodal wagon registered with AAE carrying two 'VOTG' 20' tanktainers (Q3).

Type Sdgmns33/T3 pocket intermodal wagon registered with AAE carrying two 'paneuropa' swap bodies (Q2).

Type Sdgmns33/T3 pocket intermodal wagon registered with AAE carrying two 'TerraTrans' swap bodies (Q3).

Set of two type Salms heavy duty six-axle bogie flats used by the Bundeswehr (Q3).



Type Rilnss long bogie bulkhead flat with hooped cover used by 'ERR' (Q3).

Set of two type Facs bogie hoppers in traffic red (Q4).

Type Tads swing roof bogie hopper (Q4).

Type Fad bogie side discharge hopper in 'DB Schenker' traffic red, loaded with coal, in the Start range (Q4).

Display pack of twelve type Fals<sup>183</sup> bogie side discharge hoppers, sold individually, two of each running number, loaded with real coal (Q4).

### Austria

**Epoch I** – a set of two k.k.St.B. four-wheel open wagons, with spoked wheels (Q4).

**Epoch III** – Rh86 2-8-2T with welded tanks, short cut-out, ÖBB style whistle (Q1).

Rh52 2-10-0 with Giesl ejector and tub tender (Q4).

**Epoch III-IV** – set of four type Fad bogie side discharge hoppers loaded with ore (Q1).

**Epoch IV** – Rh4010 six-car 'Transalpin' electric train set as a jubilee model, now fitted with a PluX16 decoder socket (Q4). The digital version will have authentic sounds.

As previewed last year, a brand new model of the Rh2062 four-wheel diesel shunter, with remotely-operated couplings, now expected in the second quarter.

Updated models of the four-wheel *Spantenwagen*, in blue & ivory livery, with finer end railings, separate handrails, and correctly sized drop windows, as a set of three (two seconds and a second baggage) (Q1).

Modified models of the Schlieren bogie coaches, in orange & cream livery, with revised bodies, particularly with regard to the entrances, the interiors, and the added details. In a set of four – composite (not previously modelled), two seconds, and second baggage (Q4).

**Epoch IV-V** – updated model of the type Dgho pilot van, now with fine metal handrails and a PluX16 socket for a decoder to control the head and tail lights (Q2).

**Epoch V** – Rh1042 Bo-Bo electric with curved cab corner windows, in orange livery (Q3).

Rh2043 Bo-Bo diesel in the Jalousek red & grey livery (Q3), ideal for hauling the crane train.

The new model of the EDK 750 rail crane in ÖBB red livery (Q4).

To accompany – support train set, consisting of type Diho four-wheel van, type B4ipüh crew bogie coach, and type Klms four-wheel lowside wagon, all in red livery (Q3).







Roco SBB Ae8/14 after partial modernisation

Type Gbs four-wheel van used as a store, to extend the breakdown train (Q1).

z21 digital start set: Rh2048 B-B diesel, three bogie goods wagons, oval of track with siding, handset, and control unit (Q4).

**Epoch VI** – Rh1041 Bo-Bo electric, modified variant with anti-glare roof, as preserved in green livery (Q4).

Rh1142 Bo-Bo electric without cab corner windows, in latest livery with long UIC number (Q3).

Rh1116 Taurus Bo-Bo electric in latest livery with long UIC number (Q3).

Rh1116 Taurus Bo-Bo electric in latest Railjet livery with slogan (Q1).

To accompany, two sets of suitable coaches – one pack of four (Afrmpz driving trailer first, ARbmpz restaurant first, Bmpz second, and Bmpvz second end) and one of three to extend the train (two Bmpz seconds and one Ampz first). (All Q2.)

Rh1116 Taurus Bo-Bo electric in 'Demokratie in Bewegung' livery (Q3).

Rh1116 Taurus Bo-Bo electric in special Roco jubilee livery, created by the artist Gudrun Geiblinger and due to be unveiled in the spring (Q3).

Rh193 Vectron Bo-Bo electric, operated by SETG, in elaborate 'Alpenlok' livery, different each side (Q1).

'City Shuttle' coaches in red & grey – three seconds with different numbers (one with different logo styles each side) and a driving trailer (Q2).

Eurofima coaches in the latest red & grey – first, composite, and two seconds (all Q3). A first, second, and restaurant are also offered as 1:100 length models in the Start range (Q2 and Q3).

The new model of the type Hbbilns four-wheel sliding side van is also due with ÖBB markings (Q4).

Set of three type Eanos bogie opens in 'Rail Cargo Austria' white, loaded with scrap (Q2).

Set of three type Zacns kinked tank bogie wagons used by 'Atir-Rail' (Q3).

## Switzerland

**Epoch IV** – brand new model of the SBB Ae8/14 double loco (with two motors) to mark 100 years since the electrification of the Gotthard route (Q1).

To accompany – set of six four-wheel goods vehicles: E open, Gbs long van, Gms van, Ks stake flat, Zs tank with 'Total' branding, and a "Sputnik" guards van (Q1).

**Epoch V** – type Tds four-wheel hopper (Q1).

**Epoch VI** – two sets of three coaches for the *Gotthard Panoramic Express*: three Apm panoramic firsts with the GPE emblem, and Apm first, Bpm second, and MC76 baggage (both Q4).

To mark one hundred years of the Swiss national circus Knie there will be models of the particular Re420 and Re460 Bo-Bo electrics which carry the commemorative livery (Q3 and Q1 respectively) and two sets of two Kps four-wheel stake flats loaded with circus trailers (by Preiser) (both Q1).

Re430 Bo-Bo electric still in green livery but with UIC number (Q3).

Re620 Bo-Bo-Bo electric in red (Q4).

BR193 Vectron Bo-Bo electric in SBB Cargo and Hupac liveries, with the option of Soundlab sound (Q2 and Q1 respectively).

The InterCity double-deck stock is to be updated with new corridor connections, handrails, and separate windscreen wipers: second driving trailer, second (two numbers), restaurant, first, and first baggage, all in the current livery with black window band (all Q4).

EuroCity first, second, and restaurant coaches are offered as 1:100 length models in the Start range (Q2).

Type Sdggmrs/T2000 articulated double pocket intermodal wagon registered with AAE carrying four 'Bertschi' 20' tanktainers (Q1).

The new model of the type Hbbilns four-wheel sliding side van is also due with SBB markings (Q4).

Type Rs bogie stake flat loaded with four bundles of logs (Q1).

Close-coupled pair of type Hilrss four-wheel sliding side vans, realistically weathered (Q2).

Set of two type Eaos bogie opens in 'Ecco Rail' white livery (Q2).

Type Es four-wheel steel open wagon in the Start range (Q3).

Type Res bogie lowside with side stakes in 'Wascosa' orange (Q3).

Four-wheel tank wagon in freelance livery with the 'Avia' mascot (Q3).

Type Z2 four-wheel Post van (Q4).

## Italy

**Epoch III** – former USATC S160 2-8-0 as FS Gr.736, with one headlight and coal tender (Q2).

Hospital train set – four 'Centoposte' bogie coaches in two-tone brown livery with Red Cross markings (Q3).

**Epoch III-IV** – a brand new model of the D.225.6000 four-wheel diesel shunter, dating from 1955, in original condition with the straight radiator grille, with remotely-operated couplings, expected in the third quarter.

**Epoch IV** – ALn448/460 diesel railcar and trailer set in red & cream with the 'television' logo on each end, now updated with a Plux22 decoder socket and thus the option of sound (Q3).

E.646 tri-bo articulated body electric in grey & green livery (Q4).

Type Saadss linked pair of low floor bogie flats for lorry transport (Q4).

**Epoch V** – type Habfis long bogie sliding side van (Q1).

Type Ealos steel bogie open with extension boards in turquoise livery (Q3).

Set of two type Shimmns short bogie bulkhead flats with telescoping cover (Q4).

**Epoch VI** – E.483 Bo-Bo electric (Traxx) with 'Mercitalia Rail' branding, now updated with a Plux22 decoder socket (Q2).

Type Tadgns swing roof bogie hopper (Q3).

Display pack of six type Eanos steel bogie opens, realistically weathered, sold individually (Q2).

## France

**Epoch III** – former German V36 0-6-0 diesel as SNCF 030-DB (Q2).

Type K four-wheel van (Q2).

**Epoch IV** – a brand new model of the Y8000 four-wheel diesel shunter, dating from 1975, with remotely-operated couplings, now expected in the third quarter.

As a jubilee model, the X2720/XR7700 long distance diesel railcar and trailer set in green & cream (Q4).

SNCF BB8100 electric in original form, now with finer pantographs (Q2).

SNCF BB9200 electric, variant without front skirts, as jubilee model, now with finer pantographs and Plux16 decoder socket (Q4).

UIC-Y type A9 first and two type B10 second class coaches in green return to the range after a long absence, along with a baggage van and a red-liveried restaurant car (all Q4).

Type Fas steel bogie open wagon (Q4).

Type Shimmns telescoping cover steel coil bogie wagon (Q4).

**Epoch VI** – SNCF BB22000 electric in 'en voyage' livery (Q1).

Corail type A10rtu first and type B10ru second coaches updated, and now with latest SNCF 'carmillon' logo (Q1).

Type Shimmns short bogie bulkhead flat with hooped cover in 'OnRail' green (Q3).

## Belgium

**Epoch VI** – updated model of the BR186 Bo-Bo electric in 'Lineas' livery (Q2).

## The Netherlands

**Epoch II** – the 'Blokkenboos' four car electric unit as a jubilee model in green & cream livery (Q3).

**Epoch III** – Plan D first, second (two numbers), and restaurant in blue livery (Q3), plus an older double-door express coach, back in the range after some time (Q1).

**Epoch III-IV** – a backdated version of the new model of the class 200/300 'Sik' four-wheel diesel shunter, with remotely-operated couplings (Q4).

Type lcs four-wheel refrigerated van lettered 'Interfrigo' (Q2).

**Epoch IV** – set of three type GTOW steel four-wheel opens (Q1).

Type Hbis four-wheel sliding side van used for postal traffic (Q3).

**Epoch IV-V** – an updated model of the class 2400 Bo-Bo diesel in grey & yellow, now with Plux22 decoder socket and remotely operable couplings in digital mode, plus the option of authentic sounds and light functions (Q4).

**Epoch VI** – class 193 Vectron Bo-Bo electric with long rain strips in 'Rail Force One' "shark" livery, exclusive to Roco (Q2). The digital version features Soundlab sound.

## Czechoslovakia/Czech Republic

**Epoch III** – in the Start range, a set of eight different four-wheel wagons: three vans, two opens, two low-sides, and an open with covers (Q1).

**Epoch IV** – a brand new model of the M152 four-wheel diesel railcar and trailer, built from 1975 (Q4). The matching trailer will also be sold separately.



Roco CSD M152 diesel railcar and trailer



Class T478.2 'Bardotka' Bo-Bo diesel, third series with corrugated sides, in red & grey livery (Q1).

Class T478.3 'Goggles' Bo-Bo diesel in green & grey livery (Q4).

**Epoch VI** – Y/B 70 first, composite, second, couchette, and sleeper in the current Najbrt blue & grey livery plus a second baggage in blue (Q1 and Q2).

EuroCity first, second, and restaurant coaches are offered as 1:100 length models in the Start range (Q3).

The new model of the type Hbbilns four-wheel sliding side van is also due with CD Cargo markings (Q4).

## Slovakia

**Epoch V-VI** – the new model of the M152 four-wheel diesel railcar and trailer will be offered as ZSSK class 810 in the 'Blonski' red & white livery (Q4).

**Epoch VI** – Class 752 'Bardotka' Bo-Bo diesel, third series with corrugated sides, in blue & grey livery with 'ZSSK Cargo' branding (Q1).

Class T478.3 'Goggles' Bo-Bo diesel in red & grey livery (Q4).

The new model of the type Hbbilns four-wheel sliding side van is also due with ZSSK markings (Q4).

Type Gbs four-wheel van with brake platform (Q4).

Set of two type Eaos steel bogie opens in 'Chem Trans Logistic' blue, loaded with real coal (Q1).

## Croatia

**Epoch VI** – set of three type Eanos steel bogie opens (Q1).

## Hungary

**Epoch VI** – Taurus Bo-Bo electric as MÁV class 470 in present operating condition (Q4).

To match, type Bpmee second (two numbers) and type Bpmbdfree driving trailer second (Q2).

## Poland

**Epoch III** – Ty2 2-10-0 (*Kriegslok*) with tub tender (Q4).

Type KKwho5 bogie van (Q4).

**Epoch IV** – Bautzen-built restaurant car in red livery, with accurate ends, entrances, roof, and interior (Q2).

Type Ks four-wheel lowside with stakes (Q2).

**Epoch VI** – BR192 Bo-Bo electric with short rain strips in 'DB Schenker Rail Polska' traffic red (Q2). The digital version features Soundlab sound.

InterCity first, second, and restaurant coaches are offered as 1:100 length models in the Start range (Q3).

Type Res bogie lowside with stakes in 'PKP Cargo' blue carrying coils of wire (Q1).

Set of three type Falns bogie side discharge hoppers in 'PKP Cargo' blue loaded with coal (Q4).

## Russia

**Epoch IV** – M62 'Taigatrommel' Co-Co diesel, with long roof aerial (Q3). The digital version features Henning sound.

**Epoch IV-V** – the new model of the Austrian Rh2062 diesel shunter will also be offered as SZD class MG2 (Q2); fifty units, adapted with extra insulation and heating, were exported in 1957.

## Sweden

**Epoch IV** – type Eaos steel bogie open (Q2).

**Epoch VI** – class Rc3 Bo-Bo electric in black livery (Q1).

To accompany – A7 first and B7F coaches, the latter with a choice of two numbers (Q3 and Q2 respectively).

Class 162 Co-Co electric (former DB BR151) in 'Hectorrail' livery (Q4).

LKAB IORE double Co-Co electric as jubilee model (Q3).

To accompany – two more sets of four bogie iron ore hoppers, with different numbers (Q3).

## Denmark

**Epoch III** – type Ks lowside with side stakes, with brake platform (Q2).

## Spain

**Epoch IV** – Class 333 Co-Co diesel electric in green livery with yellow lining and warning stripes under the red buffer beams (Q2).



## Liliput

This year there is a separate new items leaflet, A4 format, 46 pages, covering HO, HOe, and N.

There is no new tooling in HO this year, and indeed relatively few new versions. Expected delivery dates are not given. Most items are shown with prototype photos or graphics, and the same applied on the stand.

There is no longer a Liliput section as part of the Bachmann Europe website, and no link to the German site (which incorporates an English language option). It does not include the 2020 new items, nor indeed most of the 2019 announcements, whether delivered yet or not.

### Epoch II

BR84 2-10-2T from the Heidenau – Altenberg line, re-released due to customer demand as 84 001, as built by Schwartzkopff in 1935.

BR42 2-10-0 *Kriegslok* in winter camouflage colours, as announced last year.

BR52 2-10-0 *Kriegslok* in winter camouflage colours, representing 3109 as displayed at the Sinsheim museum.

Another run of the battery powered overhead catenary inspection and maintenance railcar in green livery.

Welded four-wheel 200hl tank wagon with brake platform used by 'Esso'.

Type Ommru (Villach) four-wheel open wagon, with and without metal brake house, type Omm (Linz) four-wheel lowside, and type Grhs (Oppeln) van, all in camouflage colours.

The flat is also offered carrying four torpedoes.

Set of two type SSyms heavy duty six-axle bogie flats, each loaded with a large packing crate.

### Epoch III

BR84 2-10-2T from the Heidenau – Altenberg line, re-released due to customer demand as 84 002, with modified (extended) coal bunker.

Welded four-wheel 267hl tank wagon with brake platform used by 'Aral'.

Welded four-wheel 115hl tank wagon with brake platform used by 'Kali-Chemie AG Hannover'.

### Epoch IV

Two new versions of the type Lgjs<sup>571</sup> four-wheel flat wagon, carrying two 20' swap bodies, 'Vaillant' and 'Spedition Moll'.

Deutz standard 480hl bogie tank wagon with DR markings, and with 630hl tank as used by 'Fuchs Mineralölwerke' of Mannheim, registered with the DB.



Welded four-wheel 267hl tank wagon with brake platform used by 'Haltermann'.

Further versions of the long (16.74m), medium (15.88m), and short (14.99m) variants of the type Hbbks/Hbks high capacity four-wheel van, built by Talbot in Aachen from the mid-1960s to the late 1970s and sold to both private owners and wagon leasing companies. The models announced last year have recently been released.

Short type 'Schaumstoffe Greiner', one of a few based at Düsseldorf-Derendorf.

Medium type 'Rockwool', one of several based at Gladbeck West.

Long type 'AlgoStat', a one-off based at Celle.

Set of two long type 'Isover' based at Speyer (Epoch V).

## Austria

**Epoch II** – BBÖ Rh378 2-8-2T, representing one of the first series machines.

Set of four four-wheel coaches – one Be second, two Ce thirds, and a postal van with clerestory roof.

**Epoch III** – ÖBB Rh93.13 2-8-2T, with Giesl ejector chimney, as running c.1969.

The set of four four-wheel coaches will also be produced with ÖBB markings.

Type Pwgs four-wheel goods train baggage van, mainly used for shunting staff accompanying goods trains.

Deutz standard 480hl bogie tank wagon with ÖBB markings, used by 'Österreichische Mineralölverwaltung Wien'.

**Epoch IV** – ÖBB Rh5146 bogie diesel railcar and Rh6546 trailer in blue & beige with the 'Pflatsch' (flying snail) logo.

**Epoch V-VI** – the motor draisine will be produced in ÖBB Epoch V service stock yellow, in white with Red Cross markings as based at Asparn an der Zaya (Epoch VI), and in Steyrtalbahn red, converted from narrow gauge (Epoch VI).

The small four-wheel works trolley run with the draisines will be available again, with and without aluminium lowside.

## Switzerland

**Epoch IV** – welded four-wheel 267hl tank wagon with brake platform used by 'ETRA AG Zürich'.







Piko DR BR78 4-6-4T



Piko DB BR78 4-6-4T

## Piko

HO new items are presented in a 36-page A4 landscape format brochure. Products are classified in the Classic nostalgia, Expert, and Hobby ranges.

New tooling is all Expert. New items are in the Expert range, unless otherwise noted.

Many of the new loco models offer the option of sound, now using a multi-protocol decoder with up to 28 switchable functions which recognises Märklin mfx and supports RailComPlus. It will also produce basic running sounds in analogue. The loudspeaker is 23mm diameter. The range of decoders with dedicated sound for particular classes to retrofit existing models is being progressively expanded.

Expected delivery quarter is shown in brackets.

### DRG Epoch II

Type G02 four-wheel van used by 'Weyermann Malzfabrik' (Classic)(Q3).

### DB Epoch III

New tooling – BR78 4-6-4T (Q4).

Set of three different four-wheel beer vans, one with raised brake house, used by 'Kölsch' (Classic)(Q1).

Four-wheel van with raised brake house, three versions, lettered for 'Lokfabrik Reuschling', 'Veltins' beer, and 'Stauder' beer (all Classic)(all Q3).

Set of three different four-wheel vans, one with raised brake house, used by 'Circus Roncalli' (Classic)(Q4).

### DR Epoch III

New tooling – BR78 4-6-4T with small Witte smoke deflectors as fitted after 1965 (Q4).

Start set: BR55 (G7.1) 0-8-0 with five different four-wheel goods wagons, oval of ballast base track, and simple controller (Hobby)(Q1).

Set of two four-wheel vans, one with raised brake house, with 'Fit' graphics (Classic)(Q2).

Four-wheel van with raised brake house decorated for 'Watzdorfer' beer (Classic)(Q2).

### DB Epoch IV

New tooling – BR191 rod-coupled electric (Q4).

New tooling – BR216 B-B diesel hydraulic, representing the only one of the class with a series production body on the pre-series underframe (Q4).

BR260 0-6-0 diesel in red, and with digital remotely operable coupling (Expert Plus)(Q2).

BR111 Bo-Bo electric in blue/beige (Q1).

BR141 Bo-Bo electric in Nürnberg S-Bahn orange & grey (Q3).

BR150 Co-Co electric in blue/beige (Q3).

BR151 Co-Co electric in green (Q4).

BR181.2 Bo-Bo electric in blue/beige (Q1).



Piko DB BR181.2 Bo-Bo

Piko DR BR107 Bo-Bo



Limited edition *Merkur* train pack – BR221 B-B diesel hydraulic (fitted with sound decoder) with two express coaches in red & beige (Q1).

New tooling: Eurofima first in red/beige (Q3).

Bm<sup>234</sup> second in blue/beige (Q3).

Two limited edition sets to represent IC 182 *Prinz Eugen*, one with a first in red/beige and two seconds in blue/beige, the other with a first, a second, and a restaurant (Q4).

A set of three *Silberlinge* coaches (composite, second, and second driving trailer) in Nürnberg S-Bahn orange & grey (Q3).

### DR Epoch IV

New tooling – BR107 Bo-Bo diesel (Q2), and with digital remotely operable coupling (Expert Plus)(Q4). The brochure has a prototype picture but an advance sample was shown.

BR120 Co-Co diesel electric in Bordeaux red (Q1).

Limited edition *Sputnik* train pack – BR243 Bo-Bo electric (fitted with sound decoder) with two double-deck coaches in red & cream (Q2).

Start set: BR119 B-B diesel with three type Eal bogie open wagons, oval of ballast base track, and simple controller (Hobby)(Q1).

New tooling – type Eaos steel highside bogie open, in two sets of two (Q4).

### DBAG Epoch V

BR120 Bo-Bo electric in orient red (Q2).

BR772 diesel railcar and trailer in banded mint green (Q3).

Start set: BR218 B-B diesel in DB Cargo traffic red with three different wagons, oval of ballast base track, and simple controller (Hobby)(Q3).

*Silberlinge* coaches (composite, second, and second driving trailer) in both banded mint green (Q3) and traffic red (Q4).

### Epoch VI

Shop System limited edition BR151 Co-Co electric in 'Lokomotion' blue zebra stripe livery (Q3).

Shop System limited edition BR120 Bo-Bo electric in DB Systemtechnik yellow (Q1).

BR181.2 Bo-Bo electric in traffic red (Q3).

BR482 Bo-Bo electric in Hamburg Rail Service red livery (Q2).

BR187 Bo-Bo electric as used by 'EP Cargo' (Q2).

Vectron Bo-Bo electric with four pantographs in 'RTB Cargo' blue livery (Q1).

BR147 Bo-Bo electric in 'Metronom' blue & yellow (Q3).

To match, double-deck second in yellow & blue (Hobby)(Q1).

BR232 Co-Co diesel electric in Erfurter Bahn Service black (Q2).

Piko DR BR107 Bo-Bo



Vossloh G6 diesel (Cummins engine) in 'Kali & Salz' silver & orange (Q3).

G1206 B-B diesel in 'RBH' silver & blue (Q2).

BR225 B-B diesel in 'BBL' orange livery (Hobby)(Q2).

BR442 Talent 2 electric railcar in Baden-Württemberg regional livery (Q3).

SmartControllight start set – BR185 Bo-Bo electric with three type Eaos bogie opens, BR218 B-B diesel with two InterCity coaches, oval of ballast base track with long passing loop, and digital controller.

Start set: ER20 'Herkules' Bo-Bo diesel and two coaches, one double-deck, in 'alex' livery, with oval of ballast base track and simple controller (Hobby)(Q2).

Start set: ICE3 (two end and two intermediate coaches) with oval of ballast base track and simple controller (Hobby)(Q1).

Sets of two and three intermediate coaches to extend the ICE4 train (Q1).

Shop System limited edition *Bahndienstwagen*, a former bogie baggage van now used in test trains (Q1).

The *Messwagen* (electronic measuring vehicle) will be available for AC (Q2).

New tooling – type Eaos-x<sup>051</sup> steel highside bogie open, in a set of two (Q4).

Kinked tank bogie wagon in 'ORV' grey (Q2), and type Zacens chemical tank bogie wagon 'ORV Moers' (Q3).

Set of three type Fc four-wheel hoppers used by 'Press', one red-brown and two blue (Q1).

Type Shimms bogie bulkhead flat with hooped cover, one lettered for 'Captrain' (Q3) and one for 'VTG', with graffiti (different each side)(Q4).

Bogie open in 'ITL' green (Hobby)(Q1).

Four-wheel flat carrying 40' 'Deutsche Afrika-Linien' container (Hobby)(Q2).

## Export models

### Switzerland

**Epoch IV** – new tooling: Eurofima first in orange (Q3).

Two sets of EWI bogie coaches in green, one with a first and second, one with two seconds (Q3).

**Epoch V** – intercity second couchette in blue livery (Hobby)(Q2).

**Epoch VI** – SmartControllight start sets, with digital controller and an oval of track with ballast base:





SBB passenger train, BR484 Bo-Bo electric with two IC coaches;

BLS goods train, BR485 Bo-Bo electric with three different wagons.

Type T3000e articulated pocket wagon operated by Wascosa carrying two 'sieber' trailers (Q3).

Type Zacens kinked tank bogie wagon operated by Wascosa for 'Caprolactum' (Q3).

Kinked tank bogie wagon used by 'Ermewa Chemoil' (Q3).

Type Hbbillnss four-wheel sliding side van, with graffiti, different each side (Q2).

## Austria

**Epoch III** – Rh50545 'Blauer Blitz' diesel railcar and trailer (Classic)(Q4).

Former 'Ulm' four-wheel lowside with stakes (Classic)(Q1).

Four-wheel beer van with raised brake house in white 'Linzer Bier' livery (Classic)(Q1).

Type G02 four-wheel van in white 'Gösser Bier' livery (Classic)(Q1).

Bogie tank wagon with brake house in 'ÖMV' blue (Classic)(Q2).

Four-wheel tank wagon with brake platform in 'ÖMV' blue (Hobby)(Q1).

**Epoch IV** – new tooling: Rh1044 Bo-Bo electric (Q4).

New tooling: Eurofima first and second in orange (Q4).

**Epoch V** – intercity first and second opens in the red & dark grey livery (Hobby)(Q3).

**Epoch VI** – Desiro articulated diesel railcar as Rh5022 (Classic)(Q3).

Vectron Bo-Bo electric with four pantographs, with '500' graphics (Q2).

Rh1116 'Taurus' Bo-Bo electric in 'CAT' (City Airport Train) livery (Hobby).

To accompany – double-deck second and driving trailer (Hobby) (Q2/3).

ER20 'Hercules' Bo-Bo diesel electric in SETG silver & green (Hobby)(Q1).

Start set: 'Taurus' Rh1016 Bo-Bo electric with three intercity coaches, oval of ballast base track, and simple controller (Hobby)(Q2).

Start set: 'Taurus' Rh1016 Bo-Bo electric with three different wagons, oval of ballast base track, and simple controller (Hobby)(Q3).

Type Shimmns bogie bulkhead flat with hooped cover lettered for 'Express Interfracht' (Q1).

## Italy

**Epoch III** – four-wheel peaked roof insulated van (Classic)(Q1).

**Epoch IV** – new tooling: D.141 Bo-Bo diesel (Q4).

New version of D.145 Bo-Bo diesel (Q4).

New tooling: Eurofima first and second in orange (Q4).

Type Uckk twin silo four-wheel wagon (Classic)(Q3).

Four-wheel tank wagon with brake platform in 'Ausiliare' blue (Hobby)(Q2).

**Epoch V** – further version of D.145 Bo-Bo diesel (Q2), and with digital remotely operable coupling (Expert Plus)(Q4).

New tooling – type Eaos steel highside bogie open, in a set of two (Q4).

**Epoch VI** – modern E.494 Bo-Bo electric with 'Mercitalia' branding (Q4).

Type T3000e articulated pocket wagon operated by Wascosa carrying two 'transmec' trailers (Q3).

Type Zags bogie gas tank with sunshade used by 'Transfeimer' (Q3).

Set of two type Shimmns bogie bulkhead flats with hooped cover in 'Mercitalia' green with graffiti, different each side (Q4).

## Belgium

New tooling – a surprise special edition, the class 553 bogie diesel railcar, in two-tone green, dating from 1941, and further developed after the war. The Brossel company was responsible for the construction, with bodywork by Raghenio in Malines. It is not mentioned in the new items leaflet, but what looked like a finished model was on show.

Piko SNCB/NMBS class 553



## The Netherlands

**Epoch III** – further version of class 1100 Bo-Bo electric in blue livery (Q3).

Class 2200 Bo-Bo diesel in red with modified exhaust (Q3).

Type G02 four-wheel van (Classic)(Q3).

Type S-LWR four-wheel lowside with stakes (Classic) (Q1).

Four-wheel tank wagon with brake platform in 'Esso' grey and 'Gulf' white (Hobby)(Q1).

**Epoch IV** – modified tooling: class 1100 Bo-Bo electric adapted with crash protection cab fronts, in grey & yellow (Q4).

Start set: 'Hondekop' electric railcar, oval of ballast base track, and simple controller (Hobby)(Q2).

Long wheelbase four-wheel van fitted with track cleaner (Classic)(Q3).

**Epoch V** – kinked tank bogie wagon 'Calb Benelux' (Q2).

**Epoch VI** – former DR BR106 0-8-0 diesel in ACTS blue (Q3).

Start set: ICE3 (two end and two intermediate coaches) with oval of ballast base track and simple controller (Hobby)(Q1).

Type Zags bogie gas tank with sunshade used by 'Nacco NL' (Q3).

Set of two type Shimmns bogie bulkhead flats with hooped cover in 'Railion' traffic red with graffiti, different each side (Q1).

## Czechoslovakia/Czech Republic

**Epoch III** – class 413 0-8-0 (Hobby)(Q4).

Bogie tank wagon with brake house in 'Slovnaft' grey (Classic)(Q3).

**Epoch IV** – new tooling: class 499 Bo-Bo electric (Q3).

T679.1 Co-Co diesel electric in red (Q3).

Start set: 'Ludmilla' Co-Co diesel electric with three different bogie wagons, oval of ballast base track, and simple controller (Hobby)(Q4).

Long wheelbase four-wheel refrigerated van (Classic) (Q3).

Bogie open in red-brown (Hobby)(Q3).

Type SPV four-wheel van in green (Hobby)(Q1).

Four-wheel tank wagon with brake platform lettered for 'Spolchemie' (Hobby)(Q2).

**Epoch VI** – TGK2 four-wheel industrial diesel in blue livery (Q3).

Start set: 'Taurus' Bo-Bo electric and three intercity coaches in 'Railjet' blue livery, with oval of ballast base track and simple controller (Hobby)(Q1).

'Metropolitan' inter-city composite coach in blue & white (Hobby)(Q3).

## Hungary

**Epoch IV** – M62 Co-Co diesel electric in orange (Q3).

**Epoch V** – start set: 'Taurus' Bo-Bo electric with three intercity coaches, long oval of ballast base track including a passing loop, and simple controller (Hobby) (Q1).

**Epoch VI** – intercity first and second opens in the blue & white livery (Hobby)(Q4).

## Poland

**Epoch III** – skirted second class and composite coaches (Classic)(Q2).

Type G02 four-wheel van with raised brake house in 'PiWo' white livery (Classic)(Q2).

**Epoch IV** – new tooling: class ET21 Bo-Bo electric (Q4).

EU07 Bo-Bo electric in two-tone green (Q2).

SP42 Bo-Bo diesel (Q1).

Bogie post van (Classic)(Q3).

Type G02 four-wheel van (Classic)(Q3).

Former 'Ulm' four-wheel lowside (Classic)(Q1).

Set of two type Gags-t/401Ka high capacity bogie vans (Q3).

Type 406Rb bogie tank wagon (Q2)

**Epoch V** – EU07 Bo-Bo electric in two-tone green (Q2).

ET41 twin Bo-Bo electric in two-tone green (Q3).

ET22 Bo-Bo electric (Q3).

SU45 Bo-Bo diesel (Q3).

Start set: SM42 Bo-Bo diesel in green and two double-deck coaches in blue & yellow, with oval of ballast base track and simple controller (Hobby)(Q1).

Set of two coaches, types 111A and 112A (Q2).

Set of two type 111A bogie coaches (Q3).

Set of two coaches, types 104af and 113AM restaurant (Q4).

The type 111A will also be available separately (Q2).

Type Zaes (406Ra) bogie tank used by 'Tankpol Logistics' (Q2).

Long wheelbase four-wheel van in PKP Cargo blue (Hobby)(Q2).

Type Zkk four-wheel tank wagon with brake platform in 'Petrochemia' blue (Hobby)(Q2).

**Epoch VI** – Traxx Bo-Bo electric as Przewozy Regionalne class EU43 (Q4).

ST44 Co-Co diesel electric in PKP Cargo green (Q2).

SU46 diesel in PKP Cargo red & silver livery (Q3).

Start set: 'Taurus' Bo-Bo electric and three intercity coaches in 'ICCC' livery, with oval of ballast base track and simple controller (Hobby)(Q4).

Coaches in regional livery, type 111A in green & cream and type 112A in orange & cream (Q3).

Set of two type Gags-t/401Ka high capacity bogie vans (Q3).

Set of two type Eamos/401Zp bogie lowside (Q4).

Set of two type 406Rb bogie tank wagons lettered for 'GATX' (Q3).

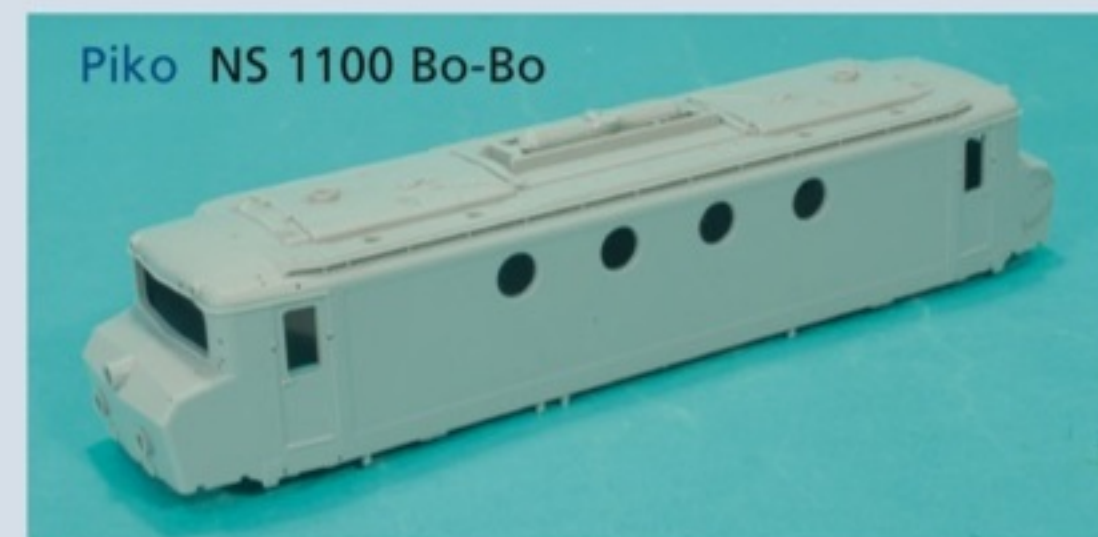
## Denmark

**Epoch VI** – Desiro articulated diesel railcar (Classic) (Q3).

## Russia

**Epoch VI** – start set: Velaro high speed train (two end and two intermediate coaches) as SZD 'Sapsan' with oval of ballast base track and simple controller (Hobby) (Q1).

Piko NS 1100 Bo-Bo





## Brawa

The A4 new items brochure of 76 pages (rather more than last year) again includes a lot of background information on the main new models. It presents more than 300 items in HO and N; again there is no new O.

Once again there are a number of Messe specials, which had to be reserved by dealers during the Fair; production will be limited to the quantity specified, so potential purchasers are advised to order them from a retailer as soon as possible.

All new HO locos come as analogue basic or digital extra, as well as digital AC.

In the following list, the expected delivery quarter is given in brackets. Some models are noted as already available. A considerable number of the new versions illustrated now do not give an expected delivery date; they will be noted on the website when confirmed.

### Epoch I

KPEV – type Pg goods train baggage van; type Gm four-wheel van in red-brown.

Bavarian type G four-wheel van in green, and in white as used by 'Kulmbach' brewery and Teisnacher Papierfabrik'.

Type Gm four-wheel van with raised brake house in red-brown, Bavaria and Saxony.

Saxony – three barrel latrine wagon; type Hw close-coupled pair of four-wheel flats with swivelling bolsters, carrying logs.

### Epoch II DRG

The star new item for many will undoubtedly be the BR02 Pacific four-cylinder compound, with large Wagner smoke deflectors, cast motion bracket, 850mm diameter bogie wheels, and a 2'2'T34 tender. Ten were built in 1925 to compare with the simple two-cylinder BR01. The brochure has prototype pictures and a graphic but an early sample was shown. (End Q3)

BR06 streamlined 4-8-4, 001 in original black and 002 in post-1940 anthracite grey.

E95 electric in brown.

WR360 0-6-0D in green.

VT137 bogie diesel railcar and VS145 bogie driving trailer in red & cream.

New tooling – a new range of four-wheel 'Thunderbox' coaches: Bi 29 second, BCi 28 composite, Ci 28 third, and Pwi 28 baggage with raised cupola lookout. So far illustrated with prototype photos and graphics. (End Q4)

New tooling – type Z (P) Uerdingen lightweight four-wheel 30m<sup>3</sup> tank wagon, dating from 1938, making use of welded construction; around 3,700 were built, and widely distributed after the war, often with the metal brake house removed. (Available.)

Type Pwg goods train baggage van.

Type Om Königsberg wooden body four-wheel open used by 'BASF'.

Type G four-wheel van in standard red-brown and in white lettered for 'Magirus'.

Type Gkh insulated four-wheel van in grey and with raised brake house in white lettered for 'Seefische' and 'Fauth AS'.

Type G10 four-wheel van with raised brake house used by 'Köstritzer' beer.

Type Tnf Berlin long wheelbase insulated van for 'Seefische'.

Type ZZd(P) six-axle tank wagon, with brake house.



Brawa BR02 Pacific



Brawa DR E11/E42

### Epoch III DB

Technically and visually revised – V160 B-B diesel hydraulic, with new motor, improved current collection, PluX22 decoder socket, and LED lighting (including in the cabs), plus separate windscreen wipers, accurate gearbox housings, etched metal front steps, improved detail on buffer beam and roof. Digital versions now feature D&H sound. (End Q4)

E95 electric in green.

V36 0-6-0D in black.

V100.10 B-B diesel hydraulic.

VT60.5 bogie diesel railcar and VS145 bogie driving trailer in maroon.

The new 'Thunderboxes' will also be produced with DB markings.

*Silberlinge* composite, two seconds, and second baggage driving trailer (original small 'rabbit hutch' cab), with black solebars.

New tooling – type Gmmhs56 barrel roof four-wheel van with distinctive side ventilators. This standard type to UIC specifications was built in large quantities and very similar vehicles were used all over Europe, from the 1960s to the 1990s. (End Q4)

The new model of the Uerdingen lightweight four-wheel tank, in 'VTG' grey with brake house, and in 'Aral' blue, 'Esso' silver, and 'Kontinentale' grey without. (Available.)

New tooling – type KKds55 four silo bogie wagon, running on Minden-Dorstfeld 931 bogies. Two numbers are offered. (End Q4)

Messe specials – set of two four-wheel vans, one Gms30 and one G10, lettered for 'Max Neumann'; set of two four-wheel vans, one Gms30 and one G10, lettered for 'Liebherr'; set of two four-wheel vans, one Gms30 and one Gmmhs57, lettered for 'Miele'; set of two four-wheel vans, one Gms30 and one Gmhs50, lettered for 'Brandt'; set of three four-wheel wagons,

Om21 open, G10 van, and acid vat wagon with brake house, used by 'Kaldewei'.

Type Pwgi goods train baggage van.

Type Rr20 four-wheel lowside with side stakes.

Type Om21 wooden body four-wheel open.

Type SSIma44 bogie flat with side stakes.

Type Geh10 four-wheel van in red-brown.

Type Tnfs38 long wheelbase insulated van for 'Fische Union'.

Type Gh03 milk van in both white and browns.

Type ZZd(P) six-axle tank wagon, with brake platform.

Type Glmmhs57 four-wheel van in 'MAN' green.

### Epoch III DR

New tooling – E11/E42 pre-series Bo-Bo electric, after the production machines announced last year. (End Q3)

Technically revised – V100 B-B diesel hydraulic, with cab interior, new motor, and LED lighting. Digital versions now feature a stay-alive capacitor, D&H sound, and remotely operable couplings. (End Q4)

The new 'Thunderboxes' will also be produced with DR markings.

The range of bogie *reko* coaches have been improved with more accurate entrance areas. The second can be obtained with Prussian, 'American', or Görlitz V bogies, the second baggage only on the Görlitz type, all in green livery.

The new model of the Uerdingen lightweight four-wheel tank with brake house as DR type Zw. (Available)

Type Rr four-wheel lowside with side stakes.

Type Omu wooden body four-wheel open.

Type Z (P) four-wheel acid vat wagon with brake house.

Type SSla bogie flat with side stakes.

Type ZZd(P) six-axle tank wagon, with brake platform used by 'VEB Farbenfabrik Wolfen'.

Type Glr four-wheel van used by 'VEB Kühlautomat'.

### Epoch IV DB

The revised V160 B-B diesel hydraulic as BR216. (End Q4)

Messe special – set of BR212 B-B diesel in blue/beige with four *Silberlinge* bogie coaches (composite, two seconds, and second baggage Karlsruhe driving trailer).

The new model of the UIC standard four-wheel van as reclassified Gs<sup>211</sup>. (End Q4)

The new model of the Uerdingen lightweight four-wheel tank in 'VTG' grey without brake house. (Available)

The new model of the type KKds55 four silo bogie wagon, running on Minden-Dorstfeld 931 bogies. Two numbers are offered. (End Q4)



Brawa DR reko second



Brawa DR reko second baggage



Messe special – set of two 'BASF' tank wagons, one type Z four-wheel and one type ZZd six-axle.

Type Ibdlprs-v<sup>382</sup> long wheelbase insulated van for 'Schmidt & Co' of Cuxhaven and type Ibdlps<sup>383</sup> used by 'Kulmbacher'.

Pair of type Ibs<sup>394</sup> long wheelbase insulated vans operated by Interfrigo and decorated for 'Migros'.

Type Ibdlps<sup>383</sup> long wheelbase insulated van in 'Würzburger' yellow.

Type ZZd(P) six-axle tank wagon, with brake platform with 'VTG' branding.

Type Gbs-uv<sup>253</sup> four-wheel van in 'BASF Trocken Eis' white livery.

#### Epoch IV DR

New E11/E42 Bo-Bo electric as BR211 and BR242. (End Q3)

The revised V100 B-B diesel hydraulic as BR110. (End Q4)

BR103 0-6-0D in green.

The improved model of the bogie *reko* second/baggage is also offered in green & cream.

The new model of the UIC standard four-wheel van as classified Gmms<sup>14.02</sup> and Gs<sup>1200</sup> MC RIV. (End Q4)

The new model of the Uerdingen lightweight four-wheel tank as DR type Z without brake house. (Available).

Messe special – set of three type Samm heavy duty six-axle bogie lowsides carrying large crates with different graphics representing *Fortschritt* (progress).

The improved model of the bogie *reko* second/baggage is also offered in green & cream.

Halberstadt type Bmhe second class double centre entrance bogie coaches, three numbers in green and two in green & cream with brown roof.

Type Z four-wheel acid vat wagon with brake platform.

Type Rm-z bogie flat with side stakes.

Type Gags-v bogie van in grey, in red brown, and with 'Fortschritt' graphics.

Long wheelbase vans: type Gmms in red-brown, type Gbqss-s<sup>1742</sup> in red-brown for 'Reisegepäck Expressgut' and in Post green, type Gehlmmss in red-brown, and type Tehmnos insulated, in light grey, operated by 'Interfrigo'.

Type ZZh six-axle tank wagon, with brake platform.

Type Zas-w tank wagon on Y25C bogies.

Type Gos<sup>1404</sup> four-wheel van in white, with 'Orwo Film' and 'Konsum' markings.

Type Glthsu four-wheel van used by 'Robur'.

#### Epoch V DBAG

The revised DR V100 B-B diesel hydraulic as BR203 (110 as rebuilt by Alstom). (End Q4)

The revised DB V160 B-B diesel hydraulic as BR216 in 'DB Cargo' traffic red. (End Q4)

Former DB V100.10 B-B diesel hydraulic in 'H.F.Wiebe' yellow livery.

Halberstadt second class double centre entrance bogie coaches, one type Byu<sup>438.4</sup> and two type Byu<sup>438.1</sup>, in traffic red.

*Silberlinge* composite, two seconds, and second baggage driving trailer (Karlsruhe cab) in traffic red.

The angular Wittenberg cab is offered in the band-ed mint green livery.

The new model of the type Gmmhs56 four-wheel van as reclassified Gs<sup>212</sup>. (End Q4)

The new model of the type KKds55 four silo bogie wagon, running on Minden-Dorstfeld 931 bogies. Two numbers are offered. (End Q4)

Type Fcs092 four-wheel hopper wagon.



#### Epoch VI

The revised DR V100 B-B diesel hydraulic as BR203 (110 as rebuilt by Alstom) in 'hvle' livery. (End Q4)

The revised DB V160 B-B diesel hydraulic as BR216 in 'H.F.Wiebe' yellow livery. (End Q4)

DBAG BR245 Bo-Bo diesel electric in traffic red as used on Fernverkehr Sylt services.

Former DB BR291 B-B diesel hydraulic in Metrans 'Sunrail' livery.

DBAG BR146.5 Bo-Bo electric in InterCity white livery.

Twindexx Vario double-deck stock, set of driving trailer and two seconds. Additional coaches, first and second.

Type G10 four-wheel van with raised brake house used by 'Onno Behrends Tee', presumably preserved.

Type Zas tank wagon on Y25C bogies, in 'H.F.Wiebe' yellow livery as water tank.

Type Uia tank wagon on Y25C bogies, in 'GATX Bio Fuel' green and 'BASF' grey.

Type Fcs092 four-wheel hopper wagon.

#### Switzerland

**Epoch II** – 'American' end platform open saloon bogie coaches: second/third composite, two thirds, and a baggage van.

**Epoch III** – the new model of the Uerdingen lightweight four-wheel tank in 'Etra' grey without brake house. (Available)

Type K2 four-wheel van in 'Falken' white, 'Aktienbrauerei Basel' blue, 'Boissons Riviera' blue, and standard red-brown.

Type O refrigerated four-wheel van.

The new model of the UIC standard four-wheel van with SBB markings as classified K4 (Epoch III) and Gs (Epoch IV). (End Q4)

**Epoch V** – former DR BR242 Bo-Bo electric as Lokoop Ae477, modified with one pantograph replaced by resistance baking grids, decorated with 'Kreuzlingen' graphics. (End Q3)

**Epoch VI** – the revised DR V100 B-B diesel hydraulic as BR203 (110 as rebuilt by Alstom) in SBB Cargo blue & red livery. (End Q4)

Type Zas tank wagon on Y25C bogies, used for water, in yellow.

#### Austria

**Epoch I** – k.k.St.B. class 178 0-8-0T.

To accompany – set of four four-wheel wooden bodied end balcony coaches (second, two thirds, and third baggage).

Type G four-wheel van in white lettered for 'Pilsen' brewery.

**Epoch III** – Rh92.22 (former 178) 0-8-0T.

The new 'Thunderbox' four-wheel coaches will also be produced with ÖBB markings.

The new model of the Uerdingen lightweight four-wheel tank in 'ÖMV' grey without brake house. (Available)

Type Z (P) four-wheel acid vat wagon with brake house used by 'Alpine Chemie' of Kufstein.

Type G four-wheel van in brown and in light brown with raised brake house lettered for 'Meinl'.

Type Hbsc-w four-wheel van with 'Krems' lettering.

**Epoch V-VI** – Rh4024 'Talent' four-car electric set.

**Epoch VI** – set of two four-wheel hoppers, one type Ktmmsv69 swing-roof and one type Otmm70 open, with yellow infrastructure branding.

#### Italy

FS type Fc four-wheel peaked roof van: Epoch II grey, Epoch III brown, Epoch III type F brown with 'Europ' markings, Epoch III type G green workshop tool van, Epoch III type Hcg refrigerated white, Epoch IV type Ghms brown, Epoch IV type lms refrigerated white.

**Epoch IV** – the new model of the UIC standard four-wheel van with FS markings as classified Gs. (End Q4)

#### Czechoslovakia

**Epoch III** – the new 'Thunderbox' four-wheel coaches will also be produced with CSD markings.

Type Ndk four-wheel lowside with side stakes.

Type Vtu wooden body four-wheel open.



Type Rj four-wheel acid vat wagon with brake house.

Type Pae bogie flat with side stakes.

Type Ra six-axle tank wagon, with brake platform, in green.

**Epoch IV** – type Zas tank wagon on Y25C bogies.

#### Hungary

**Epoch III** – Italian four-wheel peaked roof van as MÁV type Rtu in white

The new model of the UIC standard four-wheel van with MÁV markings as classified Gze (Epoch III) and Ggs (Epoch IV). (End Q4)

**Epoch VI** – BR425 'Talent' four-car electric set in 'MÁV Start' blue & white.

#### Romania

**Epoch IV** – type Gas bogie van.

#### France

**Epoch I** – four-wheel van with raised brake house in 'Champagne Mercier' green.

**Epoch III** – the new 'Thunderbox' four-wheel coaches will also be produced with SNCF markings.

The new model of the Uerdingen lightweight four-wheel tank as SNCF type SCwf and with 'Simotra' branding, both without brake house. (Available)

The new model of the UIC standard four-wheel van with SNCF markings as classified K (Epoch III) and Gs (Epoch IV). (End Q4)

Type Tow wooden body four-wheel open.

Type SZwf four-wheel acid vat wagon with brake house used by 'Kuhlmann'.

Type Scwf six-axle tank wagon, with brake platform, with 'Simotra' logo.

Type IF refrigerated four-wheel van with 'stef' lettering.

**Epoch IV** – type Uahs tank wagon on Y25C bogies, lettered for 'Millet'.

#### Belgium

The new model of the Uerdingen lightweight four-wheel tank without brake house lettered for 'Tankwagon-Anvers'. (Available)

#### Luxembourg

**Epoch III** – the new 'Thunderbox' four-wheel coaches will also be produced with CFL markings.

The new model of the UIC standard four-wheel van with CFL markings as classified KKs. (End Q4)

#### The Netherlands

**Epoch III** – type GTMK wooden body four-wheel open.

Type Geh10 four-wheel van in red-brown.

Type S-CHVO refrigerated four-wheel van with 'Frico' lettering.

The new model of the Uerdingen lightweight four-wheel tank with 'Gulf' branding for Epoch III and IV, both without brake house. (Available)

The new model of the UIC standard four-wheel van with NS markings as classified S-CHO (Epoch III) and Gs (Epoch IV). (End Q4)

#### Denmark

The new model of the Uerdingen lightweight four-wheel tank with 'BP' branding for Epoch III and 'Gulf' for Epoch IV, both without brake house. (Available)

**Epoch IV** – the new model of the UIC standard four-wheel van with DSB markings as classified Gs. (End Q4)

Type UIC St1 refrigerated four-wheel van with 'Interfrigo' lettering.



## Hornby International



Jouef SNCF BB12000 electric



Jouef SNCF CC72000 diesel

Once again half the stand area was given over to Scalextric, Airfix, Humbrol, and other brands under the Hornby umbrella, and part of the railway display included the British range.

There is a combined 200 page A4 landscape format international catalogue for 2020; Arnold N and TT comes first, but over half of the content is HO – Jouef, Electrotren, Rivarossi, and Lima (in that order).

The new items flyer for Rivarossi is an A4 sheet, double sided, with Jouef and Electrotren either side of a single A4 sheet. No Lima leaflet was seen. These are just selected highlights – many more items are flagged as new in the catalogue.

As with almost all manufacturers, many of models are represented in the leaflet by graphics or prototype photographs – this is not limited to items flagged as new. New or modified tooling is indicated but there are a few discrepancies in the descriptions (new tooling, modified tooling, and new livery/number version) between the catalogue and the price list.

There is no indication of expected delivery dates in the brochure but some are given in the price list. Most are due in the fourth quarter, unless noted otherwise.

## Rivarossi

### Germany

#### Epoch I

New tooling – Prussian G8.1 0-8-0 with three dome boiler. The model will also be offered as a BR55<sup>25</sup> in DRG Epoch II, DR Epoch III, and DB Epoch III versions.

#### Epoch III DB

Type Gs four-wheel van in 'MAN' blue and 'MaK' brown (Q3).

#### Epoch IV DB

Type MU sleeper in blue with 'TEN' branding.

Modified tooling – set of two flat side bogie silo wagons lettered for 'STIV' (Q3).

#### Epoch IV DR

Three sets of coaches to represent the *Pannonia Express*: first, composite, and second, all in green; second and second couchette in green plus sleeper in blue; and two 'Mitropa' restaurant cars in red (Q3).

#### Epoch VI

Former *Rheingold* dome observation car in 'Rail Adventure' grey.

Set of two sliding side bogie vans in 'Rail Adventure' grey.

Flat side bogie silo wagon used by 'VTG' (Q3).

Type Rilns long bulkhead bogie flat with hooped cover with 'Fundia – Railog' branding for steel traffic, and in 'VTG' blue.

## Italy

#### Epoch III

New tooling – Prussian G8.1 0-8-0 with three dome boiler as FS Gr.460, in black with wagon red trim and white lead markings.

A new version of the Gr.743 2-8-0 with Franco-Crosti boiler, as modified from Gr.740 between 1951 and 1954, with electric lights and bogie tender.

New tooling – FS Gr.835 0-6-0T, variously with riveted or welded tanks, oil or electric lights, and large or small Westinghouse pump, some features not previously offered. The model has a new chassis and motor, a new circuit board with Next18 decoder socket,

allowing the offer of a sound-fitted version for the first time with a 'sugar cube' loudspeaker, working lights for the first time, shunting light option, rear coupling in NEM pocket, and a higher level of detail on the boiler and running plate.

The same technical improvements have been applied to the D.245 six-wheel diesel, in four versions in green livery across Epochs IV to VI plus two as D.250 in orange (Epoch VI).

New tooling – 1949 type Duz bogie baggage/mail van, in several versions: two-tone brown (Epoch III-IV), brown (Epoch III-IV), grey (Epoch IV), and grey with UIC number (Epoch IV).

New tooling – 27m<sup>3</sup> capacity four-wheel tank wagons, in two sets of three (one with brake house, two with brake platform). There will also be a set of two (one each type) with 'Esso' branding.

#### Epoch IV-V

New tooling – FS E.646 Bo-Bo-Bo articulated body second series electric for push-pull services in four versions: Epoch IVb grey & green, Epoch IV-V MDVC, Epoch V MDVC, and Epoch Vb XMPR, with either original or Triplex windows, as appropriate. New moulds for the body ensure correct and accurate details for each version, and the model has been upgraded mechanically and electrically, now having a central five-pole motor, a 21pin decoder socket, and provision for a 23mm diameter loudspeaker (Q2).

Versions of the E.646 listed last year are now also due in the second quarter.

FS Gran Conforto 87 restaurant car in the banded grey & cream livery.

#### Epoch V

Articulated six-wheel low deck vehicle carrier loaded with four white panel vans (a new model)(Q2).

Type Rgs bogie flat with side stakes carrying a 40' refrigerated container.

#### Epoch V-VI

New tooling – type Res bogie lowside with side stakes, with handbrake, also offered loaded with bogies under covers.

#### Epoch VI

A new version of the E.402A Bo-Bo electric, with automatic couplings, in XMPR livery.

The former Czech class 753 Bo-Bo diesel in 'Captrain' grey & green and Ferrovie Udine Cividale red, white, and blue.

Set of two FS Gran Conforto 85 Progetto 901 first class coaches in 'Inter City Giorno' livery (Q3).

Set of two type Uagpps bogie silo wagons, one flat and one curved side, in dark red 'Monfer Cereali' livery (Q3).

#### CIWL stock

Modified tooling – type Lx sleeper, with interior lights, in blue, Epoch III and IV versions (Q1).

Venice Simplon Orient Express stock: set of two sleepers in Epoch IV-V blue; bar car in Epoch IV-V blue & ivory; set of two restaurant cars in Epoch V blue & ivory; service kitchen diner in Epoch V blue & ivory.



Rivarossi FS Gran Conforto (UIC-X) coach, with improved interior detail



Rivarossi FS 1949 type Duz baggage/mail van



## Switzerland

Four new versions of the Bern Lötschberg Simplon Re4/4 in brown livery – as No.161 *Domodossola* (Epoch IV-V), No.165 *Unterseen* (Epoch V), and a twin pack of BLS No.173 *Lötschental* and Spiez – Erlenbach – Zweisimmen (SEZ) No.177 *Zweisimmen* (Epoch IV).

## Austria

Rh1040 Bo-Bo electric in pine green (Epoch III-IV), orange with old logo (Epoch IV), and orange with later logo (Epoch IV-V).

**Epoch IV-V** – Rh5047 bogie diesel railcar in Steiermärkische Landesbahnen red, white, and green.

Type MU sleeper in blue with 'TEN' branding.

**Epoch V** – ÖBB Rh5047 bogie diesel railcar in light blue with 'Sparkasse' advertising.

**Epoch VI** – curved side bogie silo wagon decorated for the 'Mozart' distillery (Q3).

## Lima Expert

Modified tooling – FS D.445 Bo-Bo diesel, first series, in original green & brown (Epoch III), MDVC grey (Epoch V), and XMPR with Trenitalia logo (Epoch VI).

FS ALn668 series 1900 diesel railcar in powered + dummy sets, in blue & beige with curved windows (Epoch IV-V) and blue & beige with flat windows (Epoch V). The series 1000 variant is offered in 'Trenord' light grey & green (Epoch VI), and there is also a version for the Ferrovia Suzzara-Ferrara in blue & grey as the 'Freccia Orobica' (Epoch IV).

Three new Epoch VI versions of the E464 single ended Bo-Bo electric – FS XMPR, the new FS DPR, and Trenord light grey & green.

New tooling – double-deck stock in sets of one driving trailer and two coaches, in FS 'Vivalto' white with green and blue lining, new FS DPR blue & silver, and 'Trenord' light grey & green. To extend the train the coach will also be available in twin packs. All Epoch VI.

New tooling – DBAG BR401 ICE 1 as a set of two power cars (one motorised) and two intermediate coaches, in either original twin (red + pink) stripe and later single red stripe versions.

## Jouef

All locos now have the option of a DCC sound decoder.

## Epoch III

German G8.1/BR55 0-8-0 with three dome boiler as SNCF 040D in black & green, as used in the Nord region, and as SNCB/NMBS class 81.

In the economical Junior Line, there will be two new livery versions (red and green) of the simple freelance 0-6-0T (adapted from the Electrotren Spanish model).

New tooling – BB12000/13000 centre cab B-B electric in original blue livery (Q3).

Type EF30 four-wheel coal hopper, lettered for 'Somewag', 'Forges et Acières du Nord-Est', and as a close-coupled EF60 pair 'SGW'.

## Epoch IV

Modified tooling – CC6500 C-C electric in 'beton' concrete grey, Maurienne green, and grey & red, the latter in two numbers plus one for Epoch V. There will also be a CC21000 variant with the additional pantograph.

Modified tooling – two versions of the old BB1500 Bo-Bo electric, in green livery.

The new BB12000/13000 centre cab B-B electric in green & yellow, in three versions (Q3).

New tooling – CC72000 C-C diesel in blue & white (with cast plates).

Electrotren RENFE AVE S-114



Three new versions of the BB66400 diesel in blue with different numbers and depot allocations, and different markings styles: one with plates, one with the 'noodle' logo, and one with the 'cap' (Epoch V)(Q3).

Upgraded models of the RGP2 X2700 *autorails*, in green & cream, silver & orange, and 'beton' liveries.

EAD X4300 and X4500 *autorails* in red & cream under the budget Loisirs label, the latter noted as new tooling.

Set of three stainless steel coaches for the TEE *Arbaete* service (A8u and A8tu firsts and VRu restaurant).

Type MU 1973 sleeper in blue with encapsulated style logo.

Set of two four-wheel vans, G4.1 and G4.2, in 'Fret-Express' brown livery (Q3).

Close-coupled EF60 pair of four-wheel coal hoppers 'Simotra'.

Type S68 bogie flat carrying two 20' containers, 'P&O Ferrymasters' yellow or 'SNCF CNC' green & white (Q3).

Type Res bogie lowside with side stakes, also available loaded with wire coils or (with Epoch V markings) concrete sleepers.

## Epoch IV-V

Type G41 four-wheel livestock van in red oxide and in yellow (the latter for horses) (Q3).

Set of two bogie silo wagons, one flat side, one curved side, lettered for 'Breiz'al' (Q3).

## Epoch V

New tooling – CC72000 C-C diesel in 'Fret' green & silver and 'en voyage' liveries.

Two new number/name versions of the BB36000 Bo-Bo electric in red & grey, plus one in green & grey (Epoch V-VI).

Type Rilns long bulkhead bogie flat with either grey or blue hooped cover with 'Fret SNCF' branding, and in 'Kronenbourg' red.

## Epoch V-VI

New tooling – EAD X4500 *autorail* in blue & silver livery.

Type G4.1 four-wheel van in red oxide with 'V' markings (Q3).

## Epoch VI

Type MU 1973 sleeper in blue with outline or 'noodle' style logo.

Curved side bogie silo wagon operated by 'ermewa' (Q3).

Flat side bogie silo wagon in dark red as used by 'Monfer' (Q3).

## Electrotren

### Epoch III

New tooling – RENFE series 591.400 Ferrobús, a triple unit based on the German Uerdingen railcars, in silver

& green. Body shells were shown (Q3).

Type Js four-wheel van in 'Barreiros Diesel' red and 'Pegaso Comet' white (Q3).

Set of two type PX four-wheel opens in 'Naviera Astur Andaluza' blue livery, with tarpaulin covers (Q3).

## Epoch IV

The Ferrobús as a 591.500 two car unit in the 'Estrella' beige/brown livery (Q3).

Type D11-11400 bogie baggage van in green.

Type DD-8100 bogie baggage van in green.

Type JPD bogie sliding side van 'Paquete-Express' (Q3).

Type Uagpps cereal hopper used by 'Sucran' (Q3).

Type MMQ bogie flat in red oxide carrying a 40' refrigerated container (Q3).

Articulated six-wheel double-deck car carrier with side protection grilles in 'SEMAT' yellow and 'HISPANAUTO' blue.

## Epoch V

New tooling – under the Hobby label, RENFE series 596 diesel railcar, in R1 regional white with red stripe and R2 with rather more red trim. These single units were created by splitting class 593 two-car sets and adding cabs to the former 'inner' ends.

Set of two type DD-8100 bogie baggage vans in red 'Paquexpress' livery.

Type MMQC bogie flat in blue carrying a 40' refrigerated container (Q3).

## Epoch V-VI

Modified tooling – three sets of two bogie gas tank wagons, as used by 'IVEXA', 'saltra', and 'Transfesa' (Q3).

Articulated six-wheel low deck vehicle carrier loaded with four white panel vans (a new model) (Q2).

## Epoch VI

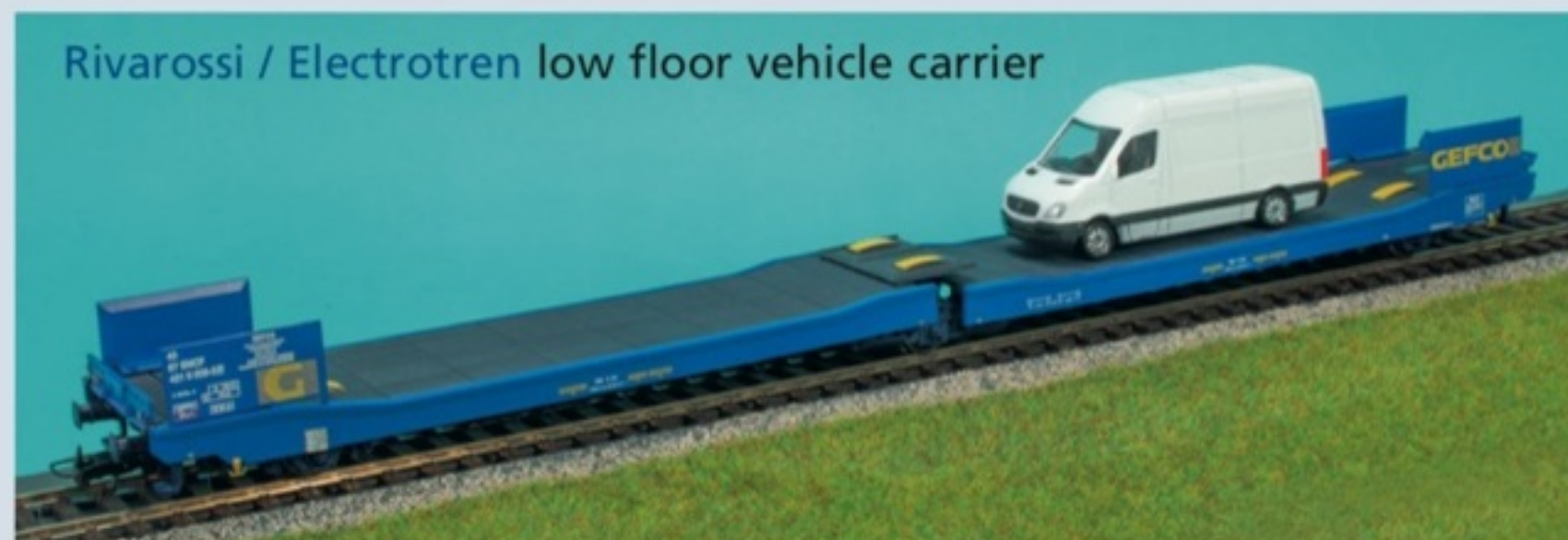
New tooling – under the Hobby label, RENFE series 596 diesel railcar in medium distance livery (white with grey, red, and purple elements), choice of two numbers.

New tooling – also in the Hobby range, the S-114 high speed train, based on the Italian ETR600/610 and capable of 250km/h on dedicated track. The model comes as two end and two intermediate cars.

Electrotren gas tank



Rivarossi / Electrotren low floor vehicle carrier



Electrotren RENFE 591.500 Ferrobús







Tillig ELNA 6 0-8-0T

## Tillig

New items are shown in a 20 page brochure, just smaller than A4.

This year there are no advance order limited editions.

The Elna type 6 industrial 0-8-0T dating from 1930 announced in 2018 is making progress, and an incomplete sample was shown. DRG Epoch II BR92<sup>26</sup>, SNCF Epoch III 040TX, and PKP Epoch III TKp versions have been announced, and are now due in the third quarter.

Most of the new items are new versions; the only new tooling in HO standard gauge this year is the UIC St1 four-wheel refrigerated van. This will allow many versions, with different sides, doors, and platforms.

Expected delivery quarter in brackets.

### Epoch I

Prussian four-wheel tank wagon with brake house 'Gustav Hubbe' (1).

Prussian type Omk four-wheel open with brake house (2).

### Epoch II

Four-wheel tank wagon with brake house 'Deutsche-Amerikanische Petroleum Gesellschaft' (1).

### Epoch III

Four-wheel baggage van with raised cupola lookout with DB markings (2).

USATC four-wheel flat with side stakes carrying a jeep under a tarpaulin (2).

New tooling – type Tehs50 (UIC St1) four-wheel refrigerated van (4).

### Epoch IV

There will be a fourth set of three coaches representing the vehicles used in the DDR government train, this incorporating a salon dining car with kitchen, a machine and baggage van, and an additional coach (1). Some of the vehicles used in this train were considerably modified from standard production. For each set sold, as before, €10 will be donated to the fund for maintaining the preserved examples.

Halberstadt type Bmh double centre entrance second in green (1).

Type Y coaches in green & cream with brown roof – Am first, ABm composite, and Bm second (all 2).

The WLABme restaurant car in 'Mitropa' red will follow (3).

Former four-wheel baggage van with raised cupola lookout as a service dept. workshop wagon (2).

Type Zaes<sup>7887</sup> bogie tank wagon with brake platform (3).

### Epoch V

Halberstadt type Bomz compartment second in banded red livery but still with DR markings (1).

Type Post me-bl/24.2 bogie van in Deutsche Bundespost green (2).



Tillig ELNA 6 0-8-0T



Tillig wine wagon

DBAG type DBz<sup>751</sup> double-deck second in banded mint green with 'Jägermeister' advertising (4).

Former DR coach as 'Ahaus Alstätter Eisenbahn' corporate vehicle in blue & ivory (4).

### Epoch VI

Type Sdggmrs<sup>744</sup> articulated double intermodal container flat (2).

Type Sgmmns<sup>4505</sup> bogie flat with side stakes in European Rail Rent (ERR) blue, loaded with steel channel, and in black carrying a 40' 'K Line' ribbed side container (both 3).

### Switzerland

Modified model: twin wine barrel four-wheel wagon with brake house used by 'Nicolas Masson' (Epoch II) and 'O.Frey & Cie' (Epoch III)(both 2).

Type Zans bogie tank wagon in 'AVIA' red (Epoch V) and 'wascosa' blue (Epoch VI)(both 2).

### Austria

Epoch VI – type Sdggmrs<sup>744</sup> articulated double intermodal container flat (2).

### Poland

The new model of the UIC St1 four-wheel refrigerated van will also be produced in PKP Epoch III (coded Slms, with ribbed sides) and IV (coded lbds, with smooth



Tillig UIC St1 van

sides) variants (both 4).

Epoch V – type Pdn bogie post van in 'Pocła Polska' orange livery (2).

### Czechoslovakia

Epoch III – type J four-wheel tank wagon with brake platform used by 'J.Schicht' of Usti (2).

Epoch IV – type Y Am first, ABm composite, Bm second, and Bcm second couchette in green with CSD markings (all 3).

### Hungary

Epoch II – four-wheel tank wagon with brake platform lettered for the 'Ungarische Petroleumindustrie AG' (2).

The new model of the UIC St1 four-wheel refrigerated van with ribbed sides will also be produced as MÁV type Gjm (Epoch III) and type Ichqrs (Epoch IV)(both 4).

### Romania

Epoch IV – type Elmo four-wheel open with brake platform (2).

### Bulgaria

Epoch III – type J four-wheel open with brake house (2).

## NME

New items are presented in a 36 page A4 format brochure. NME are now distributing selected Mabar and Mafen products from Spain in Germany.

All new models are for Epoch VI.

The expected delivery quarter is given in brackets.

The type Uacns 80m<sup>3</sup> four-chamber bogie silo wagon in 'Grawaco' black, three variants (Q2), then one with working tail light (Q3).

The ribbed side variant will be made in 'Total Care Wagon Management' white livery (Q3).

The type Tagnpps 102m<sup>3</sup> capacity 16m long six outlet bogie silo wagon for grain transport, lettered 'Bohnhorst', also gets working tail lamp (Q2). (Already announced in autumn 2019.)



NME type Laadks TWA 800A



NME type Tagnpps 102m<sup>3</sup>



NME type Uacns 80m<sup>3</sup>



NME type Eamnos<sup>158</sup>



The version lettered 'ermewa', in grey, is due in seven new numbers, one with working tail lamp (Q3).

New tooling – type Eamnos<sup>158</sup> short bogie open as used by 'On Rail', in green livery, and 'GATX', in grey, with choice of numbers (Q3). Already announced in autumn 2019; an advance sample was shown. Variants with working tail light will follow (Q4).

The next project (already announced in autumn 2019) will be the 15.74m long type Tamns 80m<sup>3</sup> bogie wagon with split swing roof, being built by Tatravagonka for GATX. There will be a selection of numbers, one with working tail light (Q4).

In the 'closer to reality' range, which combines real wood, plastic, and metal parts, there will be a new model of the type Laadks TWA 800A close-coupled pair of low floor four-wheel flats operated by 'Transwaggon'. Advance samples were shown; the deck will be real wood (Q4).

The type Laads/Laaps TWA 1060 variant, with end plates provided for loading, running, and end of train, will also be offered with a working tail lamp (Q3).

Looking further ahead (to the second quarter of 2021), NME are working on the Bern Lötschberg Simplon car shuttle bogie wagons (all three variants – end of train with protective arch, partly roofed, and fully roofed).

All models are also available with AC wheelsets.

## ESU/Pullman

The new rolling stock items are presented alongside electronics in a combined 28 page A4 landscape format brochure, rather smaller than previous years.

This year there are no new locos but two significant rolling stock projects under the Pullman label.

On the passenger side, the range of widely-used and long-lived Deutsche Bundesbahn n-Wagen or *Silberlinge* (some 4,800 built between 1959 and 1977) will be expanded with a new model of the Karlsruhe style cab. The range now includes all three types of second baggage driving trailer (original 'rabbit hutch' side compartment, rounded Karlsruhe, and angular Wittenberg) along with the composite and second class coaches in original silver (with black solebars), City-Bahn orange & grey, banded mint green, and traffic red. The models come with full lighting, switchable under digital control, and complete interiors.

The other new model is the type Zags 620hl capacity gas tank, with sun shade and maintenance access man-hole at the non brake platform end, on Minden Dorstfeld bogies, dating from the late 1960s. This seems an unlikely choice as there is no scope for high-tech electronics, though the models are very finely detailed with many added parts, including etched metal steps and walkways. They will be sold in mixed pairs with various DB Epoch III and IV markings, including 'BASF', 'Linde', 'Deurag', 'EVA', 'Frankfurter Kohlen säurewerk', 'Agefko', 'BP', 'Esso', 'Wacker' (exceptionally in blue), 'Sano-Propan', 'Degussa', and 'ITG'.

ESU/Pullman type Zags 620hl



ESU/Pullman type Zags 620hl



ESU/Pullman Silberlinge



ESU/Pullman Silberlinge



ESU/Pullman Silberlinge



ESU/Pullman Silberlinge



ESU/Pullman type Zags 620hl



ESU/Pullman type Zags 620hl





Heris DRG steam heating van



Heris beer van



Heris DB type Düe<sup>945</sup> baggage



1986/7 before being overhauled and delivered.

Russian pattern broad gauge bogies (though to 16.5mm gauge) will be available separately for those who want these vehicles as used in Russia.

Two further sets of two Russian-style coaches built by the Ammendorf works for China, one with ribs between the windows, one without.

Also a set of two of these coaches now used in North Korea. The pack will include a set of figures representing the three Kim leaders.

Barrier wagons for shunting broad gauge tank cars at Mukran harbour; two types, announced previously.

## Heris

### Epoch I

Further four-wheel beer vans with raised brake house: 'Dampfbrauerei Kruschowitz' (second number)(B.E.B.), 'Budweiser Bürgerbräu' (k.k.St.B.), and 'Brauerei Olympos' of Saloniki (Compagnie Orientale).

### Epoch II

Two more CSD registered four-wheel beer vans with raised brake house: 'Kruschowitz' and 'Moravia Brunn'.

A DRG bogie heating van adapted for use with hospital trains, with Red Cross markings; two numbers will be produced.

### Epoch IV

DB type Düe<sup>945</sup> bogie baggage van dating from 1937 as rebuilt. An early sample was shown.

Russian broad gauge restaurant car on standard gauge bogies, three of which were thoroughly tested on the DR by the Rolling Stock Institute in Berlin in

## Arndt Spezial-Modelle (ASM)

This specialist started last year with Norwegian coaches in N. Now they are offering in HO the stock used on the 'Marschbahn' services operated to Westerland (Sylt) by the Nord-Ostsee-Bahn (NOB) built by Bombardier 2004-2006 in the blue & grey livery carried from 2006 to c.2010.

The base set is made up of the driving trailer second (with provision for wheelchairs), two seconds with toilets and energy supply facilities, with capacity for bicycles, and the end of train composite. The power supply services two coaches, so they are always in so-called 'married pairs'.

The four car set can be made up to a six coach consist, as per prototype, with an extension pack, which provides another second with toilet and one without. The models will have full interior detail and constant intensity LED lighting, supplied by friction-free axle bearings. Unpainted samples were shown.

The appropriate locos, the MaK DE2700 diesel electric Co-Co, is also in preparation. These were built as Di6 for Norway but eventually returned to the manufacturer (in the meanwhile taken over by Siemens) as unsatisfactory in 1998/9. After overhaul they were leased to various operators, notably CFL, before NOB.

Heris Russian restaurant on test with DR



Heris Ammendorf coach for China



Heris Russian bogie



Heris Ammendorf coach in Korea





Jägerndorfer ÖBB Rh2070



Jägerndorfer ÖBB Rh2070



## Jägerndorfer

This year there are separate A4 landscape format catalogues for N and HO, the latter 24 pages.

New project – ÖBB Rh5044 (initially VT44) bogie diesel railcar dating from 1937, proposed in two variants: original form with large single pane windows (as the preserved example) and as operating in Epoch IV with half window droplights. Illustrated at this stage with prototype pictures.

Also new – the Siemens Vectron Bo-Bo electric as ÖBB Rh1293, two numbers in red plus with 'ELLOrean' graphics operated by TX Logistik and in 'Voestalpine' blue leased from CargoServ. All illustrated at this stage with prototype pictures.

The ÖBB Rh1280 0-10-0 electric, with Kando rod-coupled drive, is practically complete and a sample was shown. Built for the expanding electrification of the Westbahn, the rod drive did not prove reliable and they were relegated to shunting in the 1930s, though the last was not withdrawn until 1975. The model represents the second batch; a model of the first batch is possible if there is sufficient demand, as both DRG E88.2 and ÖBB Rh1280.

New versions of the Rh1062 rod-coupled electric shunter in Epoch III green and Epoch IV orange.

Two further Epoch V versions of the ÖBB Rh2068 Bo-Bo diesel.

The new metal bodied model of the ÖBB Rh2070 Bo-Bo diesel shunter, built by Vossloh, has made good progress and a virtually complete sample was shown. ÖBB have ordered sixty, with an option on another thirty. Two Epoch V and two Epoch VI versions are offered.

Two further Epoch VI versions of the Desiro ML three-car electric unit, with two doors in the end vehicles.

Three more versions of the Taurus Bo-Bo electric, as ÖBB Rh1016 in red, as operated by MRCE with Beethoven 2020 graphics, and in 'Flixtrain' bright green. Also scheduled are two Italian E.190 versions, in Ferrovie Udine Cividale red, white, and blue, and in InRail blue, grey, and red.

New project – ÖBB Cityjet double-deck stock in two sets – driving trailer plus two coaches, and two further coaches. All illustrated at this stage with prototype pictures.

Further versions of the double-deck stock with 'Wiesel' graphics, in sets – driving trailer plus two coaches, and two further coaches; one set with 'Autoschleuse Tauernbahn' lettering and graphics.

The 'Railjet' coach sets will be produced with 'quiet zone' and 'family zone' signs, and as used on services

Jägerndorfer ÖBB Rh1280



Arndt Spezial-Modelle NOB Marschbahn driving trailer



ASM Marschbahn intermediate coach



ASM Marschbahn end coach



into Italy, with a driving trailer of the latest series, along with a Taurus numbered as E.190.

Models of the ÖBB UIC-X pre-series first and second class coaches, with a choice of Epoch III green or Epoch IV orange and 'jaffa' orange & cream, singly and in sets of two, are still in development.

## Igra Model

This Czech specialist, previously known for structures, scenic accessories, and road vehicles, in HO and TT, and often represented on other stands, was present in their own right again, promoting a growing range of HO rolling stock.

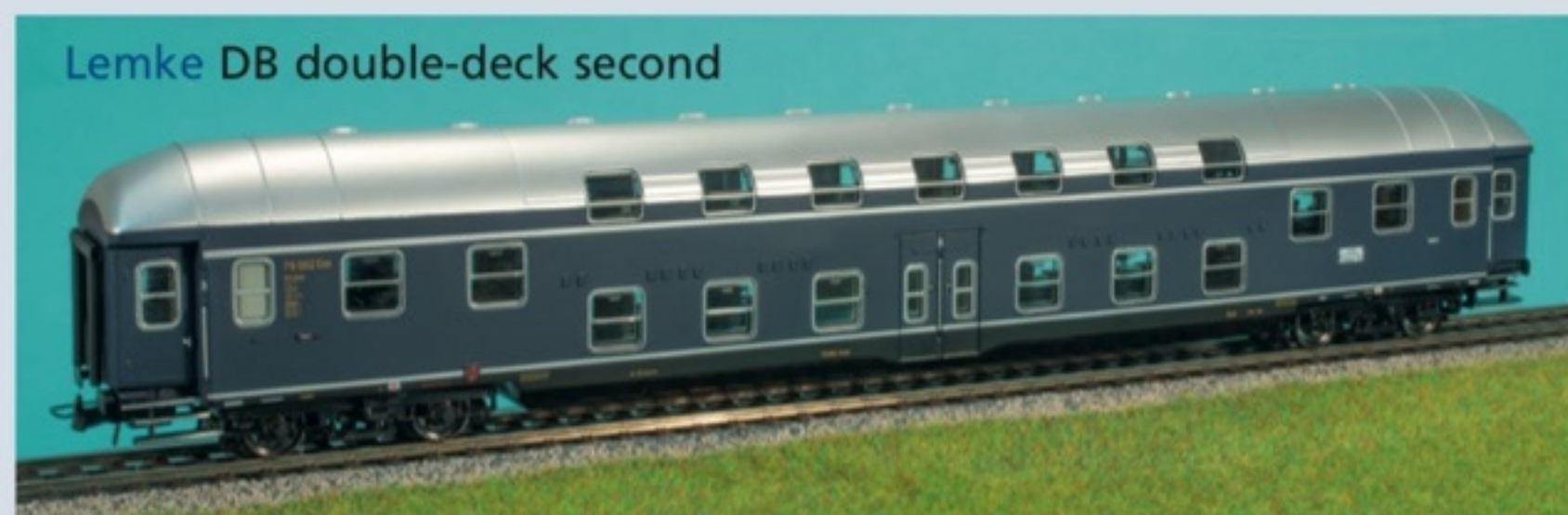
There will be two new versions of the type Bai second class coach, in Epoch IV green, based in either Praha or Liberec. (Q1)

Igra type Zacns 88m<sup>3</sup>Igra type Zacns 98m<sup>3</sup>





Lemke DB double-deck composite



Lemke DB double-deck second

## Lemke Collection

New items are shown in the full 2020 catalogue (92 page A4 perfect bound) which also covers N (two-thirds of the contents); the only TT listed this year is another unpowered souvenir model of the Berlin S-Bahn BR481/482.

Some new items are carried over from last year, but these are marked. (They are not repeated here.)

### Mehano

New tooling – Vossloh G1000BB B-B diesel hydraulic in several liveries: 'Rheincargo' grey, 'HGK' red, 'ECR' grey, 'Northrail' orange, and 'SBB Cargo' blue & red as Am842, all with different details as appropriate.

### Hobbytrain

Deutsche Bundesbahn 26.4m long experimental double-deck stock, in blue livery, with interior lighting, in a set of three.

New version of the Bayerische Zugspitzbahn steeple cab four-wheel electric valley loco with two bogie coaches in the later dark blue livery, now also in HO as well as HOm and HOe (q.v.).

No doubt due to the success of the above, there will be a Bayerische Zugspitzbahn Stadler-built two car electric unit as a souvenir model (unpowered). (This too should be HOm.)

### Heljan

Further Epoch V-VI private operator versions of the MY Nohab – Altmark Rail, Eichholz Rail, and Eivel, in the 'Kansas City Southern' red & yellow livery.

### LS Models

New versions of the Vectron BR193 Bo-Bo electric: DB Cargo with 'Einziganders' graphics, with 'climate hero' graphics, and SBB Cargo International blue with alpine images.

New sets of coaches to represent ÖBB Nightjet trains between Hamburg and Zürich, one of four including a Swiss coach, and one of three. Until December 2016 these trains operated under the City Night Line brand.

## LS Models

This French/Belgian concern was not present in 2020, despite being shown on the hall plan.

Some of their models were displayed on the Lemke stand, in addition to those produced in collaboration with and/or exclusively for Lemke. There is no formal new items list, either printed or on their website.

Items on show included:

– DB ET403 electric train in the original InterCity grey livery.

– DB BR120 Bo-Bo electric, two variants of the pre-series machines in red-beige, two variants of the production series, in traffic red and test department yellow.

– Vectron Bo-Bo electric as BR170 with two pantographs in DB Schenker Rail Polska traffic red (with pantographs inboard, for DC).

– SNCB/NMBS class 18 multi-system C-C electric.



Heljan Nohab

Altmark Rail



Heljan Nohab

Eichholz Rail



Heljan Nohab

Eivel 'KCS'



LS Models DB BR120 001



LS Models DB BR120 005



LS Models DB BR120



LS Models DB BR120



LS Models DB BR170



LS Models SNCB/NMBS class 18



LS Models DB ET403

## Rietze

Well known for road vehicles, especially commercial and public service vehicles, they have been developing a range of trams and urban rail vehicles.

Siemens G1 stock for the Nürnberg U-Bahn, in four-car sets; two as static models and one motorised.

Next project: the Stadler/Siemens stock for the Berlin S-Bahn, BR483 (two car) and BR484 (four car), both as powered models. Delivery is due in the fourth quarter.

As to trams, they offer the Adtranz GT6 three-unit vehicle in eleven city liveries, most with advertising.

The Adtranz GT8 four car tram is listed in eight versions.

There is just one version of the Siemens Avenio M

(five body sections on three pairs of axles), for Stuttgart, but four for the five unit Combino and six for the seven section variant.

All trams are illustrated by graphics.

To motorise the trams there are two types of self-contained power units with a can-type motor fitted with two flywheels and 9mm diameter wheels, all which are driven and collect current. One type is intended as a bogie, with a wheelbase of 23mm; the other is to be fixed in the frame, and there is a choice of 23mm or 30.5mm wheelbase. All three can be obtained for HO 16.5mm or HOm 12mm gauge. Dimensioned drawings and mounting templates are in the leaflet.



B-Models type Sgnss



B-Models type Sgnss



Rietze have produced two versions of the modern Belgian Hermelijn trams exclusively for **Ferivan**, one single ended for Antwerp and one double ended for Ghent. They come with 32 destination boards printed on photo paper for the modeller to select, cut out, and apply. Both HO and HOm versions are offered. They should be available in the first quarter.

## B-Models / Van Biervliet

In the 52 page A4 size combined brochure, most new items, even new versions, are illustrated with prototype pictures and/or CAD graphics.

Locos are available as DC, DCC, DCC sound, AC digital, and AC digital sound. Digital models include a stay-alive 'power pack'.

The major new item will be a model of the AM54 two-car electric unit with single headlights.

Derived from this is the first version of the AM Post 963 conversion, with roller shutter doors and twin lights.

The AM86 two-car electric unit is planned in the 'new look' light grey livery.

New versions of the G2000BB diesel in 'RTD' red & silver and 'RTB Cargo' silver & blue.

Two new versions of the Budget Line class 204, later 54, AFB (Nohab) diesel, Epoch III and IV green & yellow.

Two new versions of the Budget Line class 59 diesel, in green and in green & yellow with 'Vennbahn' emblem.

Two new versions of the Budget Line class 62 diesel, Epoch IV-V green & yellow and Epoch VI 'Infrabel' blue.

Two new versions of the Budget Line class 65/75 diesel, in Epoch IV green & yellow and Epoch V-VI yellow & green.

B-Models G2000BB RTB



Four new versions of the class 55 diesel – Epoch IV green with the W end stripe; Epoch IV-V 'inverse' yellow & green; Epoch IV-V electric blue & yellow; and Epoch V-VI 'Iron Rhine' yellow & green as fitted with ATB and PZB 90 safeworking equipment. The already announced versions as a CFL 1800 class in maroon & yellow, and as now operated by the Swedish company Tågkraft, are due for delivery in the first quarter.

Under the Van Biervliet label there will be new versions of various electrics: 2401 as a unique limited edition in Epoch IV green; 2378 in Epoch V blue with 'B' logo; 2250 with five end lights in Epoch V-VI blue with 'B' logo; 2551 in Epoch VI blue.

Two twin packs of bogie ore wagons lettered for 'Usines Gustav Boel' (Epoch IV).

Two twin packs of type Uapps bogie cereal hoppers 'Transcéréales' (Epoch IV).

A dozen new versions of the type Sgnss bogie flat loaded with two 20' tanktainers from various carriers and different rail operators from Belgium, Germany, Switzerland, and Austria.

There will also be eight new versions of the type Sgnss bogie flat carrying two 40' ribbed side contain-

ers, again various carriers and operators, and six of the type Sgns bogie flat, all registered with AAE, five with 40' refrigerated containers and one with two 20'. Note in these models the containers are fixed to the wagon.

The metal framed model of the Sgmrss90 articulated container flat will be produced in four limited editions carrying pairs of 45' containers: two for 'Ambroggio' (each with one ribbed side and one tautliner) and two SNCB/NMBS (one with two 'ECS' containers, one with one 'ECS' and one 'H.Essers').

In preparation is a new model of the 40' "Scrapcontainer" developed by Innofreight, leased by DBAG for block trains between Germany and Austria. At first glance the wagon looks like a conventional Eaos bogie open. There will be four numbers.

The Innofreight 'Rocktainer ORE' wagons will be re-run, and there will also be a 'Voestalpine' blue version operated by Slovenian railways.

The new model of the type Uagnpps bogie hopper for sugar, operated by 'VTG', is still in development.

There will be another set of three type Tads swing roof hoppers in B-Cargo brown as well as the recently delivered 'NACCO' versions in yellow and grey.

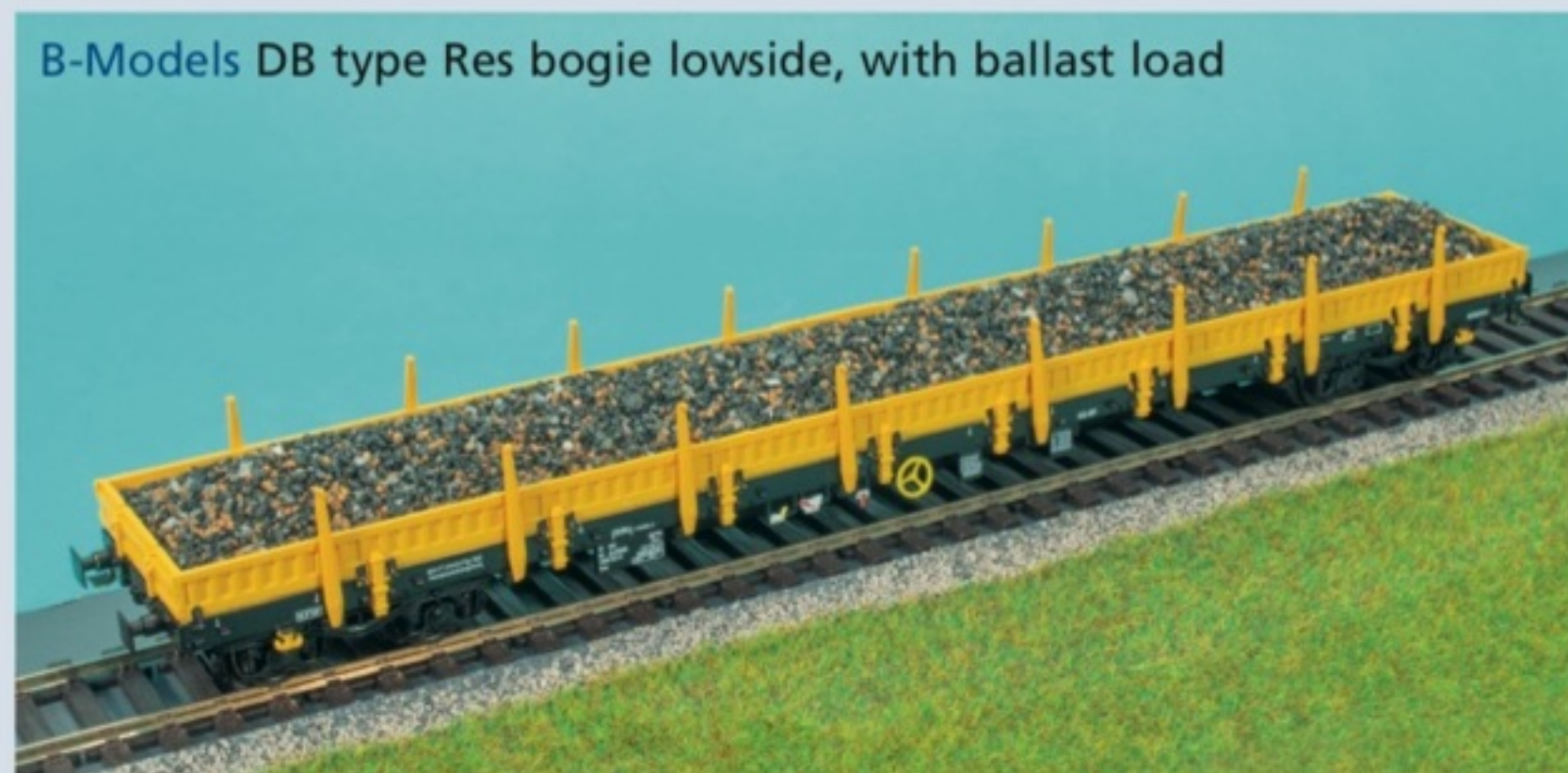
The triple packs of bogie ballast hoppers will also be re-run with new numbers for both SNCB/NMBS Infrabel and SNCF Infra.

Finally, under the Euro Tank Car label, there will be several more versions of the type Zans kinked tank wagon. The Czech registered 'wascosa' blue and 'Pannonia Ethanol' grey will be re-run with new numbers, and there will be German registered 'GATX' grey and 'wascosa' grey plus Swiss registered 'Laermarm-Mitrag' (two styles). All are sold in twin packs, and at €69.90 for two wagons represent good value by current standards.

B-Models type Uapps cereal hopper



B-Models DB type Res bogie lowside, with ballast load



B-Models type Tads swing roof hopper



B-Models type Zans tank wagon





REE SNCF BB9200



REE SNCF BB9200



## REE

The 2020 programme is presented in a perfect bound brochure, A4 size, 116 pages, which is some indication of how the range is successfully expanding, as REE attempt to keep popular items in stock either with re-runs or new livery/number versions. A commendable number of models are noted as being in stock.

Some items are represented with graphics, a few with prototype pictures.

The CC7100 electric, the first of a 'budget' range under the label "REE Access", is listed as now available. Inspecting the sample, and comparing it to their 'full specification' models, it is very difficult to see where economies have been made – finish and detail are to a very high standard. DC, DCC sound, and AC sound formats are offered. Four number/allocation/trim versions are listed.

In spring there will be nine new versions of the USATC S100 0-6-0T, most as SNCF 030TU (two oil-fired) but one WD, one for Austria, and one for Yugoslavia. Digital models incorporate a smoke generator and a 'stay-alive' capacitor.

The 141E/F 2-8-2 will be available soon with the alternative short 25m<sup>3</sup> capacity six-wheel tender, in six versions encompassing number, allocation, livery, and detail differences, including bunker height. The digital sound models also include a smoke generator.

Four more versions of the 231D/G/K Pacific are expected in the autumn, then in winter it too will be offered with the six-wheel tender (two versions). The tender will also be available as a static accessory.

In collaboration with ESU, REE offer four more versions of the BR94 (Prussian T16) 0-10-0T: PLM green, Nord black, SNCF green, and SNCF black. They are due in the autumn.

Another run of the DU65 draisine (in spring) offers four more versions, one fitted with snowploughs and two with a hydraulic crane. The crane will also be available separately.

The Y2100 four-wheel shunter has an improved chassis with brass bearings and three-point suspension. Six new versions are due in spring, five SNCF green (Epochs III-IV) and industrial light blue.

Six more versions of the Moyse Y32 TDE four-wheel diesel shunter are due in the summer, two SNCF green (Epoch III and IV) and four industrial users; three of the latter are modified models with fully enclosed cab.

REE SNCF CC7100



The new model of the BB9200 electric, initially in four versions: Epoch III Sud-Ouest, Epoch III Sud-Ouest for the *Capitole* service in red, Epoch III Sud-Est for the *Mistral* (with cast headboard), and Epoch IV with separate red tail lights, is nearly ready and virtually finished models were shown. Summer release is scheduled. The digital sound models also feature remotely-operated

working pantographs. There will be two further deliveries, in autumn and winter, including the beton livery.

The BB67300 diesel is planned for the winter in three blue/grey versions, one as original 67000 with single lights and *Mistral* headboard, plus one 'Multiservice' two-tone grey & red and one 'Isabelle' two-tone grey & blue, across Epochs III to VI.

REE SNCF 141E/F



REE Moyse Y32 TDE with enclosed cab



REE PLM C<sup>4</sup>Dyi third baggage





REE PLM *fourgon* originalREE PLM *fourgon* rebuilt

In spring there should be more of the OCEM RA bogie coaches, in Midi, Paris-Lyon-Méditerranée, and Alsace Lorraine markings as well as early SNCF.

Spring should also see more deliveries of the 16m long OCEM post vans, both types (sorting and storage) from Epoch III to V.

The PLM main line bogie *fourgons*, wooden bodied with and without raised lookouts, and as modernised with metal cladding, are now expected in the spring in a dozen versions, with nine more in the summer.

Ten versions of the four-wheel DEV 52 *fourgon* in its best known form, with three red lights and door lights according to period, are due in spring.

In batches through the year there will nearly thirty more versions of the OCEM 32 four-wheel *fourgons*, which have opening doors and (where appropriate) working tail lights in different arrangements. The early P-O vehicles have raised look-outs on the roof.

More of the former Midi long wheelbase four-wheel compartment coaches should arrive in autumn, including two of the comprehensively modernised examples.

More of the Bacalan coaches are due in the autumn, in original PLM light green as well as SNCF Epoch III and IV versions, including two packs of three (two seconds and a buffet).

UIC couchette in 'FTS Train Special' livery.

Two new passenger stock projects – PLM 1926 steel stock (A7 first, A3B4 composite, B8 second, and A2LB4 sleeper), a characteristic element of passenger trains from the 1930s to the 1960s; and rebuilt PLM A4d first baggage and B4d second baggage, common on trains from the 1960s to the 1980s. The original wooden-bodied vehicles will not be forgotten.

More of the former American "reefers", classified TP, representing vehicles which were rebuilt and survived into the 1960s, are due in the spring; there will be both planked and outside braced body styles, several with the 'STEF' branding. Some will be offered in packs of three.

We can also expect then more of the four-wheel cereal hoppers, as built by the Richard company, for several different users (C.T.C., Pioneer, Sanders, ufac, Storione, and monfer) across Epochs III and IV, some sold singly and some in pairs.

In spring there will also be more of the EX type 1

REE Midi stock



REE SNCF type TP 'reefer'

REE SNCF *fourgon* rivettedREE SNCF *fourgon* welded

REE SNCF UIC couchette



bogie hopper, three new Epoch IV-V and two Epoch V identities, singly and in four mixed packs of three, loaded with either sand or gravel. Two of the singles have working end-of-train lamps.

Summer should see a further batch of the type HR four-wheel flat wagons used to carry road trailers, four with pairs of tank trailers, two with single axle box trailers, and four with two axle box trailers, decorated for a wide variety of users.

We must wait until autumn for more of the ANF bogie tanks, the short type on Y25 bogies, the long on Y23M. Users include 'Ermefer', 'Total', 'simotra', 'Algeco', 'VTG', and 'ermewa' across Epochs IV to VI. Some come in sets of three.

## Amintiri Feroviare

From Romania, linked with ACME and now with connections to Tillig and Liliput. New items on an eight page A4 leaflet, rather more than previously.

**Epoch III** – the Liliput model of the BR52 *Kriegslok* 2-10-0 as CFR 150, with additional top headlight and all appropriate plates.

The Liliput model of the type SSyms six-axle heavy

duty bogie flat as CFR type Nr, empty or loaded with either a T34 or SU-100 tank.

Former Italian peaked roof insulated four-wheel van with CFR markings.

**Epoch IV** – new version of the class 060EA Co-Co electric with two pantographs in classic grey & blue livery.

Set of three type Y A/B70 coaches (by Tillig), one first and two seconds, in green.

**Epoch V** – type AVA200 second class coach in red livery with old CFR logo or later 'CFR Calatori' lettering, and in blue & grey livery.

Type MU sleeper in red livery.

Former DB type Bcm couchette second in CFR red and later blue & grey (with a choice of two numbers).

Set of three type Zas bogie tank wagons (by Tillig) in 'Petro' blue livery.

Two sets of two type Sgnss bogie flats registered with CFR Marfa each carrying a 40' container: 'Maersk' and 'CMA-CGM', and 'Triton' and 'MSC'.

Type Zackks bogie tank wagon, with and without sun shade, for anhydrous ammonia, in 'ROMPETROL' yellow, with 'PETROM' branding (for propane), and lettered for 'Grup Feroviar Roman'.

**Epoch V-VI** – the 060EA electric also in 'Grup Feroviar Roman' blue & red.

**Epoch VI** – the 060EA electric as CFR class 45 in red & white, and as Bulgarian class 46 in BDZ Cargo blue & white.

Traxx Bo-Bo electric as MÁV class 480 with 'Matei Corvin/Matyas Kiraly' commemorative graphics.

CFR Bord Restaurant in blue & grey livery.

Amintiri Feroviare CFR 150



REE SNCF cereal hoppers







## Exact-Train

New items are packed onto a twelve-page A4 landscape format leaflet.

The prototypes of these highly detailed models have been chosen as widely used vehicles built in quantity which allow a very large number of versions through time and across various railway administrations and operators.

Some are offered in pairs.

Over sixty new versions of the type Gbs long wheel-base four-wheel van, DB and DR, among them insulated variants, post vans, and crew vans, including one as DB Gbs-t<sup>258</sup> with eleven horizontal ribs on the sides carrying field kitchens. In addition there are eighteen Dutch examples.

New to the range is the Glmms61 variant with brake platform, offered in more than thirty DB, DR, and SBB versions.

A new development is the type Gms39 Bremen four-wheel van, listed in sixteen versions as used by DR, DB, NS, and CSD; each will have the correct axleboxes.

Over fifty new versions of the type Ghs Oppeln four-wheel van built in quantity from 1936, from DRG Epoch II to DB and DR Epoch IV, including several private owner and advertising liveries, insulated variants, as well as Swiss and Dutch versions.

Sixteen new versions of the type Offs55, later Laekms<sup>542</sup>, double-deck articulated six-wheel car carriers are noted, from DB and NS Epoch III through to DB Epoch V, some with user company branding.

Over twenty type Omm(r)32 Linz four-wheel lowside open, DRG, DB, SNCF, CSD, PKP; Epochs II and III.

Fifteen type Omm(r)33 Villach four-wheel highside open, DRG, DB, ÖBB, SNCF, CSD, PKP; Epochs II and III.

Over forty type Ommu34 Klagenfurt and Ommu37 Duisburg four-wheel open wagon, with either wooden or sheet metal doors, DRG, DB, DR, ÖBB, SNCF, SNCB/NMBS, CSD, PKP, CFR; Epochs II, III, and IV.

Over forty versions of the new model of the Uerdingen 24m<sup>3</sup> capacity four-wheel tank wagon, DRG, DR, DB, NS, CSD, PKP, and CFR, many with company emblems. The earlier variants have a metal brake house.

New to the range is a model of the type Hbis sliding side van, the first time the variant with seven panel



doors has been produced. Eleven NS versions are initially listed, from Epoch IV to VI, three in blue livery. There seems to be some collaboration with Dekas (q.v.).

There will be sixteen new versions of the NS series 7500 coaches, in olive green and Berlin blue, with either silver or grey roof, from Epoch II to late Epoch III. There is one East German and one Polish, and two from the Dutch royal train. Built by Werkspoor from 1932, these coaches were widely used both within The Netherlands and on international services.



## Artitec

There will be a new edition of the NS Plan E bogie coaches. As well as new running numbers they will have improved bogies and come prepared for fitting pick-ups for newly-developed interior lighting. They will also have a new close-coupling mechanism. A first, three seconds, and the second baggage will come in Epoch IV dark blue with the three light blue 'flashes' (which were intended for advertising). The second baggage is also offered in plain blue, and the later blue & yellow.

The steel bogie baggage van will be produced as a breakdown train crew and tool van with either Epoch III or IV markings.

The type CHD four-wheel van is offered with a choice of two numbers lettered as dedicated to cheese transport (only in The Netherlands!). The model has doors which can be opened; the racks of cheeses are a separate accessory in the Artitec scenic range.

## KleiNSpoor

The Dutch specialists in track maintenance equipment are celebrating thirty years in business.

They have revised their kit for the modern Kirow KRC 1200 rail mounted crane. It has been enhanced with even more etched metal components, and there are now five user-specific accessory options (counter-balance weights, etc.). As usual, the main parts are finely cast in resin with cast whitemetal and etched brass details, plus vacuum formed windows.

Kits for other Plasser & Theurer equipment remain available: RM 80, RM 80-92 V, MFS 40, two types of trailer for the 09-3X tamper, and UFM 160, as well as the Matisa M1200 and the Eurailscout SIM.







## Viessmann

New this year is a Plasser & Theurer Unimat 09-4x4/4s E3 tamping machine, with traction motor, moving parts, various working lights, and sound; the basic functions work in analogue but more can be controlled digitally, including the pantograph.

The prototype can operate from the overhead using a pantograph or with power generated by the onboard 600kW diesel engine.

The model can also be obtained as a kit in the Kibri range without the electronics or working elements.

## Weinert

Last year the new kit was for the BR78 (former Prussian T18) 4-6-4T; this year that is being offered ready-to-run by both Märklin/Trix and Piko. Coincidence?

New this year is a kit for the BR03 light Pacific, introduced in 1930 with 18t axle load for use on lines where 20t was not allowed. At first the air pumps were located alongside the smokebox, but from 123 they were moved back to the centre of the boiler. The first deliveries used 850mm diameter wheels in the bogie; from 163 1,000mm were fitted. Tenders with 30, 32, or 34m<sup>3</sup> capacity were used. Weinert offer the model in DRG Epoch II form with large Wagner smoke deflectors and a 2'2'T32 1926 tender or DB Epoch with small Witte deflectors and a 2'2'T34 tender; both have the larger bogie wheels.

The main body parts are whitmetal, with many fine cast and etched brass details and plates. Weinert kits use a Faulhaber motor with flywheel; the gearbox is supplied ready assembled, and the bronze bar frames can be bolted together, with sprung driving axles. Wheels can be RP25 or fine 25 scale, to order.

The BR01 Pacific is also now available with fine 25 wheels: versions encompass DRG and DB, Wagner or Witte deflectors, clasp or simple brakes, small or large bogie wheels, original or replacement boiler, and various tenders – T32 1926, T32 1934, and T34 welded.

The BR744-13 (former Prussian T12) 2-6-0T is offered as a ready-to-run model with Faulhaber motor, RP25 wheels, NEM coupler pockets, and a digital decoder installed, in either DRG or DB forms, the latter with either full 'Deutsche Bundesbahn' plates or the later 'DB' emblem.

Sets of wheels are offered to upgrade the Piko model of the V60 0-6-0 diesel to RP25 or fine 25.

There are two additions to the range of *mein Gleis* authentic German track: a large radius curved point 3,605mm/1,450mm) to pattern 49-190:6.6 (8.6°), 353mm long, and a double slip to pattern 49-190:1:9 (6.3°), 2,180mm radius, 470mm long. To achieve reliably working fine scale flangeways without compromising the appearance, the slip has innovative movable centre pieces operated by a servo concealed below. (The servo and mounting equipment is supplied.)

Weinert DB BR03



pmt KPEV T7



pmt KPEV T7



## profi modell throw (pmt)

This specialist displayed a selection of their models on the Auhagen stand, as usual.

The model of the DRG BR89 2-4-0T was released last year, and now offered is the Prussian T7 predecessor in green livery. The model has a plastic body shell with CNC milled brass chassis, motor with flywheel, and NEM coupler pockets on close-coupling mounts. The lights change according to the direction of travel, and there is a PluX16 (NEM 658) socket for a digital decoder. Delivery is due in the third quarter.

By way of a contrast, also on the way is the Czech T435.0, later 720.0, Bo-Bo diesel. (These operated as BR107 on the DR). The Epoch IV version, in red livery, with 'Pennsylvania' swan-neck equalised bogies, is due in the second quarter.

If there is sufficient demand, an Epoch III green livery version, with original bogie frames, could follow in the third quarter. Orders should be received by the end of March.

The models have an injection moulded plastic body and cast metal frame, and NEM coupler pockets on close-coupling mounts. The head and tail lights change according to the direction of travel, and there is a PluX12 (NEM 658) socket for a digital decoder.

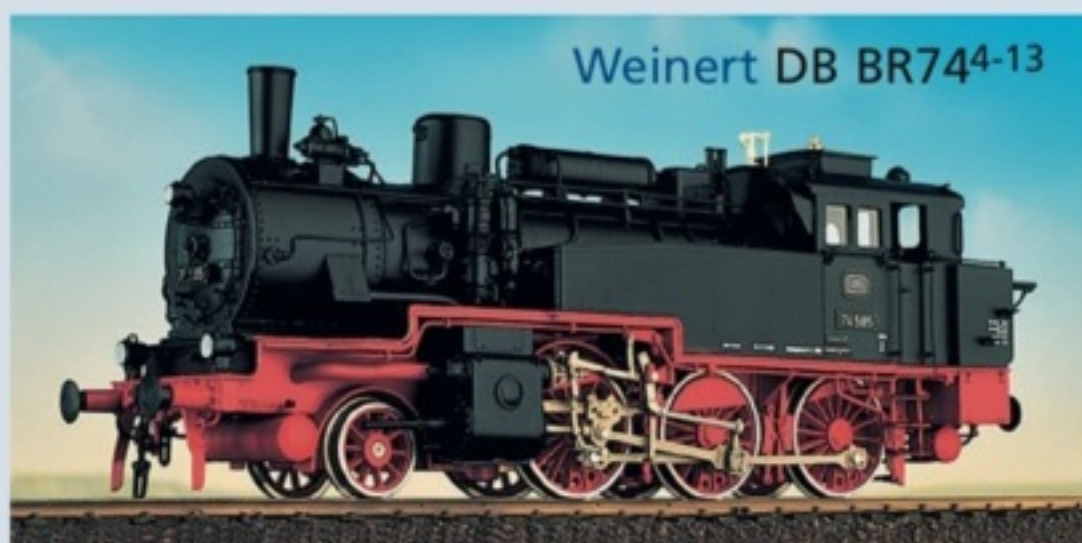
pmt CSD 720.0



pmt CSD 720.0



Weinert DB BR744-13



## Schlosser

Schlosser have a range of kits in various scales, principally made of etched brass with cast brass, whitmetal, and plastic parts, with full interiors and close couplings. They are offered both as kits and (to order) assembled.

Now available – the BCPwPost4i second/third/baggage/post composite from the Kleinbahn Rennsteig – Frauenwald, as previously announced, a veritable train in one vehicle.

Schlosser DR BCPwPost4i



Schlosser DR BCPwPost4i





A.C.M.E. FS E.626



## A.C.M.E.

Many new items are noted in the 116 page A4 size full catalogue. Two pages at the end list some N models.

In many cases what is new is an alternative livery or number, or the grouping in a set, under the 'Classic Trains Collection' banner. Some have been listed previously; presumably they are still awaited but as far as possible they have not been repeated here.

New or modified tooling is not indicated. Delivery dates are not given.

### Italy

#### Epoch III

FS E.626 Bo-Bo-Bo, with welded bonnets and original lamps.

Pack of two 1931R six-wheel coaches, types Biy34000 third and BDiy 67000 second baggage, in brown.

Type Y Az23.780 first in experimental dark blue, from 1965.

In the Classic Trains Collection, a set for *i tuttoletti*, 1965/6 all sleeper train between Milan and Rome: Dz83000 baggage van, two type M sleepers, one type YC sleeper, and one type P sleeper.

Set of two type Mv four-wheel vans with wine vats, used by 'Ernewa' and 'Marchetti'.

#### Epoch IV

FS E.626 Bo-Bo-Bo, with rivetted bonnets and modern lamps.

FS E.645 Bo-Bo-Bo articulated body with original metal trim, wide steps, and short roof handrail. Limited edition.

FS E.646 Bo-Bo-Bo articulated body representing the only one to retain the original bodyside air intakes after conversion to push-pull. Limited edition.

Type Y first in original brown livery with the 'television' FS logo, as used in international service.

Type Y composite and second in slate grey.

Type Vrz steam heating van in slate grey.

Pack of two UIC-X coaches, first and second, in experimental liveries (red/grey and blue/grey) applied in 1981.

Classic Trains Collection:

– two sets for the *Italia Express*, Copenhagen to Rome, a combination of German, Italian, Danish and CIWL stock, with baggage van, sleeper and couchettes in one pack and a DR second with DB second and composite in the other.

– set of four coaches for the *Metropolitano* between Frankfurt and Milan in 1974/5, two different prototype Eurofima coaches and two DB UIC-X in blue/beige.

– four sets to replicate the *Apfelpfeil* train D17190 from Ancona to Bocholt (in collaboration with Roco): set 1 – two green couchettes and a high capacity restaurant in orange & yellow; set 2 – one green couchette, plus cinema and party coaches in orange & yellow; set 3 – one green couchette, plus dome observation and baggage in orange & yellow; set 4 – additional green couchette, with green skirts.

– three sets for the EuroCity 30/37 *Romulus*: set 1 – ÖBB Amz first and Bmz second with FS Eurofima first, all in orange; set 2 – ÖBB Bmz and Eurofima seconds in orange and FS GC 1968 restaurant in banded grey; set 3 – ÖBB Bmz second and FS Eurofima second in orange.

#### Epoch IV-V

Set of two type Rlmp-t (Kggs) four-wheel flats each carrying two 20' military containers.

#### Epoch V

FS E.636 Bo-Bo-Bo articulated body in all light brown.

FS E.444R rebuilt Bo-Bo in original red & grey.

1959 composite and second couchettes in red & grey.

Eurofima first and second in two-tone grey.

Type X 1975 baggage van without lookout and rainstrip in two-tone grey.

Classic Trains Collection:

– stock for a typical Italian express of 1988, in the red/beige livery: UIC-X 1970 first and second, plus UIC-X 1968 baggage; UIC-X 1970 second with restaurant, UIC-X 1968 second, and UIC-X 1975 second; UIC-X 1975 first; UIC-X 1975 second; and UIC-X 1975 second, still in slate grey.

– a set of five coaches for the EuroCity *Raffaello* between Zürich and Rome: UIC-Z stock, two firsts and three seconds, in FS two-tone grey.

#### Epoch V-VI

FS E.656 Bo-Bo-Bo articulated body, fifth series, in XMPR livery, with modified ends and rectangular buffers.

Type T3 sleeper in Trenitalia livery with 'Treno Notte Class' branding.

#### Epoch VI

FS E.444R rebuilt Bo-Bo in current XMPR livery, with 13-pole connectors for coach door control.

FS E.652 Bo-Bo-Bo articulated body in 'Mercitalia Rail' livery. Limited edition.

FS E.402 Bo-Bo in Trenitalia XMPR livery, and in InterCity Day livery; E.403 in XMPR.

FS E.402A Bo-Bo in Trenitalia XMPR livery, with connectors for coach door control.

Set of two FS E.464 single ended units in Inter City Day livery.

Traxx DC3 Bo-Bo as E.494 in Mercitalia Rail livery with red trim, and in 'Captrain' silver & green.

Sets for the ETR Freccia Bianca: two power cars (one motorised), one first, and one second; BRH second service and two seconds; first and second; additional second.

In the Classic Trains Collection, two sets of three coaches to form the EuroNight *Thello*, in the post 2016 liveries: two type MU sleepers and one UIC-X couchette with ribbed roof; two more UIC-X couchettes and a restaurant.

Type Z1A second driving trailer in test livery, in new InterCity livery, and in XMPR livery.

Type Z second with disabled facilities in XMPR livery.

#### International freight Epoch V-VI

More versions of the type Sggrs80 articulated flat carrying two 40' containers: wascosa orange with 'Hamburg Süd'; ermewa blue with 'BES' and 'Cronos'; PKP black with Chinese; PKP black with 'Maersk'; AAE grey with 'Maersk'; CD red with 'Maersk' and 'Cosco'; Adria Kombi black with 'Seaco' and 'CMA-CGM'.

More versions of the type Sggrs90 articulated flat carrying two 40' swap bodies: FS red with 'P&O Ferrymasters'; Cemat grey with 'LKW Walter'; Cemat red with 'LKW Walter'; HUPAC grey with 'Move'; HUPAC grey with 'Move' swap body and 20' container; wascosa orange with 'Ambroggio' swap body and 40' container.

### Germany

#### Epoch IV

UIC-X types Bm<sup>234</sup> second, ABm<sup>225</sup> composite, and ARmz<sup>216</sup> first restaurant in blue/beige, and BDms<sup>273</sup> second baggage in green with grey roof.

A.C.M.E. FS wine vans



A.C.M.E. DB type Bm<sup>234</sup> second





A.C.M.E. DR Bautzen type WRm restaurant



A.C.M.E. DR Bautzen type WRm restaurant



Type Bpm<sup>291.3</sup> open second with play area and 'Kinderland' graphics.

Type BRbu4üm-61 second buffet in original green with aluminium roof, and in later 'half and half' green+red livery as BRbumh<sup>282</sup>.

Type WLABm<sup>175</sup> sleeper on Minden bogies in 'DSG' red.

#### Epoch IV-V

DR Halberstadt types Am first and Bm second in green & cream.

#### Epoch V

Skoda-built BR180 dual system Bo-Bo electric in DR Bordeaux red, and in DBAG traffic red. An unpainted sample was shown.

DR Halberstadt types Am first and Bm second in the so-called 'comfort' red & white livery.

DR Bautzen-built type WRm restaurant in 'Mitropa' red. The brochure has a prototype picture but an unpainted sample was shown.

Type Amz<sup>210</sup> compartment first in InterRegio banded blue livery.

Type Bomdz<sup>236.9</sup> second with bicycle compartment in City Night Line red & white.

In the Classic Trains Collection, exclusively for Reisezugwagen.eu, two packs of DB coaches from the *Nordsee-Express* (Stuttgart to Westerland): sleeper in blue and couchette in blue/beige; couchettes in blue/beige and blue plus sleeper in red.

#### Epoch VI

Classic Trains Collection:

– two sets of coaches for the Euro Night 477 *Metropol-Chopin*: CD sleeper, MÁV couchette, ÖBB couchette, and ÖBB second, plus MÁV second, MÁV sleeper, PKP second, and PKP rebuilt couchette.

– three sets for the EuroCity *Hungaria*: set 1 – MÁV compartment first, open first, and open second; set 2

A.C.M.E. DR BR180



– MÁV compartment second, open second, and restaurant; set 3 – MÁV open second and DBAG second with bicycle space.

#### Switzerland

**Epoch V** – type MU sleeper with 'Trans Euro Nacht' (TEN) branding.

#### Austria

**Epoch IV-V** – set of one type Bo27-00 and two Bo20-04 seconds in green; set with a type Bmoz second in orange and a type Bmz second in red & grey.

**Epoch V** – SGP-built type Z first and second in red & grey; Eurofima first and type Z second in red & grey; type Z second in red & grey; type Dmsz baggage in two-tone grey with red doors.

**Epoch V-VI** – type WRmz (EC89) and type Amz first in the 'upgrade' two-tone grey & red livery.

**Epoch VI** – Classic Trains Collection: coaches in new Nightjet livery – set of two Bcmz couchettes; Bmz second (ex Amz first); set of Bmz and Bbmz seconds (exclusive to memoba); Bcmz couchette and Bmz (ex Amz) second.

#### Czech Republic

**Epoch V** – type Z second and second baggage in green & white.

**Epoch VI** – stock for the *Západní Express* operated by alex: two CD type Bomz seconds, one with automatic doors, and an alex type Bmz second; one CD type Bmz, one alex type Bmz, and one alex type ABbmdz composite.

Type Bmz<sup>235</sup> second and type WRmz<sup>815</sup> in 'Najbrt' blue & white livery.

#### Slovenia

**Epoch V** – set of two type Y coaches, ABI composite and BI second, in beige with blue and light blue bands.

**Epoch V-VI** – type Y composite and second in blue & white.

#### Poland

**Epoch IV-V** – set of one first and two seconds for the Express InterCity *Lech*.

In the Classic Trains Collection, a set to form EuroCity 104/105 *Sobiesky* between Gdansk and Vienna, a first and three seconds in PKP InterCity ICCV livery. A type Z1WR restaurant will be produced to augment the train.

#### Hungary

**Epoch V** – set of Bautzen-built restaurant with Apee first and Bpee second in InterCity blue & grey.

#### CIWL stock

**Epoch III** – three versions of the U-Hansa sleeper, with original ends and side skirts, registered in Germany, Italy, and Denmark.

**Epoch IV** – type Ub sleeper in original livery, on original PP bogies, built by Ganz.

Two type Ub sleepers with TEN pool markings: one built by Ansaldo, registered with FS, one built by Nivelles, registered with SNCF.

Breda-built restaurant car, with yellow stripes.

**Epoch V** – two versions of the U-Hansa sleeper, registered in Germany and Italy.

A.C.M.E. alex type ABbmdz composite



A.C.M.E. alex type Bm second



A.C.M.E. FS ex-CIWL Ub sleeper



A.C.M.E. FS ex-CIWL Ub sleeper



A.C.M.E. CIWL Breda restaurant



A.C.M.E. CIWL Breda restaurant







## Pi.R.A.T.A.

Although originally associated primarily with N, this Italian specialist has some HO projects, as well as effectively managing ViTrains.

In collaboration with **Jägerndorfer**:

Taurus Bo-Bo electric in Ferrovie Udine Cividale (FUC) red, white, and blue.

Taurus Bo-Bo electric as 'InRail' E.190 313.

Vectron Bo-Bo electric as 'InRail' E.191 001 in tenth anniversary special livery.

All locomotives are offered in DC, DCC sound, and AC sound.

In collaboration with **LS Models**: three sets of three coaches (sleeper, couchette, and second) to represent the ÖBB Nightjet EN 236/237 services between Venice and Munich or Vienna.

Two sets representing the SBB stock used on EuroCity *Ticino* trains 51/56 between Milan and Zurich: set 1 – panoramic first, first, and two seconds; set 2 – panoramic first, second, and restaurant (the latter in orange).

Three sets depicting EuroCity E6/7 between Chur and Hamburg: set 1 – first in Cisalpino livery, second in ex-Cisalpine livery, and second in ICN livery; set 2 – ex-Cisalpine first, ex-Cisalpine second without SBB logo, and ICN second; set 3 – ex-Cisalpine second and second in two-tone grey.

Also a set of coaches used by 'Railtour' in 1971/2 between Brussels and Italy – SNCB I5 B10 second in green with the first logo; I5 B10 composite in green without logo; I5 B10 second in blue with new logo; and CIWL 56 seat restaurant with the CIWL emblem replaced by the new Railtour logo.

There will be special Italian editions of freight wagons produced by **Roco** exclusively for Pi.R.A.T.A. – double-deck articulated car carriers, and Saadkms low floor rolling road flats, in two sets of three variously registered with FS and ÖBB.

A completely new range of freight wagons, made entirely in Italy. The first examples are 1940s four-wheel steel open wagons – types Lc (Epoch II), L (Epoch III), and Em (Epoch IV). The L and Em will be sold in twin packs. At this early stage the project is illustrated with CAD graphics.



## ViTrains

This Italian concern was again represented by Pi.R.A.T.A. on the Lemke stand.

New versions of the E.464 single-ended Bo-Bo electric in XMPR (with 'Sparkasse' decoration), InterCity Sun, and DTR regional livery.

Noted as new moulds – Ferrovie Nord Milano (FNM) E.620 *Tigrotto* Bo-Bo electric and double-deck coaches. The loco is offered in original Epoch IV grey & orange and Epoch IV-V grey & green. The coaches come in packs of three (two intermediate and a driving trailer) in the same livery options, plus Epoch VI Trenord. Factory-fitted interior lighting is an option. All illustrated with prototype pictures.

Type Ln882 bogie trailer (to accompany the ALn668 diesel railcars) in FS Epoch IV livery and Epoch V XMPR

livery. The models (which are noted as being new moulds) now come with interior lighting and a built-in function decoder.

The ALn668 railcars will be produced as Yugoslav and Slovenian class 813 in red & white livery, sold in packs of one powered and one dummy, with interior lighting.

There will be new versions of the SNCF BB16500 electric, with small grilles in Epoch III-IV green and Epoch IV-V beton, and with large grilles in Epoch IV-V 'Île de France' livery. The model now has a new printed circuit board.

There will be three new sets of the VB2N double-deck stock, two coaches and a driving trailer, all in original Epoch IV grey & orange with 'TCR – Transport Collectif Régional' lettering used in the Région Nord – Pas de Calais. Factory-fitted interior lighting is an option.

The Z5600 Réseau Express Régional (RER) double-deck electric sets will be produced in original Epoch IV-V livery and the current colour scheme. The base set is two end cars (one motorised) with two intermediate coaches, with two further coaches available separately. Factory fitted DCC sound and interior lighting are options.

The next project will be the SBB Re450 single ended Bo-Bo electric used to power double-deck stock on the Zürich S-Bahn.





Mabar RENFE type DV baggage vans



Mabar RENFE type Div baggage van



Mabar RENFE type MMfv lowside



## Mabar

This Spanish specialist showed locos, rolling stock, and accessories in both HO and N, illustrated in a sixteen page A5 size booklet. They are celebrating fifteen years of model railway manufacturing, though the company itself is older.

The new project is the Swiss TmIV 232 four-wheel diesel shunter, in brown, red, or 'cargo' blue & red liveries, for analogue or digital sound; the digital models will also have remotely operable couplings. Prototype photos only at this stage.

Three new versions of the RENFE class 340 (originally 4000) B-B diesel hydraulic built by Krauss-Maffei between 1966 and 1969 (and similar to the DB V200), with one Epoch III and two Epoch IV numbers. DC and DCC sound versions are offered. There will also be a weathered version as a limited edition.

Two new numbers of the RENFE class 1900 double-ended Co-Co diesel in Epoch IV green.

Four new Epoch VI versions of the class 333.3 Co-Co diesel in grey livery, as used by 'Acciona', 'Comsa', 'Continental Rail', and 'Low Cost Rail'.

Six new versions of the type DV four-wheel baggage van, including one Norte Epoch II and one as a RENFE works van.

Five new versions of the Transfesa type Hfs/Hfhs four-wheel van, with brake house, with brake platform, or without, across Epoch III and IV, including one registered with the DB. There will also be a set to mark 75 years of the Transfesa company.

Work continues on the type MMQ/MMB bogie flats, in various forms.

The next wagon project will be more modern bogie flats in the form of the type Sgmrms/Sgmrss articulated container flats, carrying two 40' containers.

Meanwhile, Mabar have been working on more wagons with real wooden bodies: the type Div guards van and the type MMfv bogie lowside, with and without brake house and brake platform. These will be sold in packs of two in grey and brown liveries, and with various loads.

The track cleaner based on the type Gs van, with a reservoir for cleaning fluid, a vacuum cleaner function, and a polishing disk is offered for AC for the first time – the pickup-skate is on a second van, and the pair are linked with conductive couplings. In DC, there will be new RENFE, SNCF, DB, SBB, and FS versions.

Three new versions of the Swiss TmIV 232 four-wheel diesel shunter, in brown, red, and 'Cargo' blue & red, each with a choice of two numbers and the option of DCC sound.

Five new versions of the type Hbbills-uy sliding side four-wheel van with refrigeration unit, three Swiss and two Austrian, in packs of two.

Finally, there is a new range of working lamps – RENFE steam loco and end of train; DB old lantern; CP, SNCF, FS, and NS end of train, some with flashing function.

Fulgurex Jura-Simplon A3T



## Fulgurex

### Switzerland

Finished examples were shown of the Jura-Simplon class A3T 2-6-0 Nos.301 - 375, later SBB B3/4 1601 - 1747, dating from 1896. (Not to be confused with Nos.1301 - 1369, one of which is preserved.) The J-S machines were successful and more were ordered by the SBB, deliveries continuing until 1907. One was the thousandth loco built by SLM. A handful lasted in service until 1945 (some modified for wood burning due to wartime coal shortages). Five were sold to The Netherlands, becoming NS 3001 - 5. Fulgurex plan no fewer than eleven versions – four J-S, three SBB ex J-S, three SBB later builds, and one NS, with various livery and detail differences – cab roof, spark arrestor chimney, wood firing, four- or six-wheel tender, etc.

Still on the list is the SBB E4/4 0-8-0T in five versions, three 8800 series originals in 1959, 1960, and 1963 condition and two 8900 series rebuilds (from C4/5 2-8-0s), as in 1962 and 1968.

SBB Fe4/4, later De4/4 baggage railcar, is due in six versions: c.1929 green, with two pantographs; c.1931 in blue & white 'Zürich' livery; c.1945 green; c.1950

red-brown, as used on the Seetal line; c.1963 green, now with one pantograph; and c.1964, Seetal red-brown with one pantograph.

### France

Still on the list are the Nord four-cylinder compound Pacifics of series 3.1201-40 and 3.1241-50, SNCF 231C. The second batch had cladding around the dome and sandbox, and ACFI feedwater heaters fitted from new. There will be seven versions, four Nord in brown, with two different tenders, and three in SNCF green, with type 37A tenders.

New to the list is the Est class 11 mixed traffic 4-6-0, later SNCF 230B (noted for appearances in the classic 1964 film *Le Train*), built in quantity (389) in eighteen batches by various manufacturers. The model is offered in no fewer than ten versions – three Est (including the Maffei-built prototype) and seven SNCF, with six-wheel type 22A tender, in both black and green liveries, with different numbers and depot allocations, from 1955 to 1967. (None match those seen in the film, by the way!)

Most of these projects are illustrated in the brochure by prototype pictures.

Fulgurex SBB ex-Jura-Simplon A3T





NMJ Superline NSB class 30b



NMJ Superline NSB class 30b



## NMJ

NMJ markets a large range of high quality models of Norwegian and Swedish prototypes.

The Superline and Topline ranges are combined in one 52 page A4 size catalogue this year.

In the **Superline** series of highly detailed limited edition brass models, the major new release is the class 30b 4-6-0, in seven versions. Twenty-three of these 90km/h machines were built in 1920/21 in time for the opening of the Dovreban between Oslo and Trondheim. The models come in original condition with 'Russian iron' boiler cladding (choice of two numbers, 15 each), with three styles of smoke deflector (small, large, and Witte, 35, 30, and 35 pieces respectively), in final form (30), and with a large snow plough (30); there are four types of tender bunker, among other detail differences.

New version of the SJ type Yd Hilding Carlsson railcar with four-wheel luggage trailer, original version with old ornate SJ logo.

The NSB short wheelbase four-wheel L4 (later Elo) open wagons and T3 flats with side stakes and small brake platform are now in stock.

Also the longer wheelbase T13 flat with side stakes and optional side boards.

In the **Topline** plastic-bodied range, there will be more versions of the famous GM-engined Nohab/AFB diesels.

New versions include:

- as NSB Di3a as modernised (only one cab door each side, and cab door window removed) in the new red livery, three numbers, one being the company's 40th anniversary model. Also in Ofotban green livery.
- as SNCB/NMBS serie 52 with four front headlights and all correct details for the AFB-built variant, in green with either broad or narrow yellow bands.

NMJ SJ B1c restaurant



NMJ SJ B1c restaurant



NMJ NSB CB2 Ofotban



NMJ NSB CB2 bar



NMJ NSB CB2 Intercity Spesial



NMJ Veolia ex-SJ B1K



NMJ MÁV-Start type Ao first, new run



NMJ MÁV-Start type Bo second, new run





NMJ NSB class Di3a Nohab and B-3 stock.

It would hardly be a proper Norsk Modell Jernbane report without a Nohab! This delightful diorama showing the well-known Stuguflåt bridge over the Rauma River in Oppland, Norway, was created by WL Modell for Heki to display their products. By chance the Heki stand was only one away from NMJ: when the NMJ team saw the scene, they promptly provided a suitable loco and stock to complete the picture.



## Norway

A further limited run of the SKD 224 diesel shunting tractor, with factory-fitted decoder and 'stay-alive' power pack. The model also has new precision metal gears on the driving axles. Two numbers in old red, two in the 1983 red & yellow livery, and two with 'Cargonet' added.

The CB2 coaches are due in several new liveries: red with the blue 'Intercity Spesial' flash; Ofotban green (with either bear's foot or northern lights logo); and as a bar car, in red.

## Sweden

Two further versions of the Y1 bogie diesel railcar, built between 1979 and 1981, in blue with different numbers and names.

Unpainted samples were shown of the B1c corrugated side restaurant second, which is planned in five livery and markings versions, from original through to new red.

A new version of the type B1K coach in Veolia Snälltåget white livery with 'Åre - Stockholm - Malmö - Berlin' lettering.

## Dekas

Eight page A4 leaflets for 'Dekas Exclusive' models 2019-2020 were found on the Exact-Train stand.

These include the MX Nohab, made in co-operation with MCK. The models have a metal body, metal hand-rails and wipers, added etched side grilles, sprung buffers, and working cabside 'ready to run' signal light. Three private railway versions are listed: HFHJ No.19 (released in June 2019) with OHJ No.101 and Østbanen No.41 *Kong Hother* to come (both Q1).

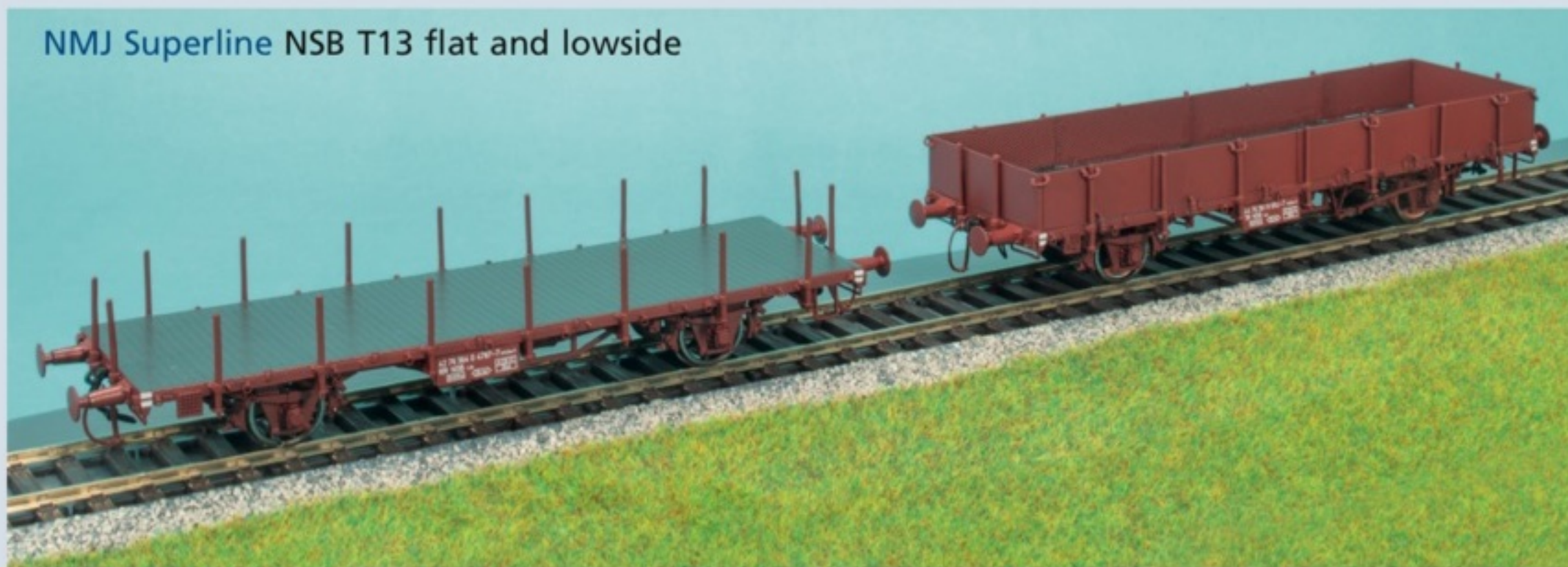
HFHJ type Bn second class twin centre entrance coach (Q4).

More of the standard four-wheel 24m<sup>3</sup> capacity tank wagon with brake platform: DSB 'Esso', 'Shell', and 'Statoil', and SJ 'BP' (all Q4).

NMJ Superline NSB T3 flat and L4 open



NMJ Superline NSB T13 flat and lowside



New tooling – type IGK insulated four-wheel van with brake platform, used for meat transport, choice of ten numbers (Q2). The leaflet shows a prototype picture and CAD graphics.

New tooling – SJ type Hbis<sup>712</sup> and <sup>731</sup> sliding side four-wheel van with four seven panel doors, initially six versions across Epochs IV and V (all Q4). The leaflet shows an unpainted sample and graphics.

Dekas SJ type Hbis<sup>712/731</sup>





# 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 21 March ABINGDON, Oxfordshire

**Organiser:** Abingdon & District MRC.

**Venue:** Abingdon College, Wootton Road, Abingdon, Oxfordshire, OX14 1GG.

**Open:** 1000 – 1700

**Admission:** adults £8.00, two children free when accompanied by an adult.

**Amenities:** free parking; disabled access; refreshments.

**Features:** 17 layouts, including *Jäger Strassenbahn* (HO) and *Auerbach Yard* (US HO, CM October 2010). Demonstrations, societies, trade.

**Contact:** www.admrc.org.uk

## Saturday 21 March EGHAM, Surrey

**Organiser:** Egham & Staines MRS.

**Venue:** Strode's College, High Street, Egham, Surrey, TW20 9DR.

**Open:** 1030 – 1700

**Admission:** adults £6.00, concessions £5.00, children £3.00, family (2+2) £15.00.

**Amenities:** refreshments.

**Features:** layouts include *Schwungischerplatz* (N), *St.Frazal d'Ardèche* (France Nm), *Somewhere in France* (WWI OO9, CM June 2019) and *Santa Agueda* (Portugal HO, CM August 2017).

**Contact:** www.esmrs.weebly.com

## Saturday 21 March TADWORTH, Surrey

**Organiser:**

North Downs Model Railway Circle.

**Venue:** The Good Shepherd Church Hall, Station Approach Road, Tadworth, Surrey, KT20 5AE. Venue is close to station and bus stop.

**Open:** 1000 – 1700

**Admission:** adults £6.00, concessions/disabled £5.00, under 16s £3.00. All proceeds to The Good Shepherd Church.

**Amenities:** free parking; facilities for disabled visitors; refreshments.

**Features:** 30 layouts, including *Seehof* (Bavarian HO), *Neumarkt* (German HO), *Zone Industrielle* (French HO), *Klimkówka – Kolej Doliny Ropa = Ropa Valley Railway* (Polish HO), *Lafayette Spring* (US HO), *Five Mile Siding* (US HO), *Pratrea* (US HO), and *Oregon* (US G). Demonstration, trade.

**Contact:** www.ndmrc.info

Stuart Robinson 07758 458827

## Saturday 21 March NEWTON AYCLIFFE, Co.Durham

**Organiser:** Rotary Newton Aycliffe and Shildon MRC.

**Venue:** Youth Centre, Burn Lane, Newton. Opposite Tesco.

**Open:** 1000 – 1700

**Admission:** adults £5.00, concessions £4.00, children 50p, family £10.00. In aid of Heel & Toe and The Railway Children.

**Amenities:** free parking; full disabled access; refreshments all day.

**Features:** 20 layouts from N to O including *Sparkel* (German HO, CM

September 2007), *14th Street* (US HO), and *Bullet Trains of Japan* (Z). Societies, demonstrations, trade.

**Contact:**

John Burrows 07870 210269

www.newtonayclifferotary.org.uk

## Saturday 21 & Sunday 22 March HIGHBRIDGE, Somerset

**Sedgemoor Rail** (re-scheduled)

**Organiser:** Burnham & District MRC.

**Venue:** King Alfred School, Burnham Road, Highbridge, Somerset, TA9 3EE.

**Open:** 1000 – 1600 both days.

**Admission:** adults £5.00, children under 16 free.

**Features:** 15 layouts including *Beckenvick* (Swiss HOm, CM September 2012). Trade.

**Contact:** www.burnhamanddmrc.co.uk

## Saturday 28 March PITSTONE, Bedfordshire

**Organiser:** Tring & District MRC.

**Venue:** Pitstone Memorial Hall, Vicarage Road, Pitstone, Bedfordshire, LU7 9EY. (Will be signposted locally.)

**Open:** 1015 – 1630

**Admission:** adults £3.00, children £1.50, family (2+2) £7.00.

**Amenities:** free parking; access for disabled visitors; refreshments.

**Features:** eight layouts from N to G, including *Achalraj* (Darjeeling OO9, CM March 2019). Trade, preservation.

**Contact:** 01525 850703

www.tringandaylesburymrc.co.uk

## Saturday 28 & Sunday 29 March GATESHEAD, Tyne & Wear

**Organiser:** North East of England Group of the N Gauge Society.

**Venue:** The Masonic Hall, Alexandra Road, Gateshead, Tyne & Wear, NE8 1RB. Short walk from Gateshead metro station.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday

**Admission:** adults £3.00, children £1.50, family (maximum 4 people) £6.00.

**Amenities:** dedicated free parking; disabled access; refreshments.

**Features:** layouts include *Lötschbergbahn* (Swiss N, CM Swiss Special November 2018). Trade.

**Contact:** Neil Walker 0191 482 1682, Ian Holmes i.d.holmes@btinternet.com

## Saturday 28 & Sunday 29 March NAILSEA, Bristol

**Organiser:** Nailsea & District MRC.

**Venue:** Nailsea School, Mizzymead Road, Nailsea, Bristol, BS48 2HJ.

**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday

**Admission:** adults £6.00, children £2.00, family (2+2) £14.00.

**Features:** layouts include *Somewhere in France* (WWI OO9, CM June 2019), *Klapping* (Austrian HO, CM October 2018), *Karolina Falls* (US On30, CM September 2014), and *Laramie Engine Terminal* (US O, CM November 2017).

**Contact:**

www.nailsea-district-mrc.co.uk

## Saturday 28 & Sunday 29 March SHEFFIELD, South Yorkshire

**Organiser:**

Sheffield Model Railway Enthusiasts.

**Venue:** Birkdale School, Oakholme Road, Sheffield, South Yorkshire, S10 3DH.

**Open:** 1000 – 1700 Saturday  
1000 – 1630 Sunday

**Admission:** adults £6.00, children £3.00.

**Amenities:** limited disabled access; refreshments.

**Features:** 19 layouts including *Republic Steel* (US Z, CM October 2016), *Ulvaryd Strand* (Swedish HOe, CM November 2019), *Menabrea* (Italian HO, CM December 2015), *Hadleyburg* (HO), *Tramway de Balaigne* (Oe), and *Canaan Valley* (On30). Trade.

**Contact:** Kevin Rayworth 0114 296 2403

www.sheffieldmodelrailwayenthusiasts.com

## Saturday 4 April NORWICH, Norfolk

**Organiser:** Norwich Railway Heritage & Model Society.

**Venue:** Hellesdon High School, Middletons Lane, Norwich, Norfolk, NR6 5SB.

**Open:** 1000 – 1630

**Admission:** £5.00, accompanied children under 16 free.

**Amenities:** free parking; disabled access.

**Features:** 10 layouts including *Hartenberg* and *St.Martin de Boschville* (1:35, CM September 2018). Societies, demonstrations, trade.

**Contact:**

www.norhams.org.uk/wordpress

## Saturday 4 April REIGATE, Surrey N Gauge SouthEast

**Organiser:** East Surrey N Gauge and N Gauge Forum.

**New Venue:** Reigate College, Rushworth Road, Reigate, Surrey, RH2 0QF. Close to Reigate railway station and bus routes.

**Open:** 1000 – 1600

**Admission:** adults £7.50, children £3.00, family £20.00.

**Amenities:** free on-site parking; wheelchair access; refreshments.

**Features:** over 15 layouts including *Santa Barbara* (US, CM October 2011) and *The Bridge at Remagen* (German, CM February and March 2020). Trade, society stands.

**Contact:**

www.ngaugesoutheast.co.uk

Jon Bartlett bart.hyd@gmail.com

## Saturday 4 & Sunday 5 April COTGRAVE, Nottinghamshire

**Organiser:** Bingham MRC.

**Venue:** Cotgrave Welfare, Woodview, Cotgrave, Nottinghamshire, NG12 3PJ.

**Open:** 1000 – 1700 Saturday  
1000 – 1630 Sunday

**Admission:** adults £5.00, concessions £4.00, children £3.00, under 5s free, family (2+2) £12.00.

**Amenities:** free parking; limited disabled access; refreshments.

**Features:** layouts include *Kozel Cement* (Czech HO, CM March 2013) and *Great White River Navigation Extraction and Steam Packet Company* (US On30, in this issue). Trade, demonstrations.

**Contact:**

www.bingham-model-rail.co.uk

## Saturday 11 to Monday 13 April YORK

**Organiser:**

York Model Railway Show.

**Venue:** Knavesmire Stand, York Racecourse, Racecourse Road, York, YO23 1EX.

**Open:** 1000 – 1700 Saturday  
1000 – 1700 Sunday  
1000 – 1630 Monday

Advance ticket holders admitted at 0945 each morning.

**Admission:** advance tickets (available via website until 1800 on 26 March) – adults £8.50, children (5 – 15) £2.00, family (2+3) £19.00. Tickets bought in advance are valid for any one day of the three. On the door (cash only) – adults £10.00, children (5 – 15) £2.00, family (2+3) £22.00. Under 5s and any carer looking after a disabled person admitted free.

**Amenities:** free parking for 800 cars (ground conditions permitting); full disabled access; step stools for children (returnable deposit required); full refreshment service, bar.

**Features:** layouts include *Vals* (Swiss HOm, in this issue), *Veldvoort* (Belgian HO), *Der Steinbruch* (German HO, CM September 2018), *Red Hook Bay* (US HO, CM November 2014 and American Special), and *Great White River Navigation Extraction and Steam Packet Company* (US On30, in this issue). Demonstrations, societies, trade.

**Contact:** www.yorkshow.org.uk

Malcolm Scrimshaw 01482 503188

## Saturday 18 April EASTLEIGH, Hampshire

**Narrow Gauge South**

**Organiser:**

Wessex Narrow Gauge Modellers.

**Venue:** Barton Peveril College, Chestnut Avenue, Eastleigh, Hampshire, SO50 5BX.

**Open:** 1000 – 1700

**Admission:** adults £8.00, accompanied children 5 – 16 £2.00, family £18.00.

**Amenities:** free parking; disabled access; refreshments.

**Features:** layouts include *Ulvaryd Strand* (Swedish HOe, CM November 2019) and *The Andeer line* (Swiss HOm, CM Swiss Special, to be confirmed). Societies, trade.

**Contact:**

www.narrowgaugesouth.org.uk

## Saturday 18 & Sunday 19 April HORSHAM, West Sussex

**Organiser:** Crawley MRS.

**Venue:** Tanbridge House School, Farthings Hill, Guildford Road, Horsham, RH12 1SR.



**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday  
**Admission:** adults £7.00, children £4.00, family £19.00. On Sunday child admitted free accompanied by a paying adult.  
**Amenities:** free parking; fully accessible; refreshments.  
**Features:** layouts include *34th Street (The Last Summer)* (US HO) and *Groenen Creek* (US On30). Societies, trade.  
**Contact:**  
www.crawleymrs.org.uk/exhibition

### Saturday 18 & Sunday 19 April CORSHAM, Wiltshire

**Trainwest**  
**Organiser:** Bentley MRG.  
**Venue:** Springfield Community Campus, Beechfield Road, Corsham, SN13 9DN.  
**Open:** 1000 – 1730 Saturday  
1000 – 1630 Sunday

**Admission:** adults £8.00, children (5 – 17) £5.00, group (2+3) £20.00. After 1300 on Sunday adults £5.00, children £2.00, one child free with each paying adult. Advance tickets adults £6.00, children £3.00. Available from Trainwest, 84, Hardens Mead, Chippenham, Wiltshire, SN15 3AF. Please make cheques payable to Bentley MRG and include an SAE. On line – www.wegotickets.com/f/11934.  
**Amenities:** free parking; refreshments.  
**Features:** layouts include *Somewhere in France* (WWI OO9, CM June 2019), *K Street Yard* (US HO), and *Great White River Navigation Extraction and Steam Packet Company* (US On30, in this issue). Trade.  
**Contact:** 01249 654417  
www.trainwest.org.uk

### Saturday 25 April FAREHAM, Hampshire

**Organiser:** Rotary Club of Fareham.  
**Venue:** Fareham College, Bishopfield Road, Fareham, Hampshire, PO14 1NH.  
**Open:** 1030 – 1700  
**Admission:** adults £6.00, children 5 – 16 £2.00. Proceeds to Meningitis Now.  
**Amenities:** free on-site parking; full disabled access; refreshments.  
**Features:** layouts include *Titling* (N) and *Dobris* (Czech HO). Trade.  
**Contact:** www.rotarail.webs.com  
Chris Thomas 01329 663685

### Saturday 25 April WELWYN GARDEN CITY

**Organiser:** De Havilland MRS.  
**Venue:** Ludwick Way Methodist Church, Ludwick Way, Welwyn Garden City, Hertfordshire, AL7 3PN.  
**Open:** 1000 – 1700  
**Admission:** adults £5.00, children £2.00, under 5s free.  
**Amenities:** free parking nearby; two floors accessible to all; refreshments.  
**Features:** 12+ layouts including *Silbeeke* (Belgian Z, CM January 2010), *Wilhelmshausen* (German N), and *Clearwater Harbor* (US On30, CM September 2019). Societies, trade.  
**Contact:** 01707 267541  
www.dhmrs.co.uk

### Saturday 25 & Sunday 26 April EWELL, near Epsom, Surrey

**Organiser:** Epsom & Ewell MRC.  
**Venue:** North East Surrey College of Technology (NESCOT), Reigate Road, Ewell, Surrey, KT17 3DS. 10 minutes walk from Ewell East station.

**Open:** 1000 – 1730 Saturday  
1000 – 1700 Sunday

**Admission:** adults £7.00, children under 16 free.  
**Amenities:** free parking on site; disabled access; refreshments.  
**Features:** layouts include *Mers les Bains* (French 1:32, CM April 2015 and August 2017). Societies, demonstrations, trade.  
**Contact:** 01483 576274  
www.eemrc.org.uk

### Saturday 25 & Sunday 26 April SUTTON COLDFIELD

**Organiser:** Sutton Coldfield Rly Soc.  
**Venue:** Bishop Walsh School, Wylde Green Road, Sutton Coldfield, B76 1QT.  
**Open:** 1000 – 1700 Saturday  
1000 – 1600 Sunday

**Admission:** adults £5.00, concessions £4.00, accompanied children under 16 admitted free.  
**Amenities:** free parking; light refreshments and cakes available.  
**Features:** layouts include *Kenstadt* (Z) and *Irgendwo* (Swiss HOm, CM Swiss Special 2018). Demonstrations, societies, audio-visual presentations, trade.  
**Contact:** www.scrs.club

## Meetings

### Wednesday 1 April – 19.15 Swiss Rly Soc – Manchester

*Great Rail Journey Highlights* by Dave Howsam.  
**Venue:** Friends' Meeting House, 6, Mount Street, Manchester, M2 5NS.  
**Contact:** manchester@swissrailsoc.org.uk

### Friday 3 April – 20.00 Swiss Rly Soc – East Midlands

*All Those Books – The Inside Story* by Martin Fisher & David Stevenson.  
**Venue:** Hallmark Midland Hotel, Midland Road, Derby, DE1 2SQ.  
**Contact:** eastmids@swissrailsoc.org.uk

### Wednesday 8 April – 19.30 RCTS – Cardiff

*The Rhätische Bahn and other Metre Gauge Railways in South-East Switzerland 1990 – 2019* by Alan Williams.  
**Venue:** Old Church Rooms, Park Road, Radyr, CF15 8DF.  
**Contact:** R.McAdam 0131 669 7503

### Wednesday 15 April – 19.30 RCTS/Mid-Hants Railway

*Indian Hill Railways* by David Peel.  
**Venue:** Eastleigh Railway Institute, 2, Romsey Road, Eastleigh, SO50 9FE.  
**Contact:** R.McAdam 0131 669 7503

### Friday 17 April – 19.30 Swiss Rly Soc – Bristol & Bath

*The Vorarlberg, Vienna, and To Amsterdam by Eurostar* by Roger Ellis.  
**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

### Saturday 18 April – 11.00 Swiss Rly Soc – West Of England

*From Eeklo to Wernigerode with Schmalspurbahnen and Deutz diesels* by David Eeles.  
**Venue:** The Keyberry Hotel, 17, Kingskerswell Road, Newton Abbot, TQ12 1DQ.  
**Contact:** wofe.branch@swissrailsoc.org.uk

# Coming next month

out 16th April



Nürnberg Trade Fair Report in this issue

EXTRA PAGES!

# CONTINENTAL MODELLER

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## Langental to Unterlenningen

German N



Also in this issue...



Latest Reviews ... and much more

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## • Langental to Unterlenningen

Paul Peeters relates how a modest German N layout grew to encompass extra scenes and operating potential as expansion had been intended from the outset.

## • Norge – a taste of Norway

A couple of trips over the scenic Flåmsbana and subsequent loco purchases in the museum shop there inevitably prompted Mike Carter to create an HO layout.

## • Oberei

Peter Marriott shows how he assembled a Faller HO laser-cut wood kit for a small halt, and then decided it deserved a suitable bookshelf-sized scenic setting.

## • Vierheim Industrie

After building various Gauge 1 layouts and dioramas for others, Michiel Stolp wanted to make something transportable which he could exhibit in his own right.

## • Austrian steam in the 1970s

Peter Dale delves into his extensive photo collection and recalls excursions in search of vanishing steam.

... and much more!





## New season begins at Pecorama

Pecorama will open for the 2020 season on Saturday 21st March, and then be open daily through to Sunday 1st November.

Preparations are under way on the 7¼" gauge Beer Heights Light Railway in anticipation of the new season. Events are due to include a Summer Steam Spectacular over the weekend of 13th & 14th June and the traditional Loco Week from 24th – 31st August.

Amongst the programme of special events planned for 2020 is a Classic Car Rally on Sunday 24th May and a series of 'drop in' Kit Construction Sessions for young modellers, on Tuesday 26th May, and every Tuesday from 28th July to 25th August. Following its success last year, *The Andeer Line* will also be returning for more interactive operating sessions in the Station Gallery – dates so far confirmed are 4th & 5th April and 20th & 21st June.

Visitors can also explore the extensive gardens, have a meal in the Garden Room restaurant, or enjoy light refreshments in the Pullman car *Orion*, whilst for youngsters there are indoor and outdoor play areas.

The permanent exhibition of model railways provides would-be modellers with inspiration and ideas for integrating a layout into the home. New for this year is a large GWR OO layout using track from the recently-released Peco code 75 bullhead range.

The well-stocked model shop naturally carries the full range of Peco Group products together with a good selection of other popular brands.

For further details, including admission prices and opening times, pick up the 2020 leaflet or refer to the website.

Tickets can now be booked on line in advance at a discount.

[www.pecorama.co.uk](http://www.pecorama.co.uk)



## Foreign layouts at York show

This year's York model railway show will be held as usual over the Easter weekend (Saturday 11th, Sunday 12th, and Monday 13th April) once again in the Knavesmire Stand at York Racecourse. Opening times are Saturday and Sunday 10.00am to 5.00pm, Monday 10.00am to 4.30pm.

There will be 40+ layouts of British and overseas prototypes in a variety of scales and gauges. These include: *Vals* (Swiss HOm, in this issue), *Veldvoort* (Belgian HO), *Der Steinbruch* (German HO, CM September 2018, below), *Red Hook Bay* (US HO, CM November 2014 and American Special), *Great White River Navigation Extraction and Steam Packet Company* (US On30, in this issue), and *2nd (hand) Yard* (US O).

Complementing the layouts will be extensive trade support (including Peco Publications) as well as special interest societies and a range of modelling demonstrations. There will also be a 'drop in' modelling area for young visitors, with expert tuition from experienced modellers.

There is free parking for cars at the racecourse (on grass, so ground conditions permitting) whilst a bus service will operate to and from York railway station.

The advance ticket box office will be open until 6.00pm on 26th March.

For further information see *Exhibition Diary* or

[www.yorkshow.org.uk](http://www.yorkshow.org.uk)



## CM overseas distribution changes

At the moment, CM, like RAILWAY MODELLER, is available in selected retail outlets (newsagents, bookshops, station bookstalls, etc.) beyond Britain. However, the number sold is low, and a diminishing proportion of those supplied: we are only paid for those sold, and it is not economically viable for us to sustain so much waste, so

with effect from the July issue overseas distribution through the newsagency trade will cease. We may unfortunately lose some casual readers but the loss cannot be ignored.

The magazines will continue to be available outside the UK at model shops who stock Peco products, alongside subscriptions (by post or on line).

## New Shinkansen 'Zero' for T

New for T gauge (1:450 scale) is this Japanese Shinkansen 'Zero' as a four-car set, which was due to be released in March. The set features motors in both end cars, and there is an additional four-car pack to enable longer formations to be modelled.

For further details, including prices:

[www.tgauge.com](http://www.tgauge.com)



## Bridge at Remagen wins at SEC



Our congratulations to Al Turner, whose impressive *Bridge at Remagen* – which was featured in our February and March 2020 editions – was selected as the best visiting layout at Model Rail Scotland, held from Friday 21st to Sunday 23rd February at the Scottish Exhibition Centre (SEC) in Glasgow.

Al (right) is seen receiving the award from Archie Brown, Chairman of the Association of Model Railway Societies in Scotland (AMRSS), organisers of the show.

The layout's next appearance will be at N Gauge SouthEast at Reigate College, Surrey, on Saturday 4th April.



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If, when responding to advertisements, you have a query which needs a reply, please enclose a stamped self-addressed envelope.

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### Fairs, Sales and Swapmeets

March 2020

**28 March (Sat) 10am-3pm**  
**\*EDINBURGH - NEW EVENT\*** Musselburgh Sports Centre, Newbigging, Musselburgh. Edinburgh EH21 7AS. A1 junction for A6094. Bus 113, 124, N26, 26, 44, frequent services from central Edinburgh and surrounding district. Adults £3, Seniors and under 16's £2, early entry £5. Free parking, café. 150 plus tables. JIM CORR. Tel: 0750 403 5955, email [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk)

April 2020

**19 April (Sun) 10am-2pm**  
**\*CARLISLE - NEW EVENT\*** Richard Rose Morton Academy, Wigton Road, Carlisle CA2 6LB. Near to McVities Factory. Bys 300, 301. 120 plus tables, free parking, café. Adults £3, Seniors and U16s £2. Early entry £5. JIM CORR. Tel: 0750 403 5955, email [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk)

**26 April (Sun) 10am-2pm**  
**CATTERICK FAIR**, Catterick Leisure Centre, Gough Road, Catterick Garrison DL9 3EL. 10 minutes off A1, Adults £3, Children and Seniors £2. Early entry £5. Free parking. JIM CORR. Tel: 0750 403 5955 email: [jim\\_corr73@hotmail.co.uk](mailto:jim_corr73@hotmail.co.uk) for further information.

**28 April (Tues) 6pm-9pm**

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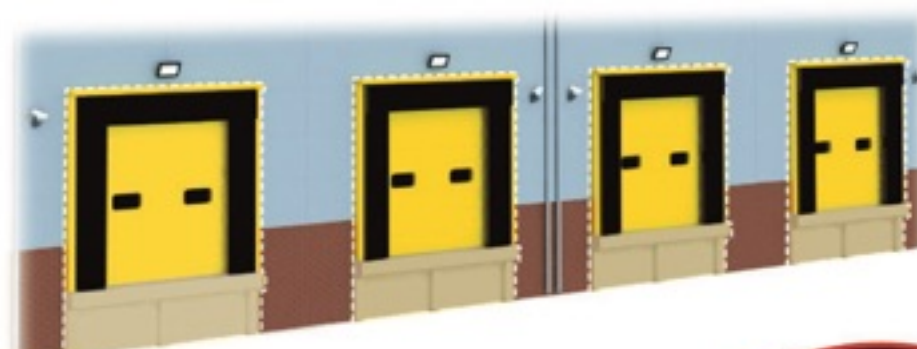
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For details e-mail [memsec@grs-uk.org](mailto:memsec@grs-uk.org)

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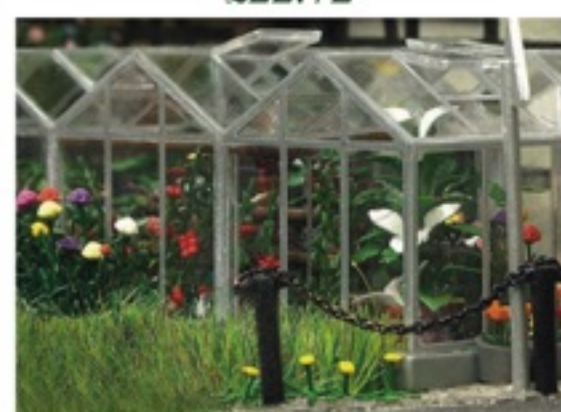
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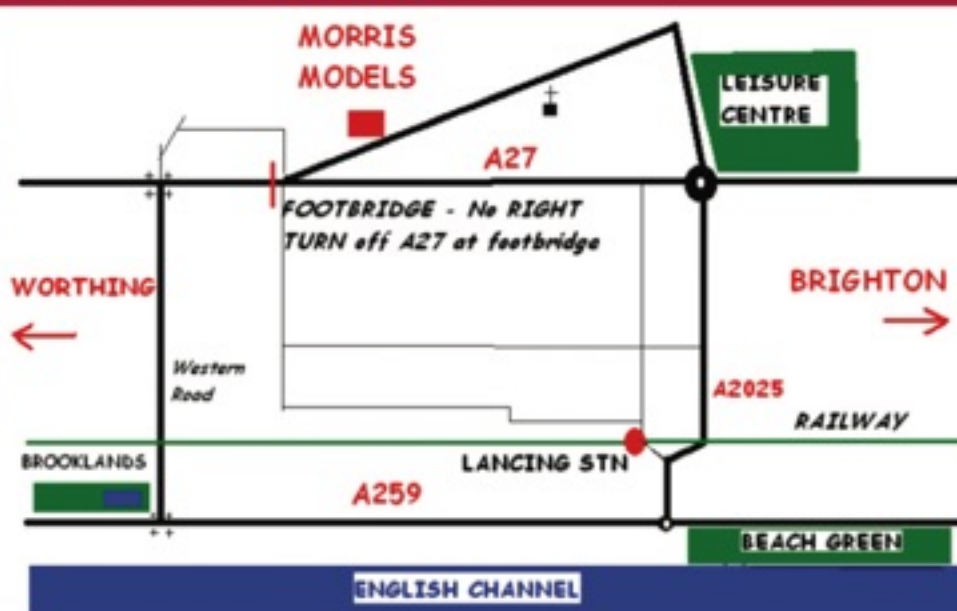


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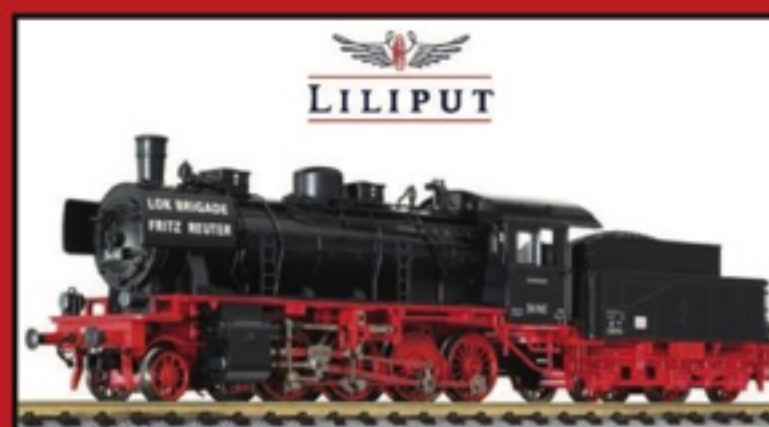


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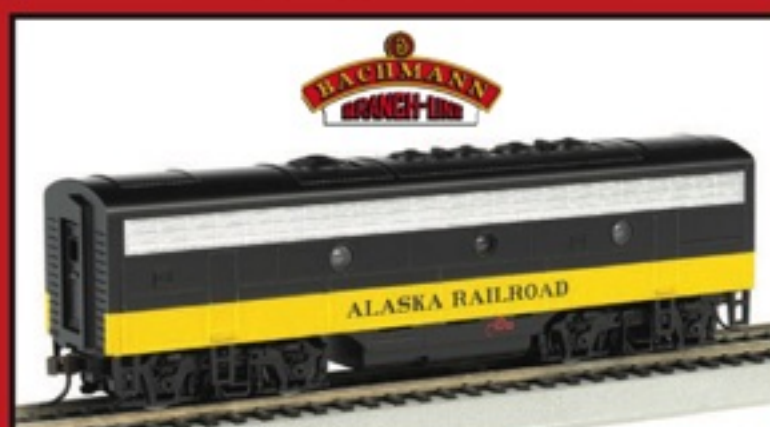
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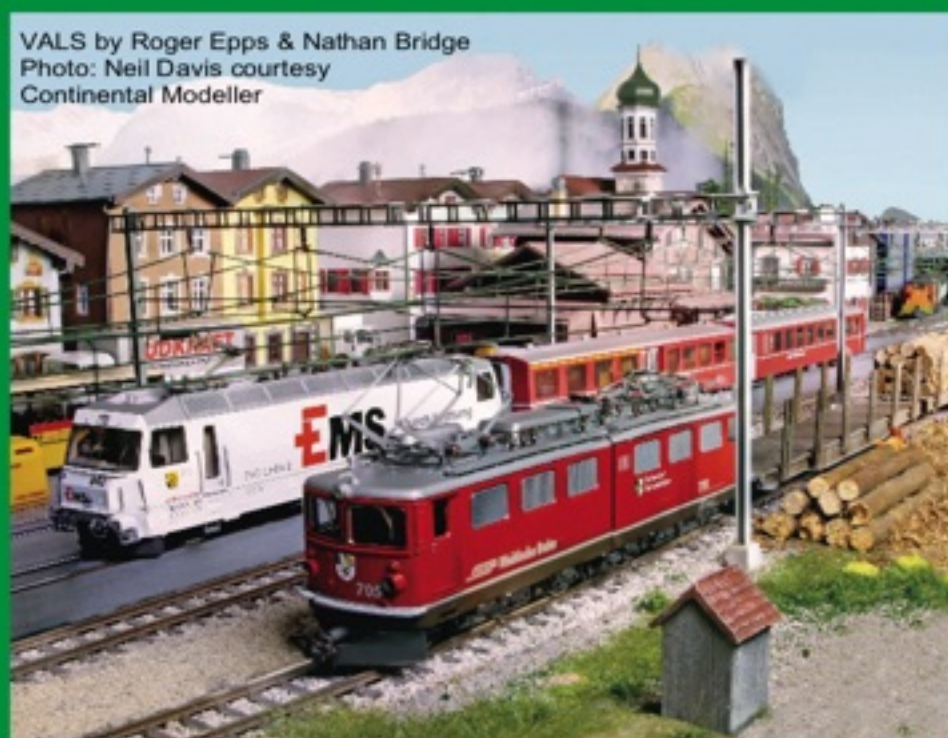
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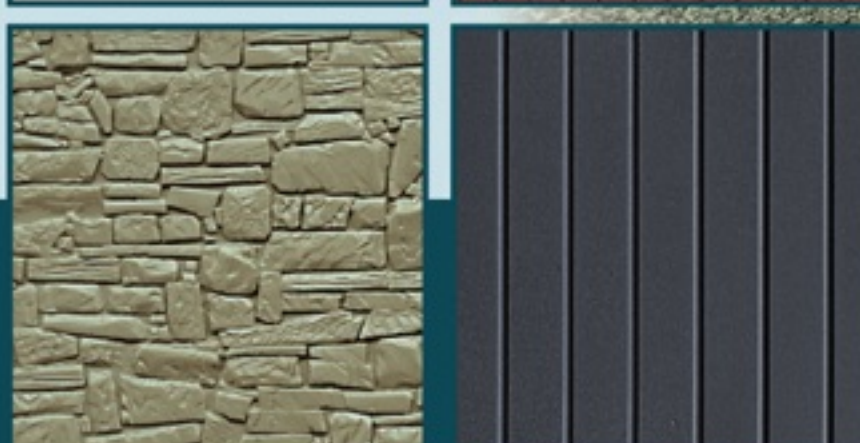
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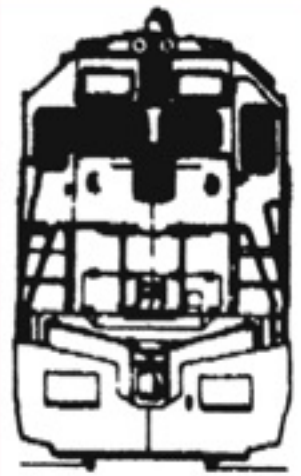
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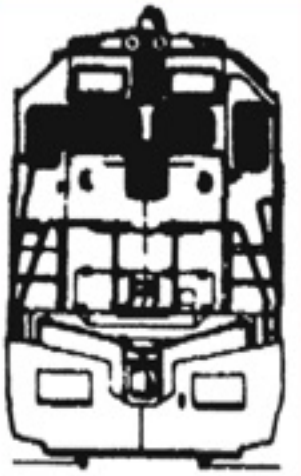
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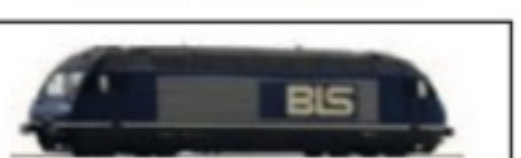
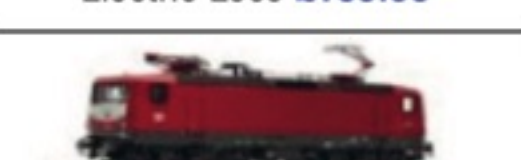
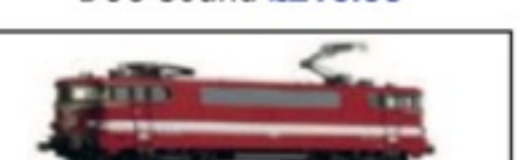
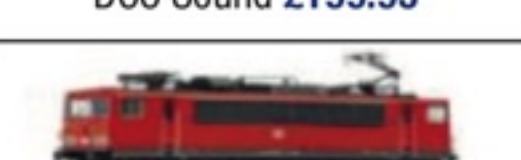
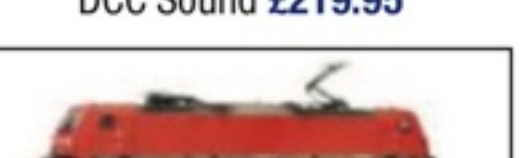
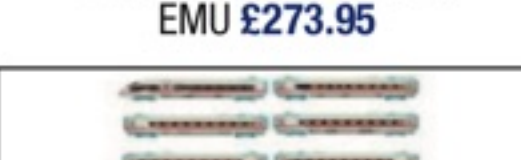
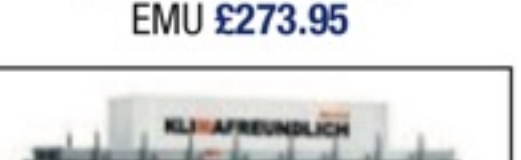
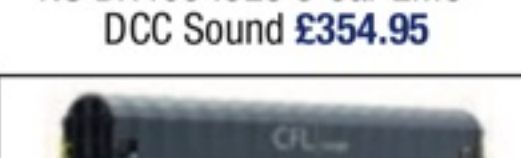
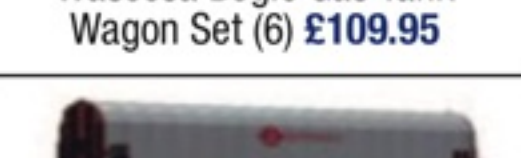
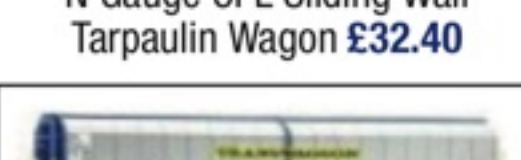
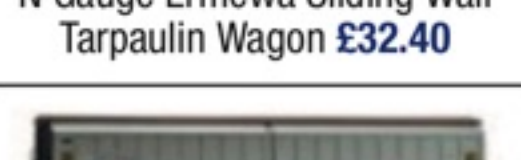
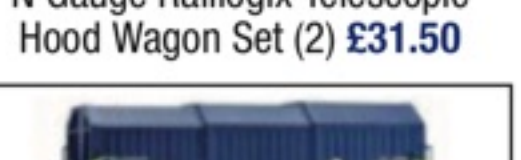
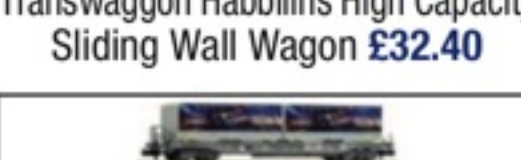
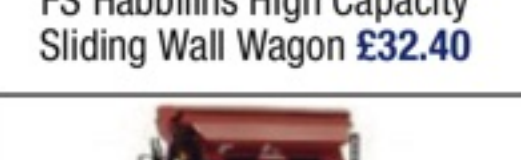
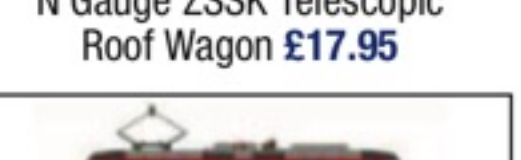
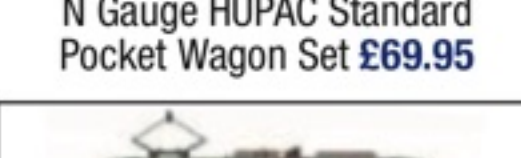
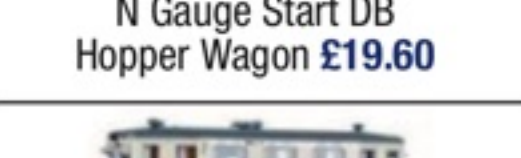
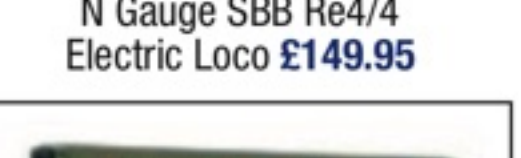
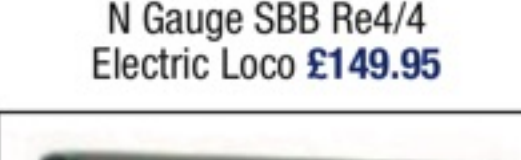
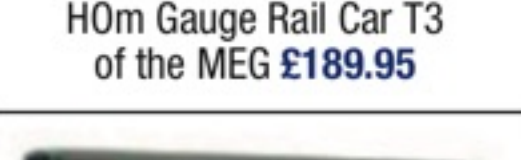
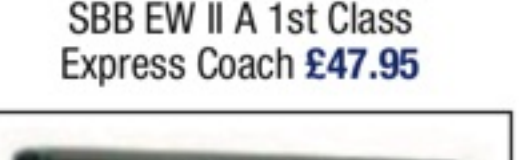
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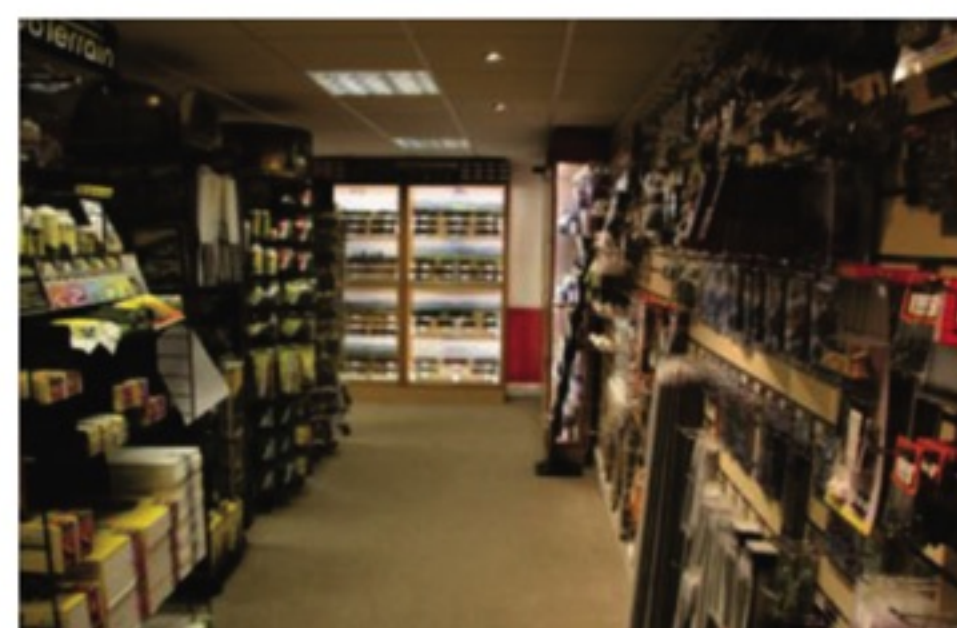
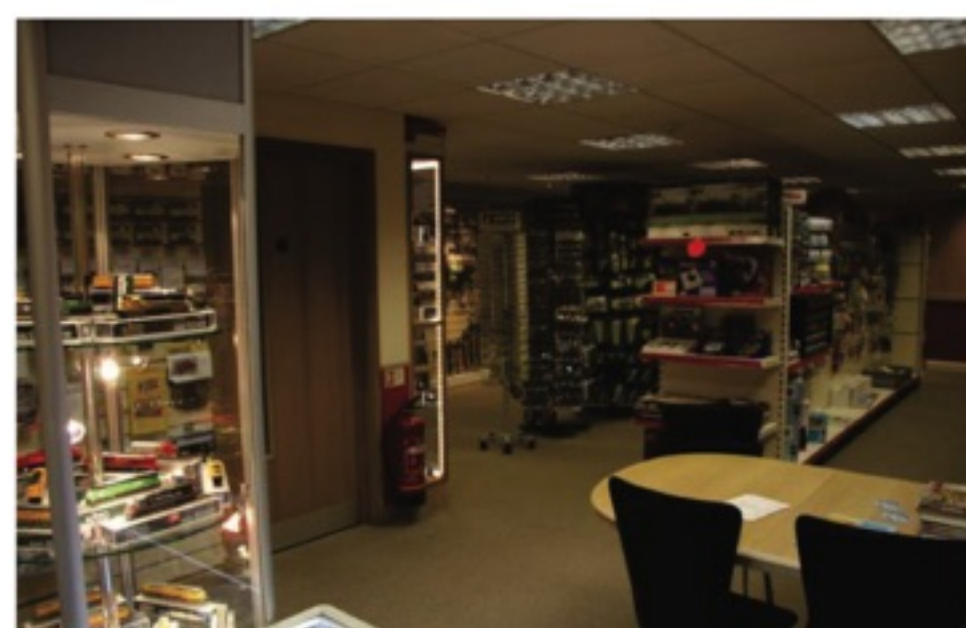
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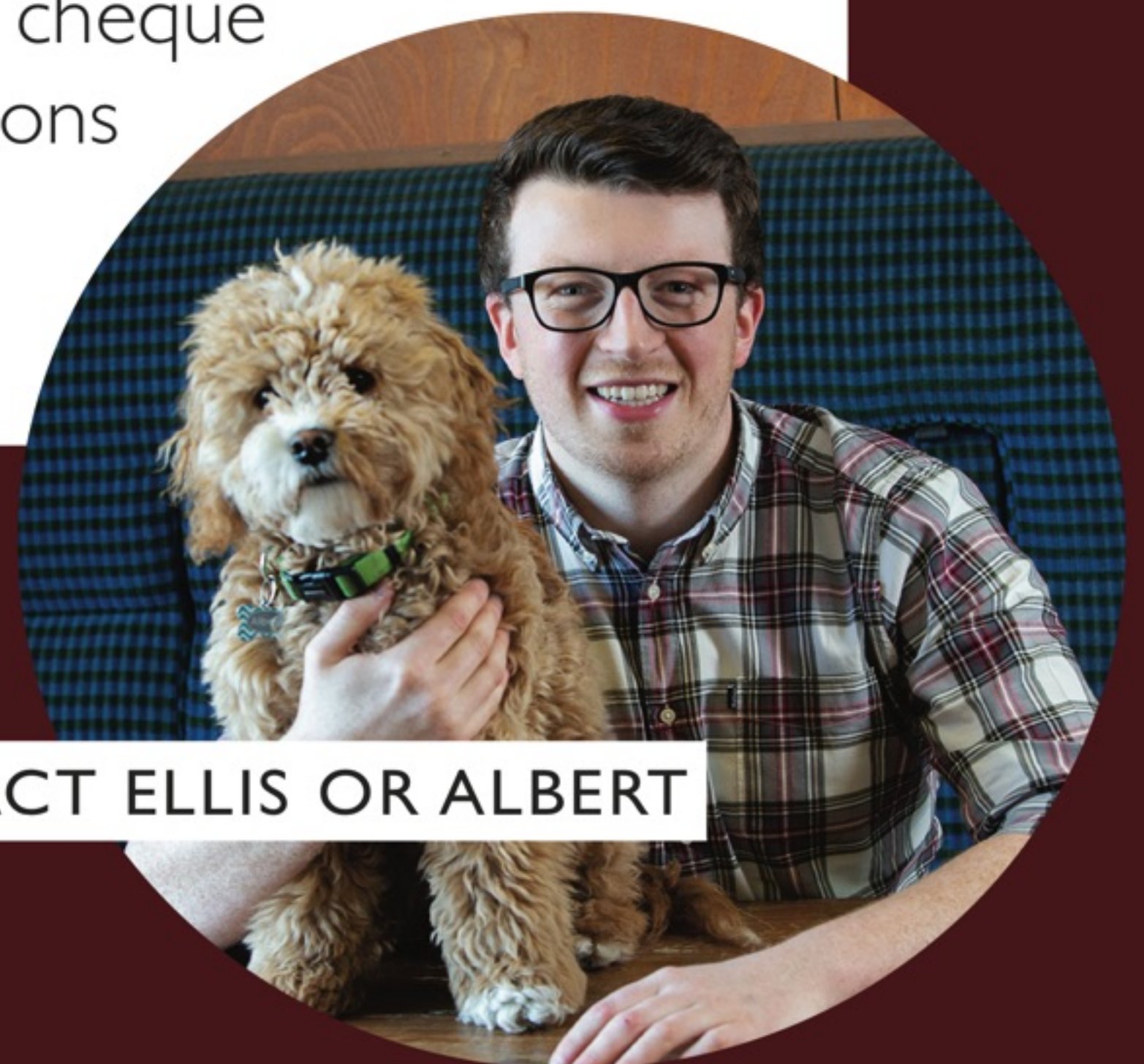
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| 45196 BLS Bogie baggage, blue/cream                                           | £20.00      |
| 45592 BLS Bogie baggage, blue/cream                                           | £25.00 (2)  |
| 74390 BLS 1st mKiv, blue/cream                                                | £30.00 (2)  |
| 74391 BLS 2nd mKiv, blue/cream                                                | £30.00 (2)  |
| 74393 BLS baggage mKiv, blue/cream                                            | £30.00      |
| 42390 BLS 2nd mKiv, blue/cream                                                | £18.00 (2)  |
| 44823 BLS 4th, 4th, green                                                     | £15.00      |
| 44824 BLS 4th, 4th, green                                                     | £15.00      |
| 44825 BLS 4th, 4th, green                                                     | £15.00      |
| 44826 BLS 4th, 4th, green                                                     | £15.00      |
| 44827 BLS 4th, 4th, green                                                     | £15.00      |
| 44828 BLS 4th, 4th, green                                                     | £15.00      |
| 44829 BLS 4th, 4th, green                                                     | £15.00      |
| 44830 BLS 4th, 4th, green                                                     | £15.00      |
| 44831 BLS 4th, 4th, green                                                     | £15.00      |
| 44832 BLS 4th, 4th, green                                                     | £15.00      |
| 44833 BLS 4th, 4th, green                                                     | £15.00      |
| 44834 BLS 4th, 4th, green                                                     | £15.00      |
| 44835 BLS 4th, 4th, green                                                     | £15.00      |
| 44836 BLS 4th, 4th, green                                                     | £15.00      |
| 44837 BLS 4th, 4th, green                                                     | £15.00      |
| 44838 BLS 4th, 4th, green                                                     | £15.00      |
| 44839 BLS 4th, 4th, green                                                     | £15.00      |
| 44840 BLS 4th, 4th, green                                                     | £15.00      |
| 44841 BLS 4th, 4th, green                                                     | £15.00      |
| 44842 BLS 4th, 4th, green                                                     | £15.00      |
| 44843 BLS 4th, 4th, green                                                     | £15.00      |
| 44844 BLS 4th, 4th, green                                                     | £15.00      |
| 44845 BLS 4th, 4th, green                                                     | £15.00      |
| 44846 BLS 4th, 4th, green                                                     | £15.00      |
| 44847 BLS 4th, 4th, green                                                     | £15.00      |
| 44848 BLS 4th, 4th, green                                                     | £15.00      |
| 44849 BLS 4th, 4th, green                                                     | £15.00      |
| 44850 BLS 4th, 4th, green                                                     | £15.00      |
| 44851 BLS 4th, 4th, green                                                     | £15.00      |
| 44852 BLS 4th, 4th, green                                                     | £15.00      |
| 44853 BLS 4th, 4th, green                                                     | £15.00      |
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| 44857 BLS 4th, 4th, green                                                     | £15.00      |
| 44858 BLS 4th, 4th, green                                                     | £15.00      |
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| 44860 BLS 4th, 4th, green                                                     | £15.00      |
| 44861 BLS 4th, 4th, green                                                     | £15.00      |
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| 44867 BLS 4th, 4th, green                                                     | £15.00      |
| 44868 BLS 4th, 4th, green                                                     | £15.00      |
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| 44935 BLS 4th, 4th, green                                                     | £15.00      |
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| 44958 BLS 4th, 4th, green                                                     | £15.00      |
| 44959 BLS 4th, 4th, green                                                     | £15.00      |
| 44960 BLS 4th, 4th, green                                                     | £15.00      |
| 44961 BLS 4th, 4th, green                                                     | £15.00      |
| 44962 BLS 4th, 4th, green                                                     | £15.00      |



# CONTIKITS

STRICTLY MAIL ORDER

Continued from the previous page

|                                                                        |            |
|------------------------------------------------------------------------|------------|
| 7035 DR 01 001, 0-8-0T                                                 | £85.00     |
| 7075 DR 78 011, 4-6-4T, blackened wheels                               | £68.00     |
| 7141 DR 24 047, 2-6-0, blackened wheels                                | £70.00     |
| 7027 DRG 80-018, 0-6-0T, epl                                           | £60.00     |
| 7078 DRG 62-010, 4-6-4T, epl                                           | £60.00     |
| 7079 DRG 78-017, 4-6-4T, epl                                           | £60.00     |
| 7091 DRG 94-733, 0-10-0T, epl                                          | £80.00     |
| 709201 DRG 92-1004, 0-8-0T, epl                                        | £80.00     |
| 7124 DRG 53-7753, 0-6-0, epl                                           | £55.00     |
| 7154 DRG 55-4536, 0-8-0, epl                                           | £80.00     |
| 7174 DRG 01-1059, 4-6-2, streamlined, epl                              | £85.00     |
| 7063 DRG 64 365, 2-6-2T                                                | £65.00     |
| 7099 DRG 98 812, 0-6-0T                                                | £75.00     |
| 847250 EBW Cargo V270-06, ex DB V200, yellow                           | £70.00     |
| 857260 EVB Siemens Dispolok, R420-11, silver/red                       | £70.00     |
| 857262 EVB 420 11, diesel, red/white/black                             | £75.00     |
| 731112 HKX Dispolok electric ES64-U2-034, blue/silver/orange           | £85.00     |
| 7821 KPEV 0-8-0 #5239, green                                           | £90.00     |
| 7822 KPEV 2-0-0T, green                                                | £80.00     |
| 7913 KPEV 4-6-4T, green                                                | £95.00     |
| 827320K MTR Lokoop 488 651-3                                           | £100.00    |
| 732320K NAG 481 004-0, blue/white/green                                | £120.00    |
| 7913 P.S.E.V. 4-6-4T loco + 4 x bogie coaches, epl, 90 Yr Mitropa      | £150.00    |
| 7301 PZB Jackshaft electric, red                                       | £50.00     |
| 7341 SBB Re4/4, red/cream                                              | £80.00     |
| 7386S SBB Cargo Re481, blue/red                                        | £65.00     |
| 7386S SBB Cargo Re482, blue/red                                        | £65.00     |
| 7753K + 81555/8K SBB Re450 4 unit EMU, blue/grey/yellow doors          | £200.00    |
| 7167 SNCB 61.111 (ex PSB), 4-6-0                                       | £80.00     |
| 7153 SNCF 040D582, 0-8-0                                               | £75.00     |
| 7344 SOB Re4/4, red                                                    | £75.00     |
| 907320K Swiss Mittelthurgau/Bahn Lokoop, electric                      | New £95.00 |
| 725001 Boschler Eisenbahn V200 (exDB), orange                          | £70.00     |
| 726001 Siemens Dispolok, Regental Cargo, 253015-8, blue                | £70.00     |
| 725001K Boschler B221, orange                                          | £95.00     |
| 7887 Ruhr-Schnellverkehr 4-6-4T loco + 3 x bogie clestory coaches, epl | £130.00    |
| 827321K TX Logistic 154cl 031, silver                                  | £95.00     |
| 847250K IMOTRANS 221 136-5 diesel, blue                                | £75.00     |
| 857385K RAILChem Re185 electric, silver/green                          | £75.00     |
| 867322K NEM TCS 145 001, black/red                                     | £115.00    |
| 867420K CONNEX Desiro Railcar, blue/grey                               | £140.00    |
| 8698 DB 1st/2nd Silverfish, blue skirt, Fleischmann Ads                | £15.00 (3) |
| 881038 DB TEN Nachtzug set x 4 coaches, eplV                           | £95.00     |
| 8052K DB Baggage van, 4th, green, epl                                  | £10.00     |
| 8060K DB 2nd, 4th, green                                               | £15.00     |
| 8063K DB 1st/2nd, 4th, green                                           | £15.00     |
| 8064K DB Baggage, 4th, green                                           | £15.00     |
| 8071K DB 1st/2nd, 6th, Clestory, green                                 | £14.00 (2) |
| 809702K DB 1st/2nd, 6th, green                                         | £16.00 (2) |
| 809802K DB 2nd/3rd, 6th, green                                         | £16.00     |
| 829602K DB 2nd, 6th, green, epl                                        | £15.00     |
| 8631K DB 1st, Recess door, green                                       | £16.00 (2) |
| 863601K DB Bogie post/baggage, green                                   | £18.00     |
| 878063K DB works, 4th, gondola ends, blue                              | £15.00     |
| 8074K DB 2nd, 6th, Clestory, green                                     | £14.00 (3) |
| 8121K DBAG 1st/2nd D Deck, green/grey                                  | £24.00     |
| 8123K DBAG 2nd/drivers D Deck, green/grey (DCC fitted)                 | £38.00     |
| 8140K DBAG 1st/Drivers, Silverfish, 1/6 face (DCC fitted)              | £38.00     |
| 8142K DBAG 2nd (ex Silverfish) two tone green/grey                     | £18.00     |
| 8142K DBAG 2nd Silverfish                                              | £18.00     |

See us at the following events:  
**13th April @ Swiss Society AGM Derby,**  
**20th-22nd April @ York MRS, and**  
**11th & 12th May @ Derby 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.

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| 8143K DBAG 2nd/Drivers (ex Silverfish) two tone green/grey (DCC fitted) | £38.00     |
| 8144K DBAG 1st/2nd (ex Silverfish) two tone green/grey                  | £18.00     |
| 8145K DBAG 2nd (ex Silverfish) two tone green/grey                      | £18.00     |
| 8179K DBAG 2nd/Corridor, two tone blue/grey, rear lights                | £18.00     |
| 8600K DBAG 2nd/drivers, red/grey                                        | £28.00     |
| 8602K DBAG 1st/open, red/grey                                           | £18.00 (2) |
| 8057K DR Baggage van, 4th, green                                        | £12.00     |
| 8131K DR 2nd, recess door, green                                        | £22.00     |
| 8663K DR 2nd/3rd 4th LWB, green                                         | £14.00     |
| 8740K DR Bogie baggage, green                                           | £18.00     |
| 8741K DR 1st, Recess door, green                                        | £18.00     |
| 8742K DR 2nd, recess door, green                                        | £18.00     |
| 8742K DR 2nd, recess door, green, epl                                   | £20.00 (2) |
| 8744K DR 2nd, recess door, green                                        | £20.00 (2) |
| 8757K DR Post/baggage, green                                            | £22.00     |
| 8758K DR 1st clestory, green, epl                                       | £22.00     |
| 8782K DR 4th coach, one gondola end                                     | £16.00     |
| 8793K DR Bogie baggage, green, epl                                      | £22.00     |
| 8082 DRG 1st/2nd/3rd Bogie clestory, green                              | £20.00 (2) |
| 8041K DRG 1st Bogie clestory with brake hut, green                      | £18.00     |
| 8042K DRG 2nd Bogie clestory, green with brake cab                      | £18.00 (2) |
| 8043K DRG 2nd Bogie clestory, green with brake cab                      | £18.00     |
| 8057K DRG Post/baggage, green                                           | £22.00     |
| 8058K DRG 2nd/3rd, 4th, green                                           | £15.00 (4) |
| 805504K DRG 2nd/3rd 6th compartment stock + brake hut, green            | £22.00     |
| 806801K DRG Baggage, 6th, green                                         | £16.00     |
| 806804K DRG Baggage 6th compartment stock + brake hut, green            | £22.00     |
| 807005K DRG 3rd 6th compartment stock + brake hut, green                | £22.00     |
| 807006K DRG 3rd 6th compartment stock + brake hut, green                | £22.00     |
| 8079K DRG 1st/2nd bogie clestory, 6 axle, green                         | £20.00 (2) |
| 8080K DRG 2nd Bogie clestory, green                                     | £20.00 (3) |
| 8082K DRG 1st/2nd/3rd, bogie, green, epl                                | £20.00 (2) |
| 8083K DRG 3rd, Bogie clestory, green                                    | £20.00 (2) |
| 8087K DRG 3rd Bogie Clestory, green                                     | £16.00     |
| 8088K DRG Baggage Bogie Clestory, green                                 | £16.00     |
| 8089K DRG 2nd/3rd Bogie clestory, green with brake cab                  | £21.00     |
| 8089K DRG 2nd/3rd Bogie clestory, green with brake cab                  | £16.00     |
| 809301K DRG 2nd/3rd, 4th, green, epl                                    | £15.00 (2) |
| 8093K DRG 3rd, 4th, green                                               | £15.00     |
| 858045K DRG Baggage, green, epl                                         | £20.00 (2) |
| 858860K DRG Bogie baggage, green                                        | £18.00     |
| 858861K DRG 1st/2nd/3rd, bogie, green, epl                              | £20.00 (2) |
| 8659K DRG 3rd 4th gondola ends, green                                   | £15.00 (3) |
| 8660K DRG Baggage, 4th, green                                           | £15.00 (4) |
| 8661K DRG 2nd Thunderbox, 4th, green                                    | £15.00 (2) |
| 8662K DRG 3rd Thunderbox, 4th, green                                    | £15.00 (2) |
| 8663K DRG 2nd/3rd Thunderbox, 4th, green                                | £15.00 (2) |
| 86704K DRG 2nd/3rd/recess door, green                                   | £22.00     |
| 867503K DRG 2nd/recess door, green                                      | £22.00     |
| 867707K DRG 3rd, recess door, green                                     | £22.00     |
| 8765K DRG 3rd, 4th short clestory, green                                | £15.00 (3) |
| 8766K DRG 3rd, 4th short clestory, green                                | £15.00 (3) |
| 8767K DRG 3rd/Baggage, 4th, one open/one closed balcony, green          | £15.00 (2) |
| 8792K DRG 2nd, 6th, green, epl                                          | £16.00     |
| 8794K DRG Baggage, 6th, epl                                             | £16.00     |
| 8795K DRG Baggage, 6th, epl                                             | £16.00     |
| 881007K DRG Bogie baggage, green                                        | £18.00     |
| 8059K DRG 3rd, 4th, green                                               | £15.00 (4) |
| 8382K DRG 6th heating wagon, green                                      | £20.00     |
| 8383K DSG Restaurant, maroon, epl                                       | £18.00     |
| 8647K DSG Sleeper, maroon, epl                                          | New £20.00 |
| 814354K FS 2nd Eurofima, green/grey                                     | £22.00 (3) |
| 814355K FS 1st Eurofima, green/grey                                     | £22.00     |
| 8893K KPEV Erfurt 6th baggage, brown                                    | £16.00     |
| 868874K Mitropa Sleeper 6 axle bogie Clestory                           | £23.00     |
| 8056K PZB 2nd, 4th, red/white                                           | £14.00 (2) |
| From set SBB Sleeper, blue/Moon + Star graphics                         | £22.00 (2) |
| 867703K SNCF Recess door 3rd, green x 3 set, epl                        | £55.00 (2) |
| 938041K SNCF 1st/2nd, bogie Clestory, green                             | £22.00     |
| 938043K SNCF 3rd, bogie Clestory, green                                 | £22.00     |
| 811401 Classic Courier x 4 coach set, lined blue                        | £115.00    |
| 8081K Mitropa diner, wooden/brown                                       | £20.00     |
| 8119K Kombiverkehr coach, light grey (one unsprung coupling)            | £12.00     |
| 853010 DB Ration 2 x bogie hoppers, eplV                                | £36.00     |
| 88410K DB 2 x tank wagons 'Scrubber' & 'Rocking'                        | £30.00     |
| 8244K DB Cargo Kombiwagon + Hanjin container                            | £20.00     |
| 8245K DB Cargo Hupac with NOL cont                                      | £20.00     |
| 8246K DB Kombiwagon with Thyssen cont                                   | £20.00     |
| 8246K DB Hupac with Maersk Cont                                         | £20.00     |
| 8251K DB Bogie Cont Flat Kombiwagon + ECS container                     | £20.00     |
| 8268K DB Bogie Remms stake wagon, black                                 | £14.00     |
| 8280K DB Bogie slide roof wagon, brown                                  | £14.00 (3) |
| 828219K DB Swing Roof + open wagon                                      | £22.00     |
| 828219K DB Lidded wagon + lowside set                                   | £18.00     |
| 8288K DB Bogie Remms stake wagon, green                                 | £14.00 (3) |
| 8317K DB LWB van, brown, epl                                            | £12.00     |

|                                                                     |             |
|---------------------------------------------------------------------|-------------|
| 834901K DB Kuhlwagen 'Fleischmann', grey                            | £10.00      |
| 8375K DB Cargo 4th High capacity van, red                           | £12.00      |
| 837907K DB Schenker 2 x bogie Canvas Cov, red                       | £30.00 (2)  |
| 837909K DB Cargo 2 x bogie Canvas Cov wagons, red                   | £30.00      |
| 8390K DB US Construction bogie van, grey, epl                       | £15.00      |
| 8412K DB BP 4th tanker, grey                                        | £12.00      |
| 8412K DB BP 4th tanker, grey                                        | £15.00 (2)  |
| 8445K DB Tank wagon 'VTG', grey, epl                                | £16.00      |
| 8485K DB EVA bogie tank wagon 100yr, grey                           | £16.00      |
| 8520K DB Bogie hopper, ER-zz lld, brown                             | £16.00      |
| 8521K DB Ecz lld bogie coal hopper, brown                           | £16.00      |
| 852301K DB Bogie hopper 'B' Cargo, turquoise, eplV                  | £16.00 (19) |
| 852305K DB 2 x Bogie hoppers 'Sea Rail'                             | £32.00      |
| 8524K DB Bogie hopper, brown                                        | £14.00 (5)  |
| 8530K DB Cargo bogie tipper wagon, red, eplV                        | £18.00 (2)  |
| 8531K DB Cargo bogie tipper wagon, red, eplV                        | £18.00 (2)  |
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