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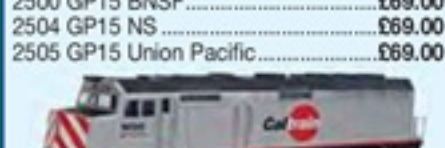
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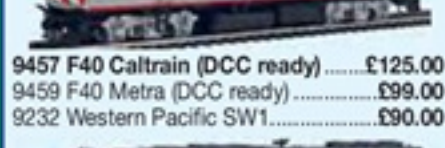
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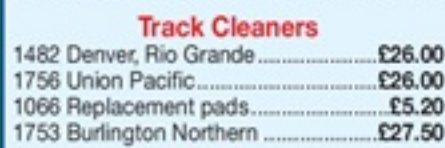
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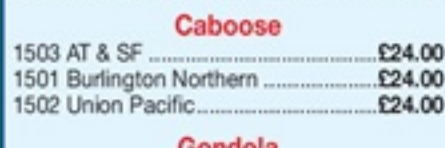
113 GP9 Santa Fe (red)£68.00



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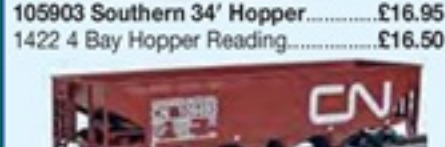
2505 GP15 Union Pacific£69.00



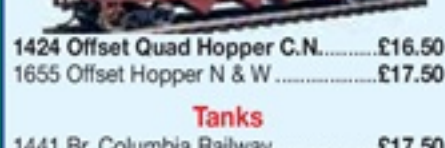
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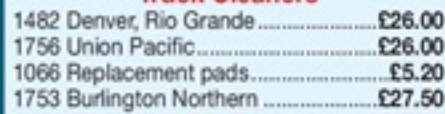


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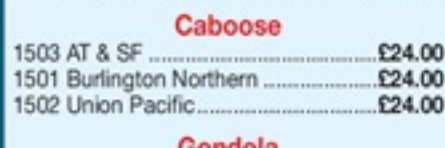


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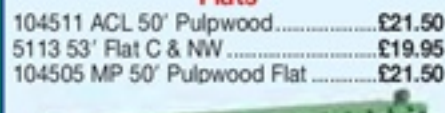
1502 Union Pacific£24.00

Gondola

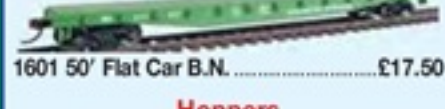


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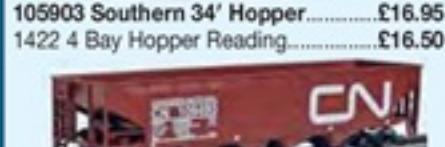


104505 MP 50' Pulpwood Flat£21.50

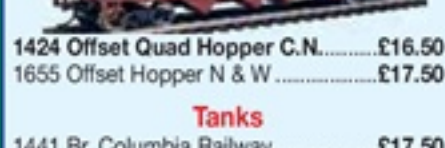
Hoppers



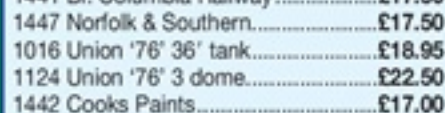
105903 Southern 34' Hopper£16.95



1422 4 Bay Hopper Reading£16.50

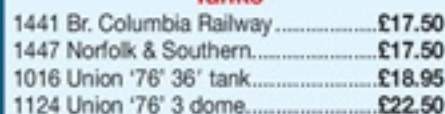


1424 Offset Quad Hopper C.N.£16.50

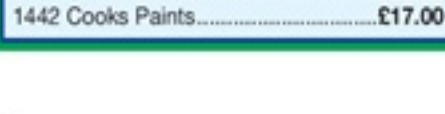


1655 Offset Hopper N & W£17.50

Tanks



1441 Br. Columbia Railway£17.50



1447 Norfolk & Southern£17.50



1016 Union '76' 36' tank£18.95



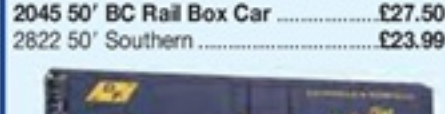
1124 Union '76' 3 dome£22.50

1442 Cooks Paints£17.00

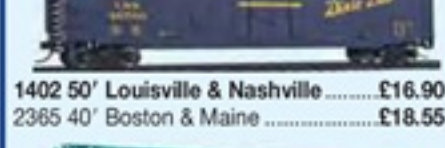
Box Cars



2045 50' BC Rail Box Car£27.50



2822 50' Southern£23.99



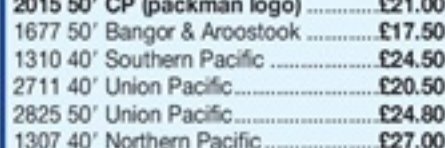
1402 50' Louisville & Nashville£16.90



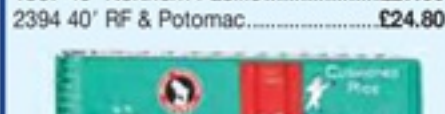
2365 40' Boston & Maine£18.55



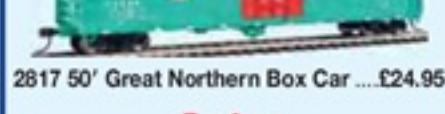
101605 50' N.Y.C. (jade green)£18.90



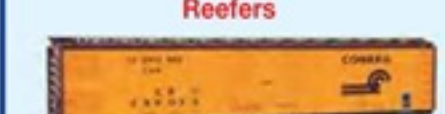
2015 50' CP (packman logo)£21.00



1677 50' Bangor & Aroostook£17.50



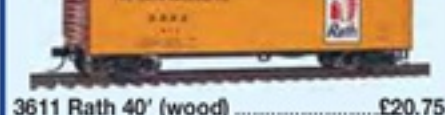
1310 40' Southern Pacific£24.50



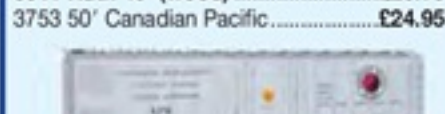
2711 40' Union Pacific£20.50



2825 50' Union Pacific£24.80



1307 40' Northern Pacific£27.00



2394 40' RF & Potomac£24.80

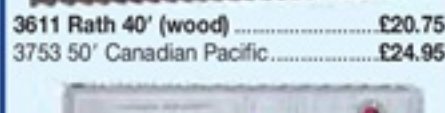
Reefers



3770 50' Conrail Reefer£24.50



3611 Rath 40' (wood)£20.75



3753 50' Canadian Pacific£24.95



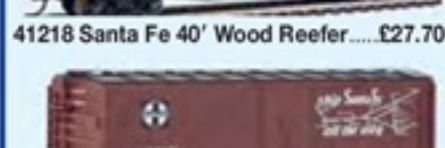
3772 50' Northern Pacific£27.50



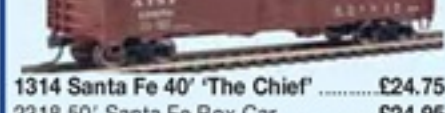
41211 40' North West Reefer£28.00



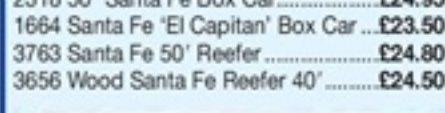
41218 Santa Fe 40' Wood Reefer£27.70



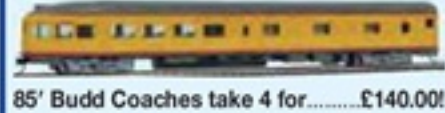
1314 Santa Fe 40' 'The Chief'£24.75



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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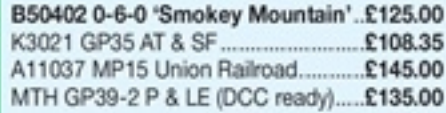
A2637 RS32 CNW£140.00



B51711 UP Mogul 2-6-0£130.00



B50402 0-6-0 'Smokey Mountain'£125.00



K3021 GP35 AT & SF£108.35



A11037 MP15 Union Railroad£145.00



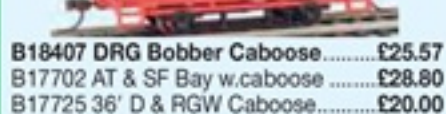
MTH GP39-2 P & LE (DCC ready)£135.00



B63109 S4 Northern Pacific£102.00



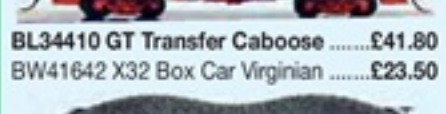
B66701 E7 PRR£147.50



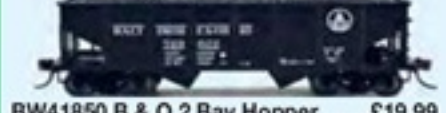
B60716 GP35 Frisco DC/DCC£95.00



S14630 VO-660 D & RGW£125.00



S14824 DS4-4-1000 B & O£125.00



B60304 Santa Fe GP40£115.00



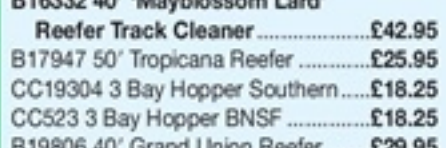
B18407 DRG Bobber Caboose£25.57



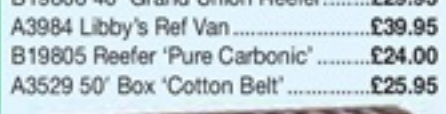
B17702 AT & SF Bay w.caboose£28.80



B17725 36' D & RGW Caboose£20.00



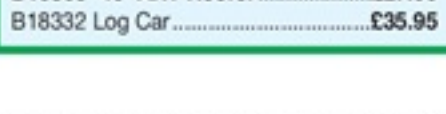
BL34410 GT Transfer Caboose£41.80



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

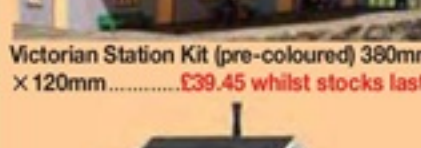
B19803 '40' ART Reefer£27.00

B18332 Log Car£35.95

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



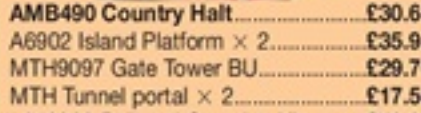
Victorian Station Kit (pre-coloured) 380mm x 120mm£39.45 whilst stocks last!



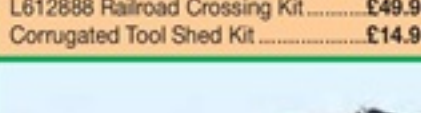
AMB490 Country Halt£30.65



A6902 Island Platform x 2£35.95



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MTH Tunnel portal x 2£17.50



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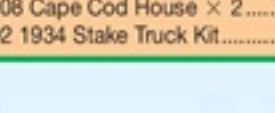
WS2747 Rail Workers x 5£23.50



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£58.95

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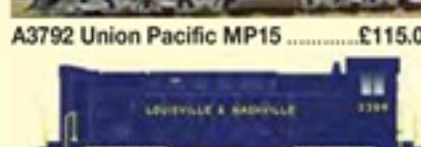
American N Gauge post & packing £3.99



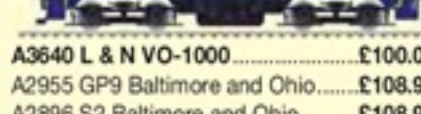
K402 FEF Union Pacific£190.00



A3792 Union Pacific MP15£115.00



A3640 L & N VO-1000£100.00



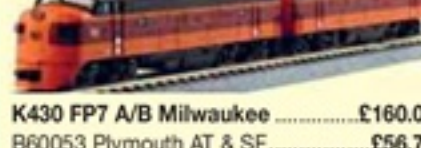
A2955 GP9 Baltimore and Ohio£108.95



A2896 S2 Baltimore and Ohio£108.95



B51151 Union Pacific 4-4-0£95.95



W50116 SW1200 SP£98.00



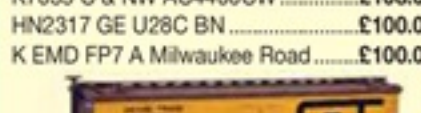
K430 FP7 A/B Milwaukee£160.00



B60053 Plymouth AT & SF£56.70



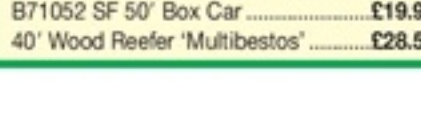
K8931 GE ES44AC BNSF£108.00



A2533 MP15 Union Railroad£115.00



W50308 GP38-2 CSX£83.15



K7035 C & NW AC4400CW£108.00

CONTINENTAL MODELLER

May 2020

Volume 42

Number 5

From the Editor

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

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

Telephone: 01297 21542.

E-mail: cm-editor@btconnect.com

Website: www.pecopublications.co.uk

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

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

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

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ISSN 0955 – 1298

*Annual subscription (12 issues):
United Kingdom £49.00 (paid by Direct Debit), post free.
Overseas (including Eire) £79.00.
Back numbers – for information, see
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RAILWAY MODELLER

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



Cover

From a relatively modest start, centred on Langental station and a hidden storage yard, Paul Peeters was eventually able to expand his German N layout to three levels, incorporating Unterlenningen and Gustavberg old town.

Photo: Paul Peeters.

Corona virus (Covid-19) situation

We would normally be using this month's editorial to extol the virtues of two exhibitions of particular interest to those modelling overseas railways – Derby, in the middle of the month, which always has a worthwhile foreign section, and Globalrail, the German Railway Society's specialist event, on the last Saturday of the month.

However, these, like most other public events large and small, have been cancelled or postponed due to the health risk situation, in some cases looking as far ahead as late June. Those due to take place in schools, colleges, and public buildings will have had little choice.

If they had been able to go ahead, it is probable that some exhibitors and traders might have been reluctant to attend, and attendance might have been low. It is unfortunate, but no doubt sensible given the general age profile of many participants in the hobby – even if many of them tend to exhibit the classic 'keep calm and carry on' mentality!

As a result there is no *Exhibition Diary* in this issue, as so many events will not be taking place, in line with government advice. Regrettable but inevitable.

We hope that the situation does not deteriorate to such an extent that advice has to be replaced by something stronger, as has been seen in other countries.

Not holding an annual show will mean a loss of important revenue for some groups, though of course such considerations are not as significant as the loss of livelihood and income for individuals or businesses.

Asking people to restrict their social contacts will also affect other aspects of club life.

Model Train Expo OntraXS! in Utrecht was cancelled on the day before it was due to open, following the Dutch government's sudden and immediate ban on meetings of over one hundred people: exhibitors and traders were already in the hall setting up.

The large show in Mannheim and the specialist O gauge event in Gießen were also stopped, though the latter has already proposed an alternative date in October. Likewise, Intermodellbau in Dortmund has been postponed from April until late August – we sincerely hope the situation has improved by then.

We intend to keep producing the magazines normally for as long as we can; it is proving possible if not ideal to work remotely at home, now that has become advisable.

We have of course curtailed excursions to photograph layouts either in clubrooms or private homes. This may mean that articles planned for some way ahead have to be changed, but fortunately we have a good stock of material in hand. Much is already in digital form, at various stages of the production process.

E-mails are getting through but for now the telephones are not manned.

Our printers do not foresee production problems at the moment, though one can imagine that distribution to shops may be affected by the need to prioritise essential supplies. Also, readers may feel it is not wise to venture out. Remember copies can be ordered on line, and subscription copies will continue to be sent out.

It had been hoped to continue production at Peco, but eventually it was deemed sensible to stop, primarily to ensure staff could be protected. The company did offer to assist with the manufacture of ventilators/respirators and protective equipment if technically feasible.

Inevitably, Pecorama has also been closed for the time being.

On the positive side, if we are obliged to stay at home, it might be a good time to get on with some modelling! It can be light relief and good therapy.

We hope all our readers, contributors, advertisers, and suppliers can keep well at this troubling time.

We join in thanking health service personnel and all those in essential occupations for their efforts.

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



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

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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.

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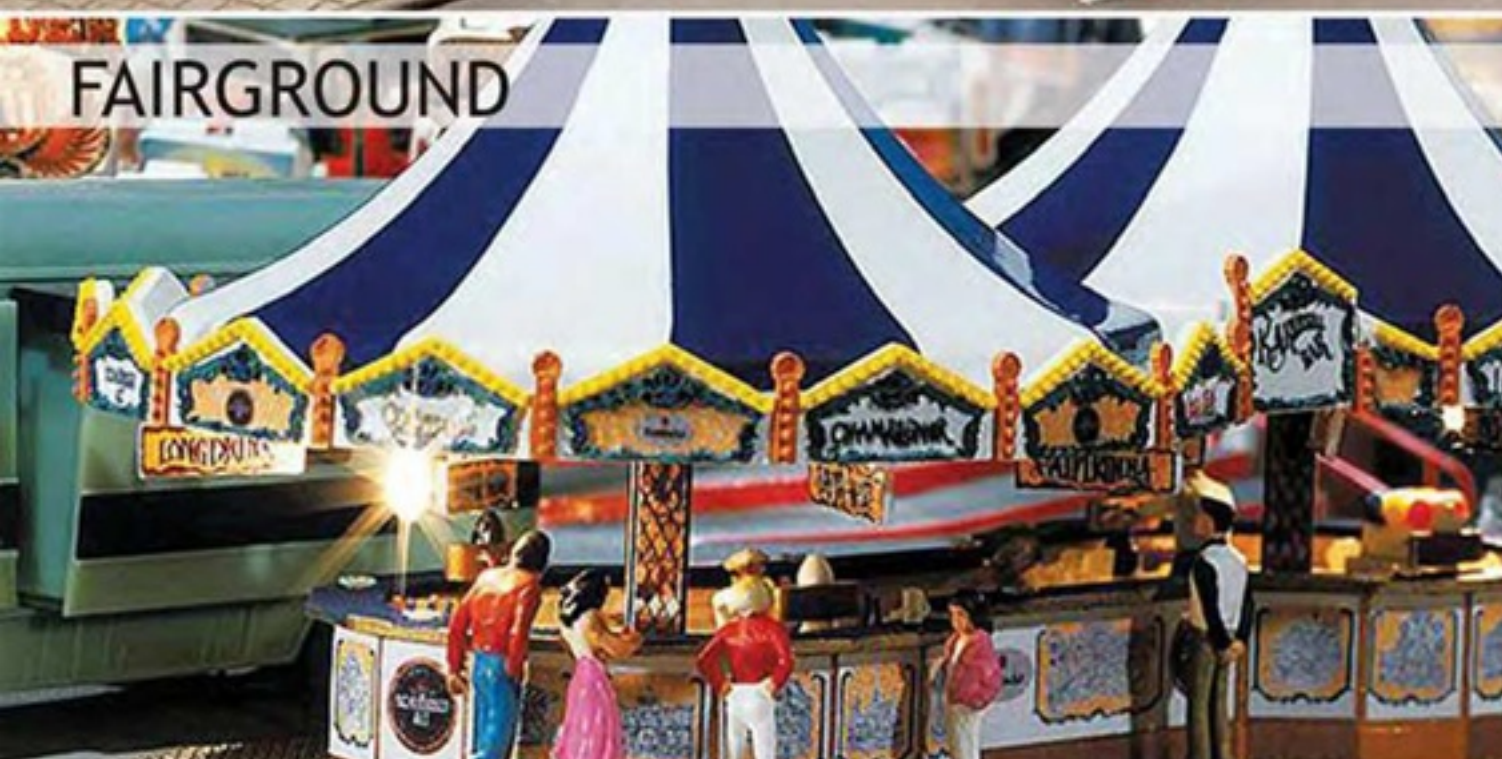
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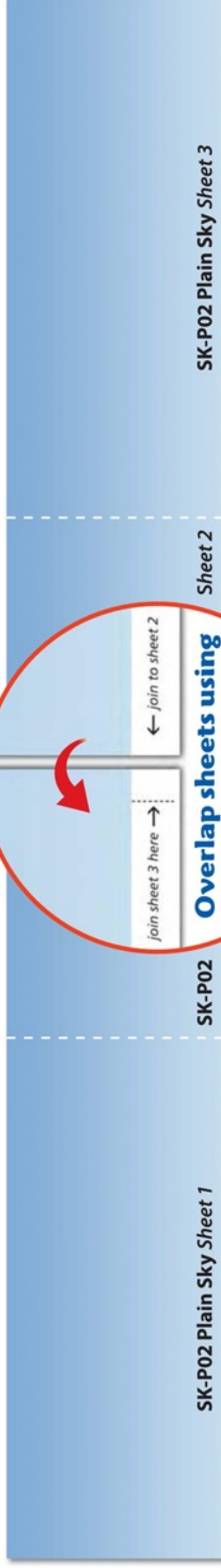


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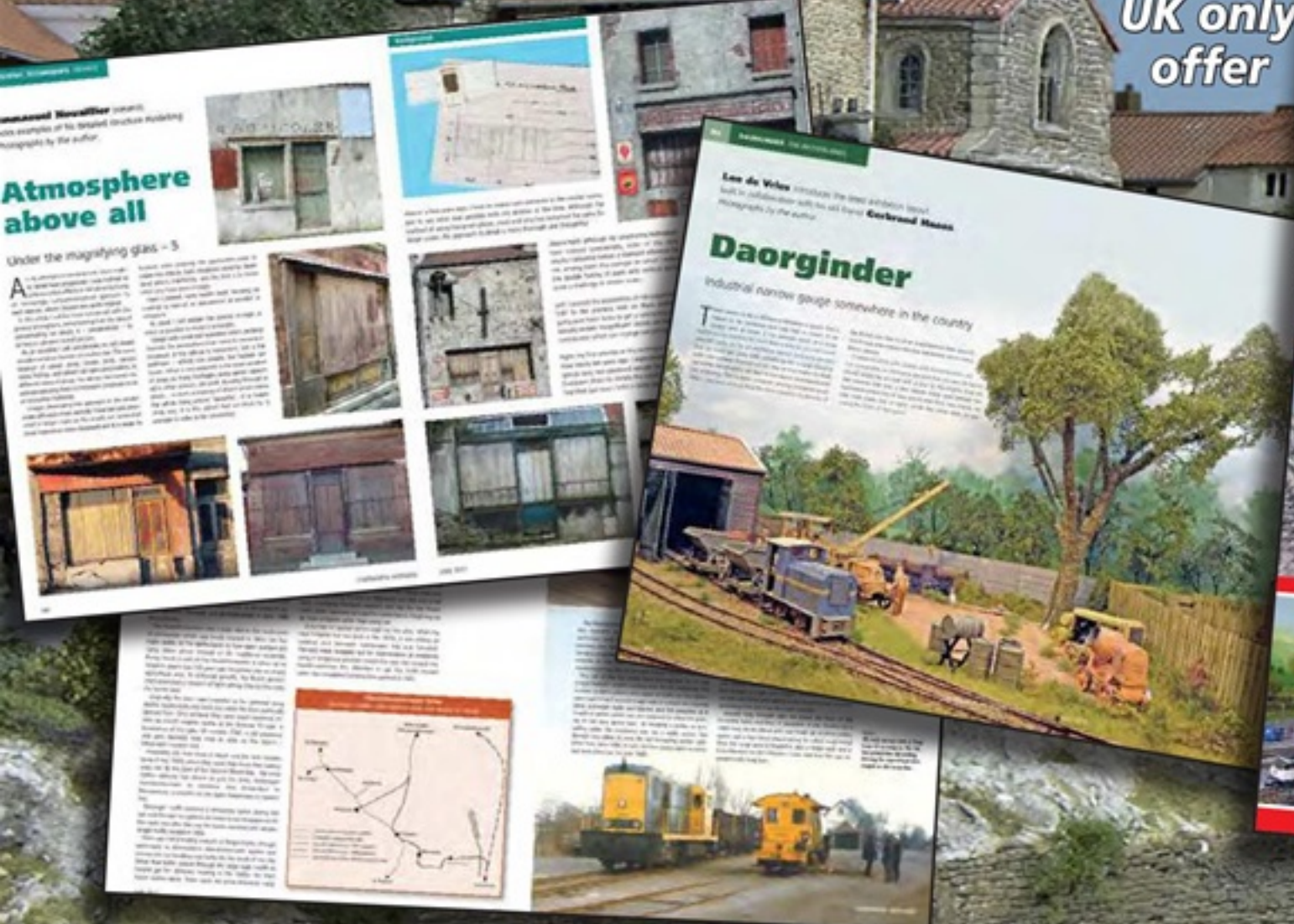
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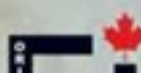
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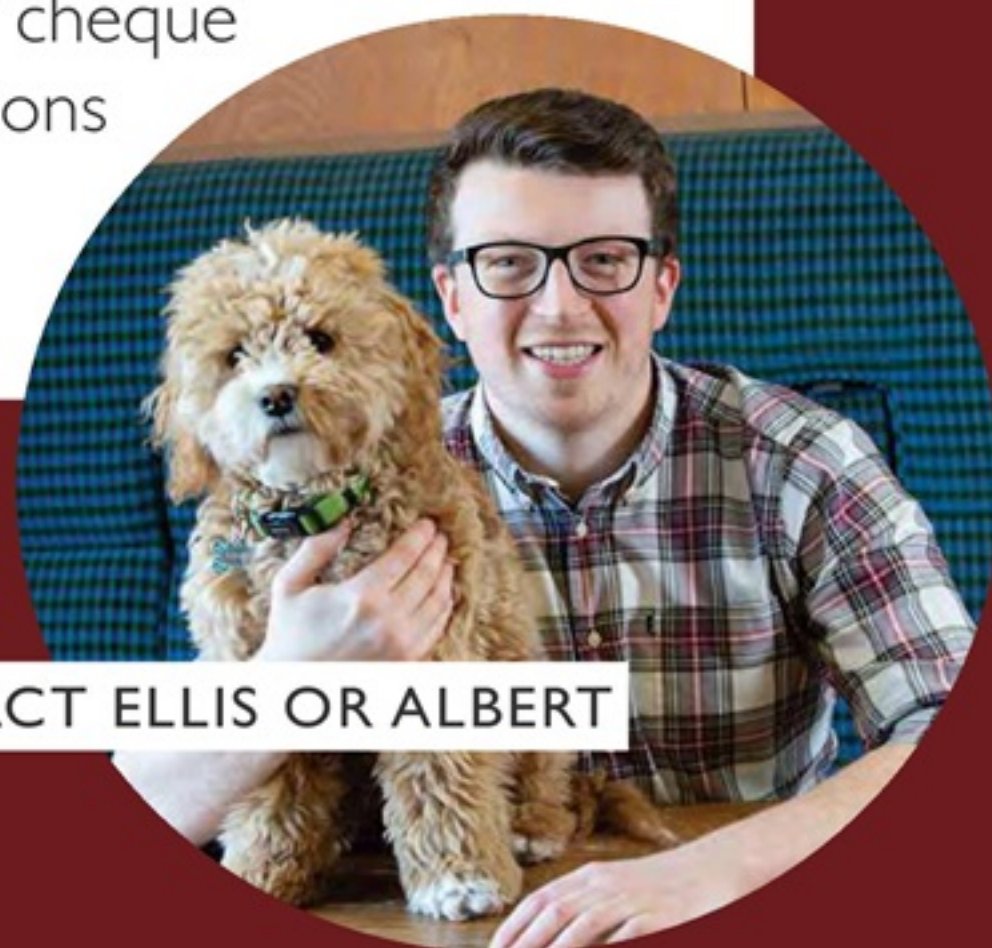
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At the time of writing, mid March the model shows are rightly being cancelled due to the Covid-19 virus that is running riot. We will still be open for business as usual, for those that wish to visit, for those of my friends unable to visit then ring write or E-mail. We have a full selection of new items brochures from Brawa, Trix, Marklin, Fleischmann, Piko, Tillig, Minitrains etc and will happily post these out for the cost of the stamps.

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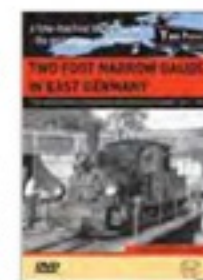
GOOD NEWS!

- good NEW DVDs!

Two Foot Narrow Gauge in East Germany - The Mecklenburg Pommersche Narrow Gauge Railway 1966-196

App 50 mins • B&W and colour • Stereo Sound • £20.77

In this film you see operations during its final years on the last surviving 36 km long segment of the *Mecklenburg Pommersche Schmalspurbahn* between Anklam and Friedland in eastern Germany; whilst trains ran the full length of the route, locomotives were changed roughly midway, at Wegzin-Dennin. You see the unusual coaches, as well as the six locomotives which hauled them. Three of these were very pretty little 0-6-2s built by Jung in 1906-1908 and three were 0-8-0s, built by Vulcan and O&K between the wars. Amazingly all six survive in preservation today, with one of the Jung 0-6-2s a long time resident on the Brecon Mountain Railway in South Wales. All shot by Ton and his friends, with sound recorded on location, expertly dubbed. Much of interest, for NG railway modellers.



Mussorgsky in Steam - Ballet for Men and Machines

App 35 mins • B&W and colour • Stereo Sound • £19.32

A UNIQUE LISTENING AND VIEWING EXPERIENCE!

Here Ton Pruissen takes a piece of classical music which has no connection at all with the steam locomotive or railways, and adds to it clips of railway scenes and steam locomotives to accompany the mood of the music. We were dubious as to how it could work, but work it does, very satisfyingly. The music is the Russian composer Modest Mussorgsky's most famous piece, "Pictures at an Exhibition" composed in 1874. The railway film segments come from Indonesia, India, Zimbabwe, Turkey, East and West Germany, Poland, Czechoslovakia, Hungary and Rumania. Mussorgsky's composition and Ton's film making and editing skills combine memorably in this lovely film. May be played with stereo sound, or Surround Sound.



Reichsbahn Pacifics 1967-1991

App 30 mins • B&W and colour • Stereo Sound • £19.32

East Germany's Deutsche Reichsbahn continued to modernise and develop its steam locomotive fleet into the 1960s. In particular there were the handsome, heavily rebuilt and modernised 01 locomotives of the 01 5 class, many with Boxpok wheels, some with Giesl ejectors and all semi-streamlined. All three classes of Pacific are seen at East Berlin's *Ostbahnhof* and *Friedrichstrasse* stations, before we go to the frontier station of Eisenach where two "Interzonenzüge" (trains between East and West Germany) are seen hauled by 01 5 Pacifics, strangely being helped by class 44 decapods. At Stralsund on the Baltic coast we see the oil-fired three cylinder Pacifics of class 03.10, before we see more of this class at Pasewalk. The next stop is Pasewalk, with arrivals and departures of express trains, and a lot of atmosphere. Finally we go to Dresden and surroundings in 1977 during the last weeks of express steam on the Berlin to Dresden line, with Pacifics of classes 01 and 01.5. App. 30 mins. Very well shot B&W and colour footage, with on location stereo sound dubbed in as only Ton Pruissen can do it.

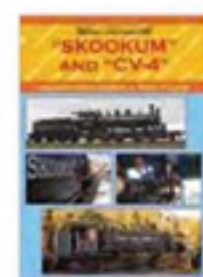


PLUS - from CATERARY VIDEO PRODUCTIONS

"Skookum" and "CV-4"

App 60 mins • B&W and colour • Stereo Sound • £20.77

This fascinating programme tells the story of two rare operating Mallet locomotives to be found on the 10 mile preserved Niles Canyon Railway: the 1909 "Skookum" (2-4-4-2), and the 1924 "Clover Valley #4" (2-6-6-2). The "Skookum" had a very varied career on logging railroads until rescued as a derelict, and finally restored fifty years later, looking as good as new. The "Clover Valley #4" hauled logs in Northern California and, upon retirement, came to Niles Canyon, underwent major repairs, and is now also running. Rare archival footage details the past of both engines. Also included is footage of the SP 4-6-2 No. 2472, and a steam quadruple header; 60 minutes of action and information for you to enjoy! Unlike other *Caterary Video Productions* which are almost exclusively archive film, this DVD is largely digital footage shot in 2019, with limited archive material.



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

72 minutes • Colour • Stereo Sound • £20.77

In essence this tells the story of the Western Pacific's long distance passenger services between Oakland and Salt Lake City, with much of this DVD devoted to the famed *California Zephyr*. The "Silver Lady", was to be the very last of the classic American stainless steel streamliners offering de-luxe service on its run from Chicago to Oakland - a service run by WP with the Burlington and the D&RGW. Wonderful archive film!



Clips from all these DVDs will be found on our website - take a look!

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Paul Peeters started with a modest layout but designed it for expansion.

Photographs by the author.

Langental to Unterlenningen

A fictional setting



I have been busy building a model railway in N for many years. First there was a modest layout of 1.2m x 0.8m, the construction of which dates back to the end of the 1990s.

That was seen at a few model railway events at the start of this century. From the outset, expansion was planned but due to other model rail activities this had to wait until 2008. Many ideas and plans preceded the new project.

Below
The layout as developed, with lines on three levels: the main line at the front, the middle branch climbing to Unterlenningen (to the left), and (top) the extension to Gustavberg (to the right).





The first layout was a simple oval divided into two pieces. The front was initially the 'visible part' and the rear disappeared behind a painted background.

Langental station was built in the visible section, 1.2m x 0.4m. Behind the backscene there was (and still is) a storage yard. The whole thing was finished with a valance behind which lighting was concealed. Setting up the entire construction took very little time, and that proved to be useful at exhibitions.

A lot of shunting options were provided at the station. Technically, everything was kept very simple. The points in Langental station, and later also on the extension, were operated with simple rods. Points where this system could not be fitted have electric drives. Switching the frog polarity was planned from the outset. A number of track sections can be turned off with switches to be able to park locomotives. Everything very classic and basic.

When construction started, digital control was not usual, so operation of the layout was analogue – and so it has remained, so far.

A side note: in contrast to the poor running qualities of older N gauge locomotives, much has changed for the better in that respect in recent years. To 'revive' older stock, a number of locomotives have been fitted with Faulhaber coreless motors. The transformation makes them a pleasure to drive much more reliably even in this small scale, above all for shunting. In combination with a good controller, this is now an extraordinary experience.

Above left

Langental in original form as an independent layout with a storage yard at the back.

Left

Loading cows into a livestock wagon.





Below left
The loco shed and coal dock
at Langental.

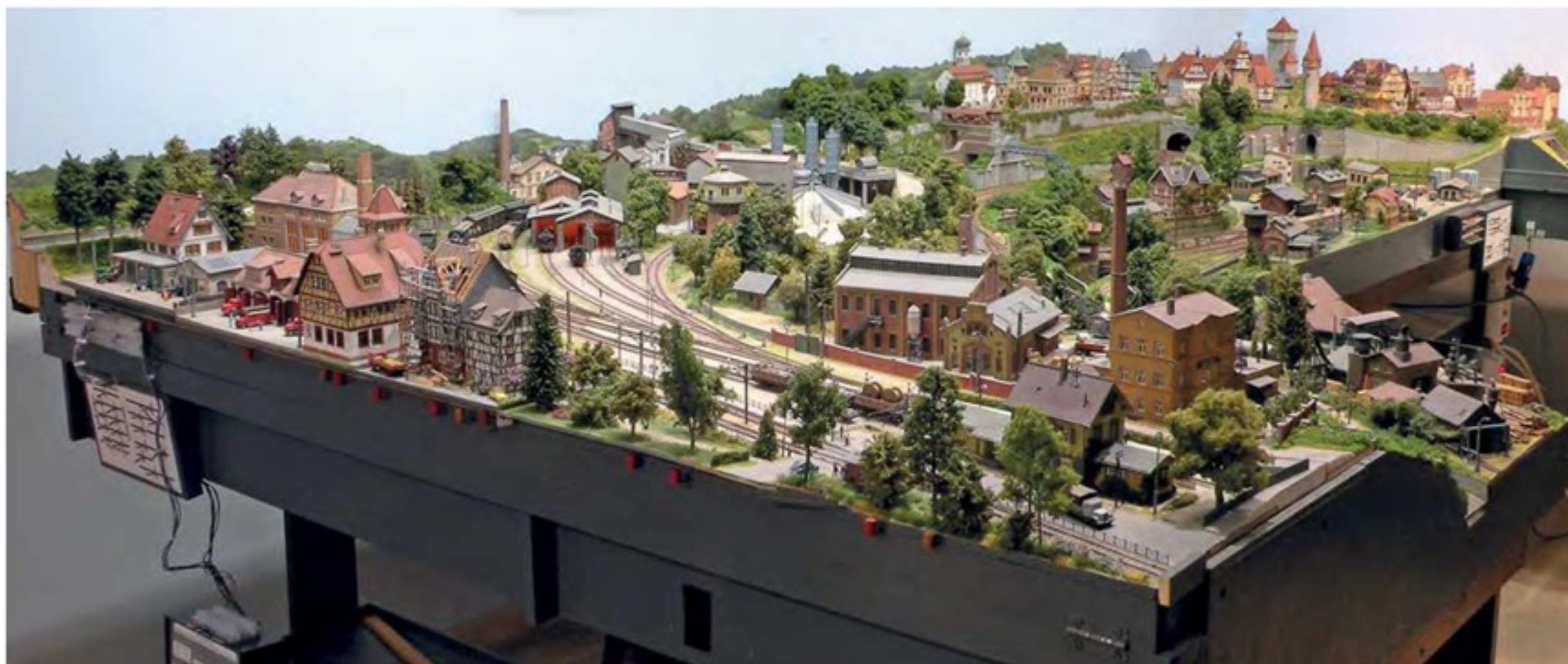
Above
The station building, goods
shed, and local industry –
a rail-connected dairy.

Below
Looking beyond the coaling
stage and water crane to
part of Gustavberg above.

Theme and period

The entire layout is set in a fictional landscape, and the track plan is not based on any existing real situation. Moreover, the date is not too strict – it may run from the Landerbahn (Epoch I) to the Deutsche Reichsbahn (Epoch III), well into the 1950s. Everything is possible as long as I enjoy it. Driving trains and shunting is just as important as building the scenery.





Major expansion

As already mentioned in the introduction, it took until 2008 for the expansion plans to take shape. But in the end an adventure started that claimed more than ten years of my model building time. The attached plan clearly shows that *Langental* was the core around which the rest of the layout was built.

The only thing that was certain was the track plan. The interpretation of the landscape was always a challenge to add something new. The inspiration of the moment was often decisive for further development.

The entire set-up was also a challenge from a technical point of view. That started with the modular construction – just like *Langental*, the rest of the layout was made of divisible pieces. This construction paid off a few years ago when we moved house. The whole layout could be effortlessly re-assembled at the new address. But despite this divisible design, it is virtually impossible to participate in exhibitions with the whole layout.

Due to the arrangement of the landscape, large parts of the tracks run 'underground'. The use of climbing spirals was not considered, so that the difference in level between above

Above
Almost the whole layout after expansion, from Unterlenningen over Langental to Gustavberg.

Below
Unterlenningen yard, with a passenger train arriving from Langental and the tram coming from Gustavberg.

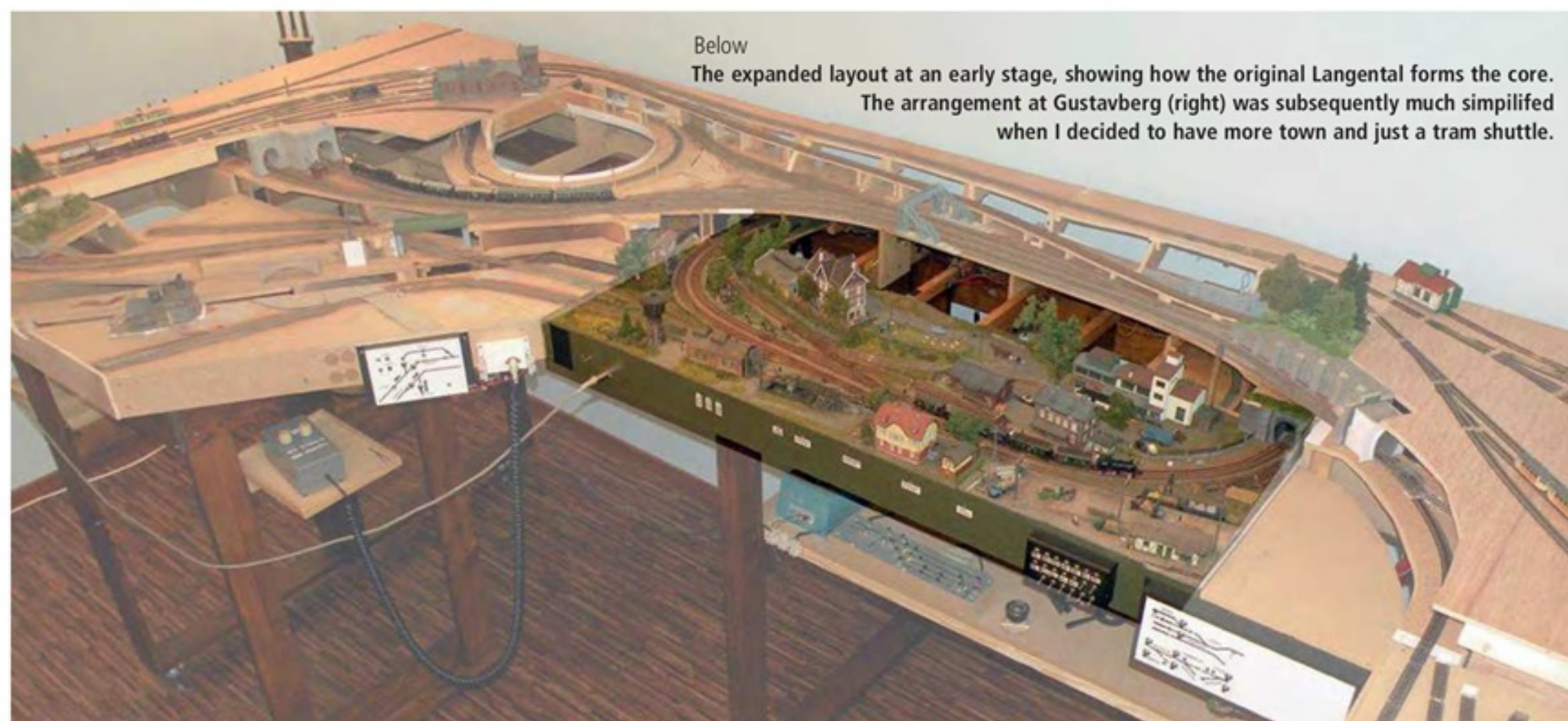
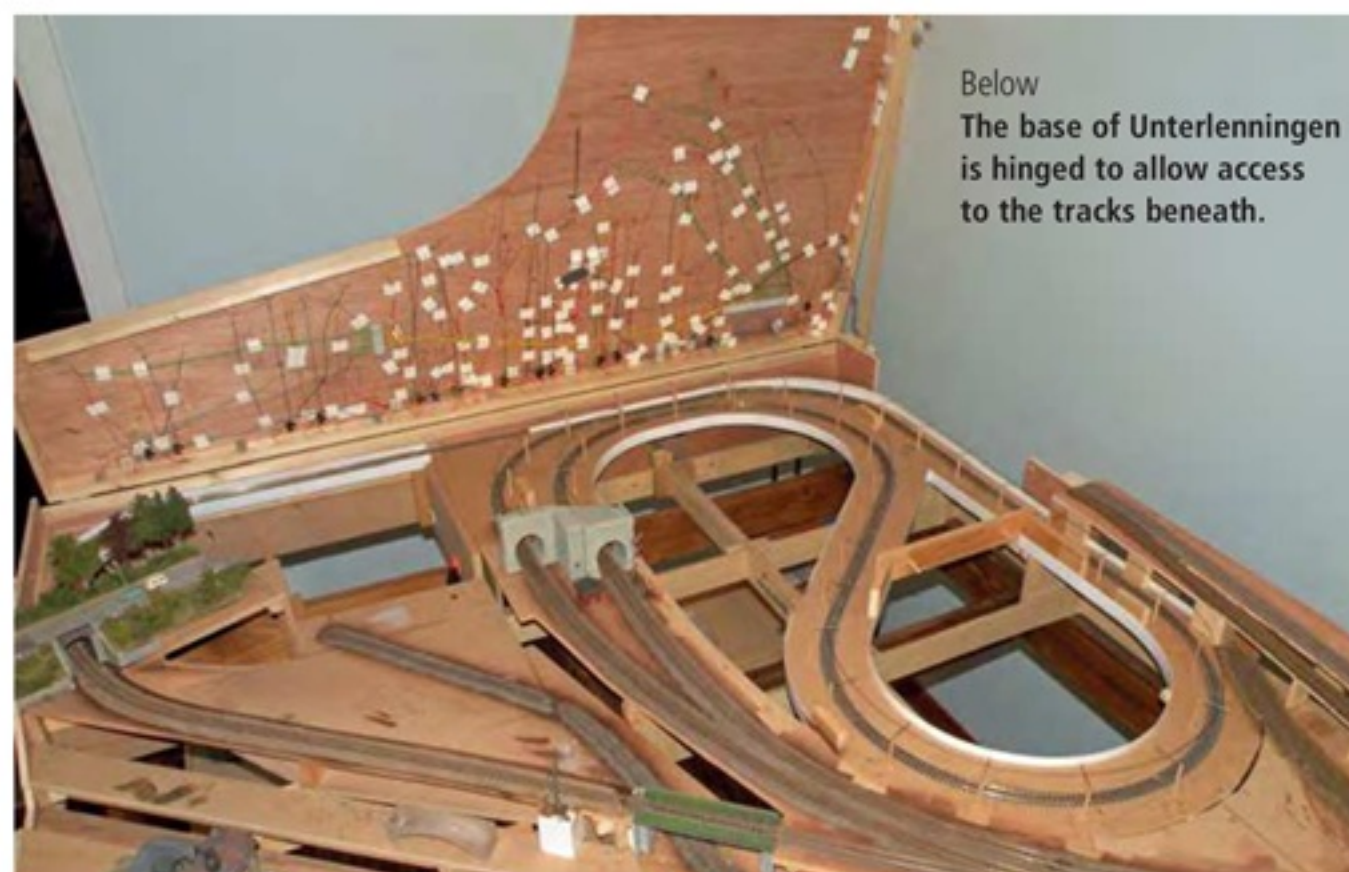




and below ground in many places does not exceed 50mm and is at most 70mm. This called for ingenious solutions. Many parts of the landscape are removable, and larger sections can be folded up using hinges, so the tracks that run underneath remain accessible at all times if a train should unexpectedly stop or become derailed. However, time has shown that those calamities rarely occur.

Adaptation of the old layout

Where the storage yard had been behind the original layout, open and easily accessible, during the expansion that area had to be covered with landscape. A double track main line now runs above the storage yard. As this is barely 50mm above the hidden tracks, these are difficult to access. But here too the need to intervene has been rare.





Above
A passenger train is held
at the branch line signal.

Below
The wood yard and sawmill.

From that storage yard there is also a connection with the aforementioned double track main line. This main line is in fact also an oval with the central part compressed into a 'dog bone'. From this circuit there is another point, to Unterlenningen station.

From Langental there is a connection to Unterlenningen via the main line. There is also a tram line from Unterlenningen to the highest section of the layout, on the right, with a tram stop at the romantic half-timbered walled town of Gustavberg. Finally, there is also a connection from the main





line to a former storage yard that has since been transformed into a fully-fledged extension with a new (visible) station. Here there is a backscene with space for a new storage yard behind it. However, this new project falls outside the scope of this report.

Scenery

The landscape was made with the 'classic' techniques that are used on most layouts. However, a few things are worth mentioning. First the greenery. Most of the trees come from my own 'cultivation': the wire braiding method alternated

Above
Goods train and tram on the approach to Unterlenningen.

Below
The junction signal box.





Above

The tram runs from Unterlenningen towards Gustavberg, passing the 'Scholl' brewery.

with the use of natural branches covered with commercial foliage material. For the rest, the landscape surface is covered with grass and shrub material from various manufacturers.

Structures

Most of the buildings are the products of different well-known brands. However, in many cases a lot of modification was done so that the origin can hardly be seen. A good example of this is the construction of the medieval wall of the town of Gustavberg. Here, the Kibri wall sections were combined in a completely different context than the

Above

Small goods are unloaded and loaded on the platform at Unterlenningen.



Right

The tramway to Gustavberg ends across the road from Unterlenningen station.



Above

The tram runs under an attractive bridge which allows access to the church, where a funeral is in progress.

Above right

Unterlenningen is equipped with a spacious locomotive depot, situated between the running line and the industrial area, built with a two-track shed to which a third was added later.

manufacturer's instructions suggest. This results in a unique creation from an existing kit.

The 'Scholl' brewery was completely scratchbuilt, with the addition of many details left over from other kits.

Finally, everything was naturally weathered which helps to personalise the buildings even more.

... to be continued.



Above

The locomotive facilities at Unterlenningen. The coal bunker was built with wooden strips.

Left

In Unterlenningen the line ends by the station building. Visible in the background is the tram stop.

Mike Carter continues his eastward trajectory (from the USA via the UK) and finds himself in Norway, where the wooden buildings are not unlike the east coast of America.

Norge

A taste of Norway

Inspiration

The story began in 2015 with a cruise visiting Norway and a ride on the awe-inspiring Flåmsbana railway. Flåm is a small village at the head of the Aurlandsfjord, one of most beautiful fjords in Norway. The line is one of the steepest railways in the world, with a climb of 2,838' in a matter of twelve

miles. The train takes about 45 minutes to climb gradients of 1 in 18 to a junction with the Bergen – Oslo main line at Myrdal. It travels through twenty or so tunnels that spiral through the mountains past lovely waterfalls and river valleys. A ride on the train is the most popular excursion at Flåm for cruise lines.



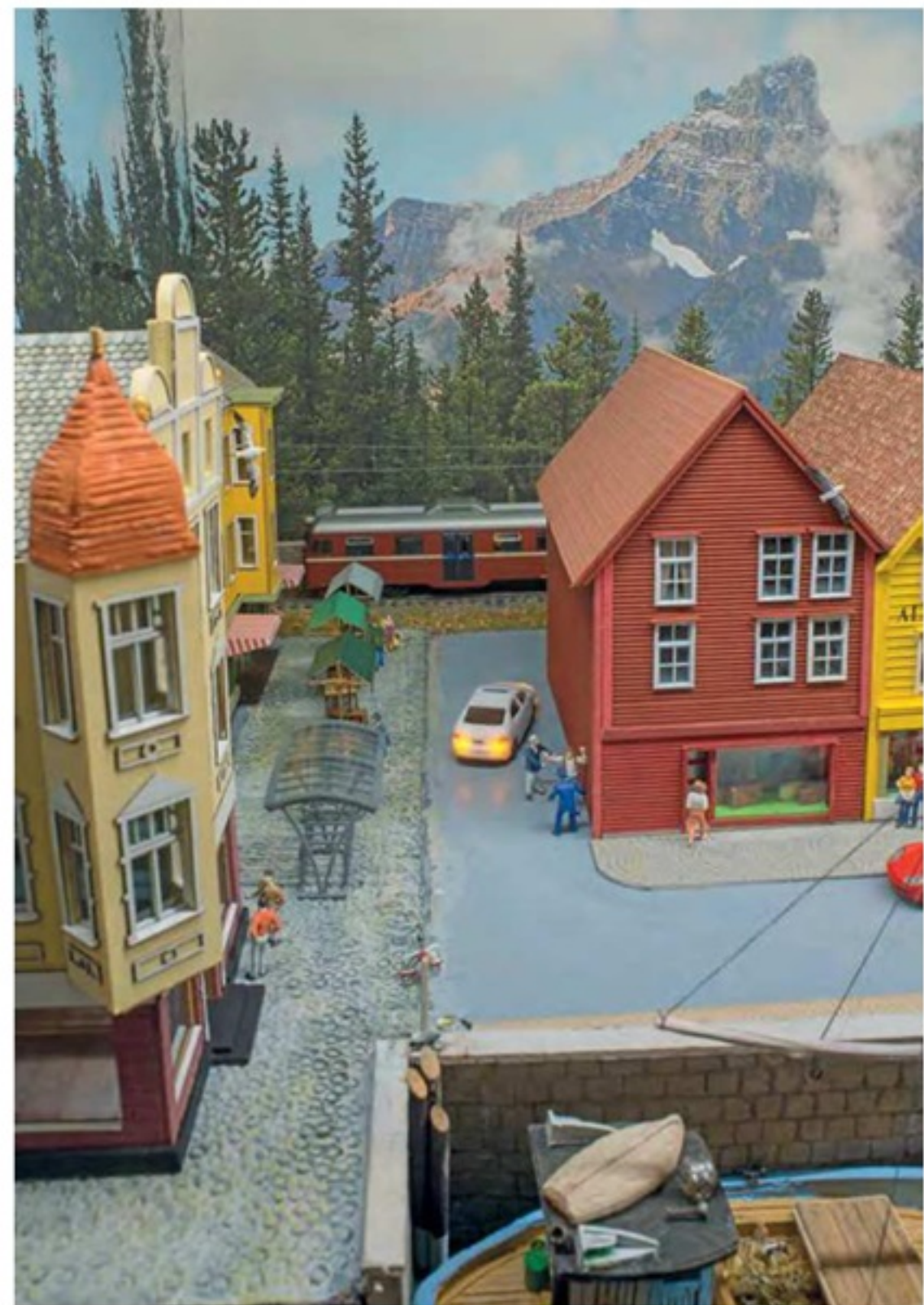


NORGE 10' x 1'6"

Drawing by M.Carter/R.Tatton HWDMMRS

Below
The fishing harbour with the scratchbuilt Bryggen.
See CM September 2019.







Above left
The busy harbour.

Above
The small fishing village of typical Norwegian houses.

Below
Naco Fisk has customers. The quay on the right is now occupied by the Kjeungskjaer lighthouse – see CM March 2020.



Unfortunately, by the time we arranged our cruise all space on the train was fully booked. Undeterred, I explored the website of Norwegian State Railways and found that I could book space to Voss on the main line – which included the Flåmsbana. So, we travelled on the tourist line to Myrdal where we caught a high speed BM73 to Voss. After lunch we then travelled back to Myrdal on a BM69a *lokaltogsett* before returning to Flåm. And all this cost less than the excursion offered by the cruise line!

The railway museum at Flåm has a well-stocked souvenir shop and with some of the money I had saved I could not resist purchasing a model of one of the locos then pulling the train, an EL17.

On a second visit in 2016 I decided to try the NSB website again. This time I just booked the Flåmsbana train to Blomheller, a stop half-way up the mountain. My wife and I then walked back to Flåm alongside the railway, with the opportunity to photograph the trains as they passed. However, the green EL17s had now been replaced by silver EL18s, and this inevitably resulted in another purchase at the museum!

With a growing collection of Norwegian locos and rolling stock, I felt the need to build a layout. But what should I model? My purchases had left me with a very varied collection of stock.

Far left
The art deco buildings are similar to those in Alesund.

Left
The BM69a *lokaltogsett* passes the busy marketplace. With hazard warning lights flashing, it appears a motorist has broken down.

The Flåm line had already been beautifully modelled by Hans Peters with his depiction of the intermediate station of Berekvam, where the north- and south-bound trains cross on what is otherwise a single line. (The layout was featured in the July 2016 issue of CM.) I saw the layout while showing my *Red Hook Bay* layout at the OntraXS! exhibition in Utrecht. In fact, Hans very kindly allowed my EL17 be a guest loco for a transition of the line.

Planning

Having been an exhibition manager, I am always mindful of the costs of visiting layouts. I have always tried to avoid hiring a van or building layouts that require several operators. My exhibition layouts, *Mill Falls*, *Red Hook Bay* (CM November 2014 and North American Special) and *Cheffley* (RM July 2019) are limited to what can be squeezed in the back of my wife's estate car, so something the size of the *Berekvam* layout would be a non-starter.



Left
The snow-clearing bulldozer should not be needed for a few months yet.

Right
An iconic Nohab Di3 diesel (by NMJ) rumbles into the platform. Beyond, a Di5 0-6-0 shunter is busy with some vans.

Below
The Flåmsbana train arrives, top-and-tailed by two EL18 electrics.

I decided early on that whatever I built would require a fiddle yard of at least 5' in order to accommodate trains of a reasonable length. I had bought a BM73 hi-speed train, which is a four-car unit 52" long. A reasonable (low-season) version of the Flåmsbana with three coaches top and tailed by two EL18s would be 50". Unfortunately running the six coaches that I had acquired would be a pipe dream as the fiddle yard would need to be a little under 8' long. Moreover, the train would overpower the scene with a station platform length of over 7'.

Baseboards

Twenty-five years ago, I built the benchwork for my home layout, the *Sierra Nevada* (CM June 2006). This has stood the test of time, but I would not pretend that my woodworking skills are of the highest order. For exhibition purposes baseboards need to be precise and as light as possible. Recently I have been using laser-cut self-assembly boards. For *Norge* I chose some full scenic baseboards manufactured by Tim Horn. I was really pleased how easy these were to assemble. Everything was precise and well-engineered.



Left
The farmer's wife is feeding the chickens as the Flåmsbana train departs.

Photographs by the editor.

Originally, I was going to use two 4' by 2' boards plus one 3' by 2' to form a scenic section of 11' by 2'. Unfortunately, I assumed the height of the boards was 18". Wrong! They are 2' tall and consequently did not fit into the car. A case of measure twice and order once. Having discovered my mistake, I then ordered two 5' by 18" boards. An expensive error that I hope not to repeat. Looking on the bright side, I have some boards ready assembled for another layout!

The boards are 6mm birch ply and come with countersunk pre-drilled holes, screws, and panel pins. By using a full scenic board with its self-contained top piece, I was able to use a strip of LEDs to light the layout.

The fiddle yard is a normal flat 5' by 2' board to allow access to the trains from both sides while exhibiting.

Track plan

The track plan is relatively simple and was determined by the structures and scenery that I wanted to feature on the layout.

The fiddle yard uses four medium radius Peco code 75 points to form five tracks of various lengths. The line enters the rear corner of the left-hand scenic board. A three-way point then separates the tracks with two servicing the station platform; the third track serves freight traffic and has a loop (using medium radius points) to allow a loco to run round.



... to be continued.



Peter Marriott shows how he created a newly re-opened halt on the Bern Lötschberg Simplon, making good use of a laser-cut wood kit from Faller.

Photographs by the author.

Oberei

Imaginative use of an old bookshelf

Are model railways necessarily an expensive hobby? At first sight that may appear to be the case, but that does not stop us having fun and improving our skills even on a reasonable budget.

This article shows how I turned an old bookshelf into a Bern Lötschberg Simplon halt which I imagined had re-opened and was busy with traffic. I used readily available parts, and the cost for the basic layout was about £100.

I spent a bit on detailing the scene, in particular adding some good quality trees.

The track is Peco Code 75 flexible with steel sleepers, raised off the bookshelf on Woodland Scenics 'Sub Terrain System' risers.

The landscape was made from Woodland Scenics 'Shaper Sheet' covered in scatter material, foliage, and static grass, with the undergrowth and foliage materials by Anita Décor,

Above
Oberei halt awaits patrons – and a train.

Below
BLS Tm235 tractor rolls past en route to another maintenance task.





Busch, Heki, Noch, and Silhouette. The trees are by Heki and Noch, with some more elaborate ones by MBR.

I used a Faller laser-cut building (ref.110084) that looked similar to the one on the old BLS branch line at Ei and Oberei.

The accessories on the platform (including grit bins, timetable board, ticket machine, etc.) are by Swiss Model Rail, with figures by Noch and Preiser.

Catenary is by Sommerfeldt, four masts and three lengths of wire.

The rolling stock available includes a BLS GTW2/6 railcar (Piko), BLS Tm235 tractor (Kibri), SBB Cargo Eem922 tractor (HAG), SBB RBe4/4 railcar (Lima), and various wagons (Roco).

The scene took me around a month to build, working at the rate of just one or two hours a day.

I am very pleased with my little model of Oberei halt. It was fun to build and gave me somewhere to put the station accessories that I had been accumulating over the years when visiting the *Plattform der Kleinserie* event in Bauma.

Making the platform shelter

Laser-cut card is one of the newer materials now available for modellers. It is used for buildings, fencing, bridges, windows and doors, and even plants and vegetables. It can be delicate but also very strong.

Aku, Busch, Joswood, Faller, Fides, Laser Creation, Noch, Peco, Swiss Model Rail, and Tip Top Modell are just some of the companies producing kits using laser-cut card, some of which might be useful for Swiss layouts.

This kit is one of the smaller ones by Faller with parts made from card, thin timber, and clear plastic (for the windows). The instructions are mainly pictorial and I found them very easy to follow. The laser-cut card and timber parts are held

into the backing sheets by small 'tags' which need to be carefully cut through with a sharp blade before assembly can begin.

After I had finished the kit, I added a station sign that I made on my computer.

It took me about two hours to make this kit, excluding the drying time of the adhesives and paint.

I think this would be a good first laser-cut kit for the novice – it is easy to assemble, and it looks realistic.

Above
BLS Stadler GTW 2/6 approaches the halt. Never mind the timetable, the train is here!

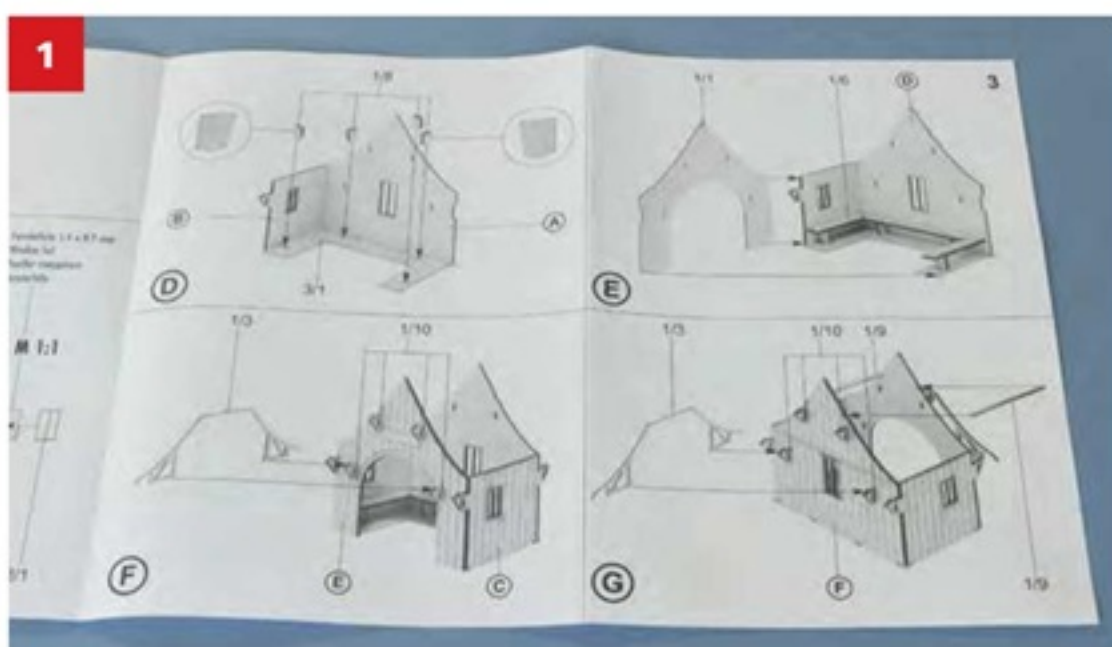
Below
The authentic small details make all the difference.



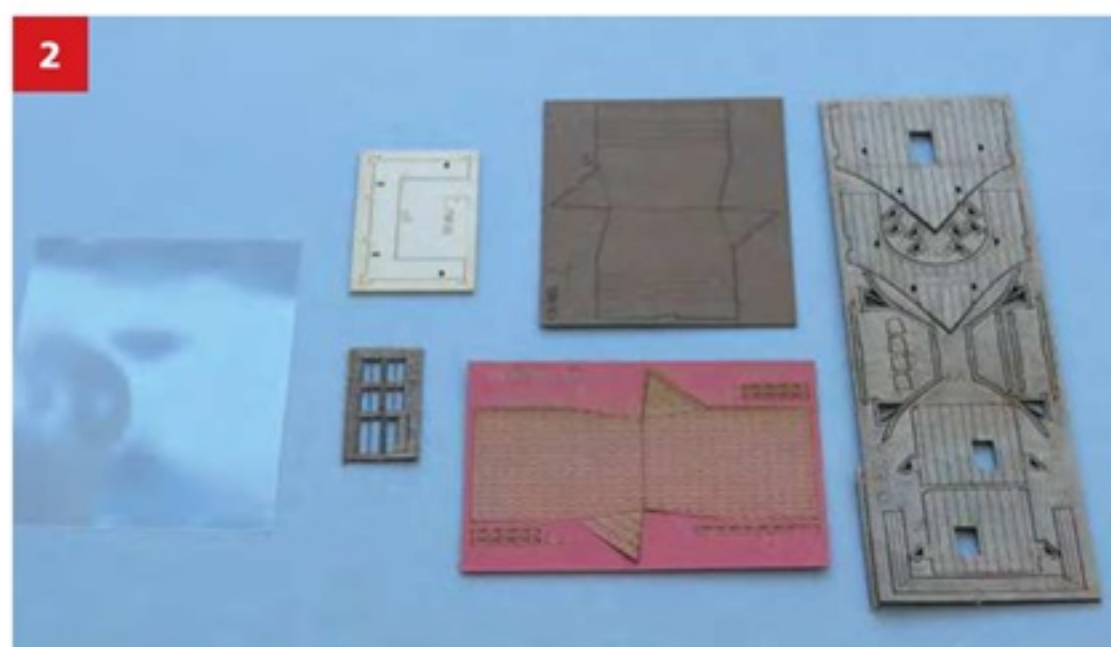


Tools and materials

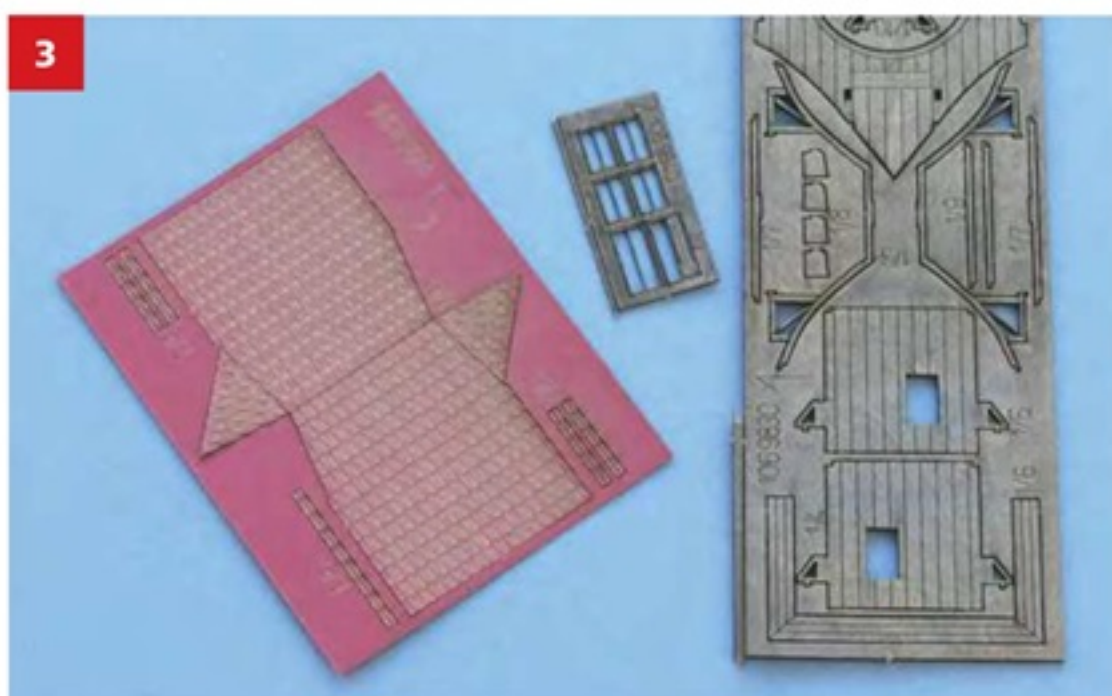
Sharp craft knife
 Resealable cutting board
 Steel ruler
 UHU Holz Leim adhesive
 Small paint brushes for applying the adhesive and paint
 Acrylic paints for weathering washes
 Felt tip pens for touching up the card edges as necessary



1. The mainly pictorial instructions are easy to follow.



2. The laser-cut parts – card, thin wood, and clear plastic (for the glazing).



3. Closer view of some of the parts showing the small 'tags' which hold the pieces in place and must be removed before assembly. To the left is the roof overlay and in the middle are the window frames.



5. The window frame has been cut off the backing piece and will be glued inside the opening in the wall with a couple of dabs of glue from the paintbrush.



4. Two walls and the floor have been assembled, and I am now working on the other wall of the building. I used UHU Holz Leim because it is a tacky adhesive with a short drying time and so very suitable for laser-cut kits.



6. After the windows were added to the building, the front wall was installed, as well as the small support brackets for the roof.



7. The roof supports need to be glued to the brackets on the front and rear walls.



8. The roof comes as two separate pieces – here the thinner base material is already in place. It should be fitted first, then the moulded part with the roof tiles is positioned on top. Both pieces have to be folded to fit, then glued in position. The capping tiles are then glued to the ridges.



9. The finished waiting shelter, showing the seat along the back wall. The name sign was made on a PC.



A portable Gauge 1 layout by large scale specialist **Michiel Stolp**, described by Gerard Tombroek.

Photographs by Gerard Tombroek.

Vierheim Industrie

What lack of space?

The model builder and painter Michiel Stolp is highly regarded among Gauge 1 modellers for his weathering service under the name of **Becasse**. After building various layouts and dioramas for different clients, private and commercial, including KM1, Michiel wanted to build something with which he could participate in an exhibition in his own right. The result is *Vierheim Industrie*, a siding serving the Elektro Keramische Werke in Vierheim. It is set in Epoch IV, and diesel worked.

It represents a characteristic factory environment which you can, or could, encounter almost anywhere in the world. The entire layout with fiddle yard is now only 7.9m long and 60cm wide. Most modellers would say that was too little space for a decent HO layout, and much too small for O, never mind Gauge 1. But Michiel Stolp thinks differently: "less is often more". In The Netherlands there is a saying: "Within the limitations, you recognise the master."

Granted that for Gauge 1 the available space is not much, and that is precisely the intention. Michiel wanted to show what is possible and that you really do not have to have a huge space if you choose the 'royal gauge', as the Germans call Gauge 1.

The track plan is very simple; there were originally only two turnouts and two sidings serving the buildings of the EKV (Elektro Keramische Werke, Vierheim).

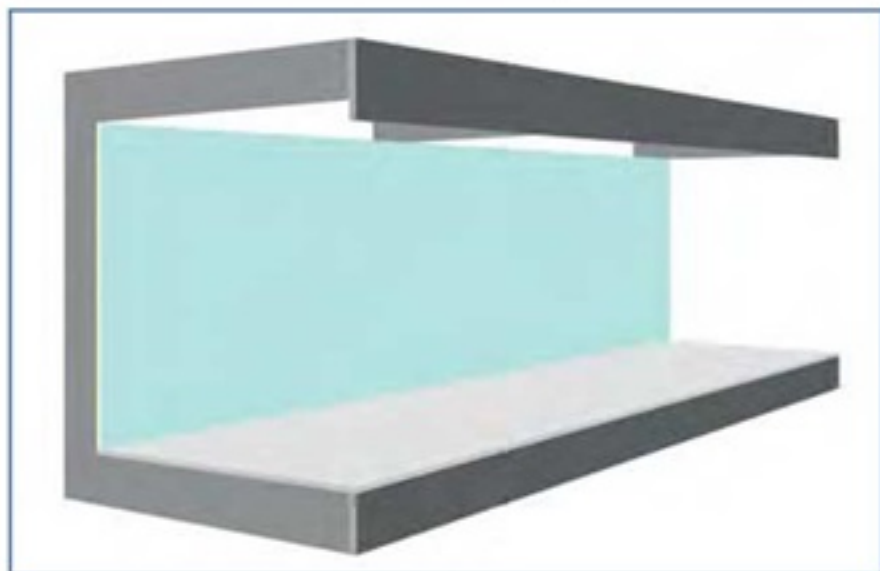
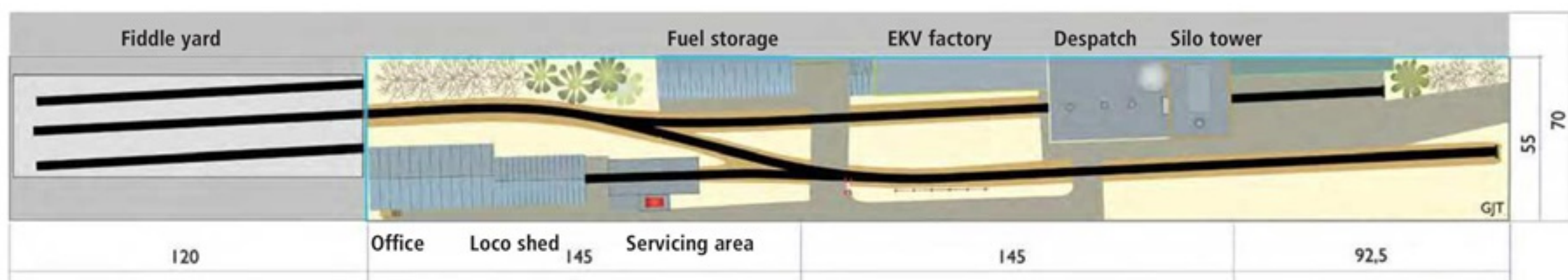
One of the restrictions is the absence of a run-round facility. An incoming DB loco with a few wagons is trapped at the end of the track. This obliged the EKV to purchase a small shunter to release arriving locos. This makes it plausible that there would be two locos active at this small yard, leaving aside, of course, that in reality it would be an expensive solution to have an extra loco available, complete with a workshop, for delivering and collecting just a few wagons each week.

Right
Initially, the DB allocated a
Köf to Vierheim Industrie ...

Below
... but after the EKV received
the bill for this, a small loco
was purchased second-hand
and painted blue. It needs a
shed, maintenance, and fuel.







Left
The layout is made up of segment boxes – the base, rear wall, roof, and valance form a whole. The lighting consists of a tube whose light is filtered through a matt Perspex sheet in the top. The segments rest on a solid framework, and are attached to each other with bolts and nuts.

Besides the locomotives, there are of course also suitable wagons for the supply of raw materials – lime, soda, and other bulk powders; these come in silos and self-unloading hoppers with a swinging roof. Fuel and packaging materials are also delivered by rail, in tank wagons and vans. Vans are also used for taking away the finished the ceramic isolators, fuses, and parts for switches. The most important customers for these are Siemens and Bosch.

Baseboard

The layout is made up of separate sections, based on the module system by Modellbau Atelier Ernst Jorissen. The segments can best be described as a large square C where the base, background, and sky with valance form a whole. These segments rest on a sturdy but flexible substructure that can easily be expanded if parts are added to the diorama.

The connected fiddle yard is a sliding plate simply moved by hand and has three tracks each 1.2m long.



Above
The track to the fiddle yard is hidden behind the shed for the shunter and the office.

Below
The figures can be counted on one hand, not least because most available figures are in unrealistic poses.



Below

The weather at Vierheim is not always fine; the trees are almost bare, the grass is barren, and the ground cover is a shade of grey. By consistent use of colour everything matches, and while dull it does not look bad. Note the birds' nests and the (hand carved) magpies in the trees.



Above

The office would be a boring building were it not for few highlights, such as a soft drink bottle, and the two loyal quadrupeds, which make a still life.





Above

Michiel likes agricultural vehicles, and there is plenty of choice in 1:32. This classic has had the full weathering treatment.

Below

Being true to the period requires following the prototype consistently and sometimes involves small nuances. The V60 in red most commonly had yellow lining, but a large number of the BR261s had grey. Also, to give the right impression it is important that the wagons are suitable for the industry represented. For the supply of raw materials such as quartz sand, a self-unloading hopper with a swing roof is the appropriate vehicle. The four release flaps have been opened and secured. The shunters' steps, grab handles, and brake lines were also modified. The wagon was then completely repainted and provided with new inscriptions, and was suitably weathered.



Track

The track and points were first laid out on the board on a trial basis to determine the desired arrangement, avoiding having track parallel to the front edge. The difference is

approximately 7°: that may not seem like much, but the effect is a much more dynamic whole than with parallel tracks.

The track was hand laid using KM1 rail on real wooden sleepers. Rail fixings, chairs, and turnout parts came from Hübner. Making your own track is viable for a 'small' layout.

The points are changed by hand – you do not need a control panel for two or three points. Simple pull rods to which toggle switches are connected for changing the frog polarity are sufficient. Operating the points in this way has its charm.

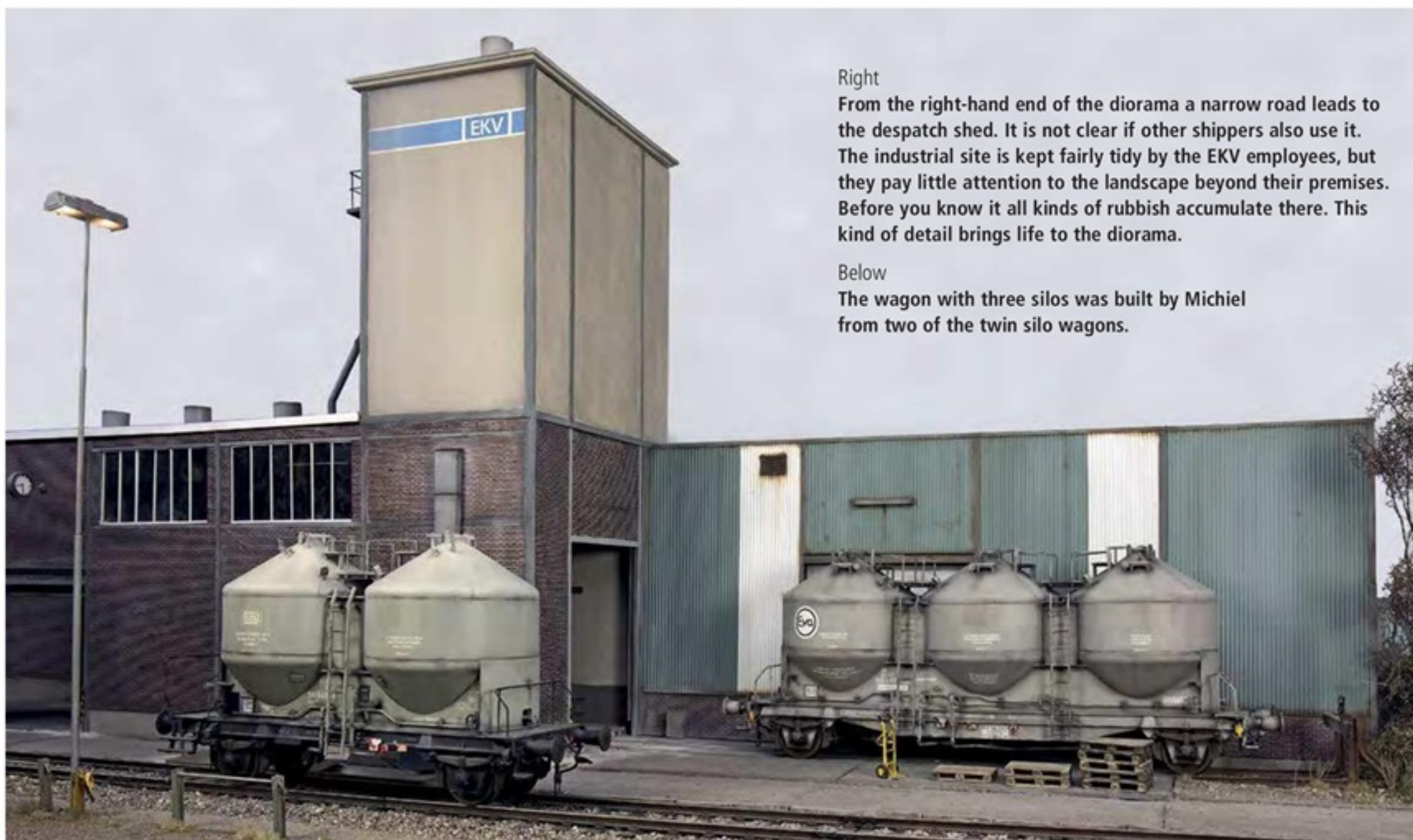
Buildings

The buildings were largely scratchbuilt from Forex, without specific prototypes. During photo research trips in the Ruhr area, Michiel recorded and incorporated countless buildings and details which were used as examples for the features on *Vierheim Industrie*. It is striking that the prototype proves to be much more creative than anything you can imagine as a modeller – in other words, when you start paying attention, you see things everywhere that are a challenge to copy in model form.

Colours

The colours used are important for the general picture. The starting point was to evoke an autumnal or early winter atmosphere with a cloudy sky and trees that had become bare. The atmosphere with a greyish, closed air was quickly created on the background with a spray can and airbrush.





Right

From the right-hand end of the diorama a narrow road leads to the despatch shed. It is not clear if other shippers also use it. The industrial site is kept fairly tidy by the EKV employees, but they pay little attention to the landscape beyond their premises. Before you know it all kinds of rubbish accumulate there. This kind of detail brings life to the diorama.

Below

The wagon with three silos was built by Michiel from two of the twin silo wagons.

Below

Unloading raw materials and loading finished products takes place to a large extent within the factory.

The opened door gives us a glimpse into the despatch department; the roller shutter can be opened and closed by a Faulhaber motor controlled through a locomotive decoder.

The door also makes the building look less massive.

Moreover, such a simple background works from every angle of view, something that can never be achieved with two-dimensionally painted building façades or mountains.

Trees

Making the bare trees was a different story. Since realistic bare trees are not commercially available in 1:32, it was necessary to scratchbuild. And as you will know, the finer the branches, the more work. The poplar stems were made up of brass tube, from 3mm to 1mm, with branches of twisted 0.4mm nickel-silver wire. A mixture of fine sawdust, paint, and glue was applied to this. Pieces of sea moss, some leaves from Polak, and a mist of olive green paint from an airbrush gave the desired result.

Conclusion

The nice thing about this layout is that you can play endlessly with just two points and a traverser without getting bored – it is total theatre with movement, sound, a bit of smoke, and animation, where you are right in the middle, because everything takes place at a height of 1.3m, more or less at eye level.

Right

Lime is one of the raw materials used in the factory. It is poured directly into the hoppers next to the track.

Below

Naturally, the equipment has all been skilfully weathered. The forklift is for moving stacks of pallets.





Peter Dale delves into his extensive photo collection to bring back some interesting memories.
Photographs by the author.

Austria in the 1970s

Excursions in search of vanishing steam

In the mid-1970s the elimination of steam in Austria had not been completed and there was quite a lot still to be seen on both standard and narrow gauges. Besides this there was steam on private lines such as the Achenseebahn and the Graz Koflacher Bahn (GKB), and, as a bonus, steam from behind the Iron Curtain could be seen at a number of places. I was able to make two visits, one in 1974 and another in 1975.

I was working in North Africa at the time, so I flew to Rome and caught a train from Roma Termini leaving at 22.15 to Venice where a change was made to the 07.10 to Graz and Vienna, arriving Graz at 16.12. As this was ÖBB (Austrian Federal Railways) the arrival was on time, which was very important as the 16.30 GKB departure to Lieboch was one of the few loco-worked passenger trains on the GKB using its class 50 2-10-0, most of the others being railcars.

The GKB is owned by a mining company and had begun to dieselise by this time, but I only remember seeing steam on the goods workings. It had a very interesting collection of locos, the oldest, built in 1860, being 0-6-0 No.671 which was reputedly still used occasionally but I was not lucky enough to see it working. Other locos included eleven Gölsdorf class 56 2-8-0s and a number of former ÖBB class 152 2-10-0s. (As late as the mid-1980s I saw a GKB freight double headed by a diesel and a class 56.)



Above
 Achenseebahn 0-4-ORT No.3 leaving Eben with a down train. 12th September 1971.

From Graz it was an easy trip to Spielfeld-Strass where Yugoslav locos came over the border, usually class 25 2-8-0s (built as Austrian class 270).

Below
 GKB 0-6-0 No.671 at Graz. 9th October 1974.



Above
 GKB 2-10-0 50.685
 at Graz Webling. 16th May 1975.





Above
JZ 2-8-0 25.021 at Spielfeld-Strass. 16th May 1975.

Right
GKB 2-10-0 152.3110 at Lieboch. 15th May 1975.



Below
GKB Gölsdorf 2-8-0 56.3190 at Graz shed. 16th May 1975.

Below right
GKB Gölsdorf 2-8-0 56.3190 at Lieboch. 8th October 1974.





Above
0-6-2RT 97.207 and 97.201 leaving Vordernberg.

Below
0-6-2RT 97.208 and 97.209 climbing to Vordernberg Markt.
Both views – 29th September 1974.



The next stop was the Erzbergbahn, the standard gauge rack fitted line built to carry iron ore from the Eisenerz mountain to a steelworks at Donawitz. Empties were worked upgrade by rack tanks. The original class 97 0-6-2Ts dating from 1890 were still in use although some diesels had also been introduced. Three class 197 0-12-OTs and one class 297 2-12-2T were built later, but I only saw the 97s working. They did provide some very impressive smoke and steam effects. There were three daily passenger workings up the mountain, consisting of two coaches and a parcels van propelled by a class 97, and a more frequent service between Vordernberg and Vordernberg Markt worked by diesel railcars. Most visiting enthusiasts stayed at the Gasthof Gruber in Vordernberg.

Top
0-12-ORT 197.302 out of use
at Vordernberg shed.
17th May 1975.

Above
0-6-2RT 97.208, Präbichl.
8th October 1974.

Above right
Two 97 class tanks taking
empties up the mountain.
30th September 1974.

Below
0-6-2RT 97.217 in the snow
at Präbichl station.
8th October 1974.







Above
CSD 2-10-0 556.0506 entering Gmund. 5th October 1974.



Left
ÖBB 2-8-2T 93.1331 at Schwarzenau. 6th October 1974.



Left
ÖBB narrow gauge 0-8+4 399.06 at Gmund. 5th October 1974.

Then it was via Vienna to Gmund, with a stop at Schwarzenau to see the class 93 worked branches to Martinsberg and Fratres.

The branch to Fratres was interesting as it stopped only a few feet beyond the hut which acted as a passenger shelter with just a sleeper across the track and a warning disc. There was no run-round loop and the train was then pushed back towards the junction. The reason for this peculiar arrangement was that the line had continued further when built but following the loss of territory after the First World War the new Czech border forced the line to stop at Fratres.

At Gmund there was another cross-border working, this time from Czechoslovakia, where a very smart 556 class 2-10-0 worked a short passenger train over three times a day, with a number of goods workings as well.

The most interesting thing at Gmund were the 760mm lines, to Gross Gerungs and to Litschau and Heidenreichstein, worked by class 399 (Mh) 0-8+4 Engerths and class 298 (U) 0-6-2Ts, although the class 2095 B-B diesels had already made an appearance.

In 1986 I was lucky enough to be transferred to work for two years in Austria, by which time standard gauge steam had finished though I was able to spend most weekends on one or other of the narrow gauge lines. But that is another story ...



Nürnberg

REPORT 2020 – part 2



PLANNED NEW PRODUCTS FOR THE COMING YEAR



Minitrix

New items in N again have their own 68 page A4 size landscape format brochure.

There are several special limited editions to mark thirty years of the Märklin Retailer Initiative (MHI).

The 'my hobby' programme of value models is extended with several new items.

Delivery dates are not given.

Most new locomotives now come with a factory-fitted DCC sound decoder; this will run by default on analogue DC.

Epoch I

To mark 175 years of railways in Württemberg, the G12 2-10-0 for the first time in Länderbahn livery in the Minitrix range.

To accompany – a set of five different four-wheel wagons: van with raised brake house, van, beer van with raised brake house, steel open, and tank wagon with brake house.

Epoch III

MHI 30 limited edition – Insider Club model of the year: BR01 Pacific as rebuilt by the DB in 1959 with a new boiler, with small Witte smoke deflectors. The model has a DCC sound decoder, and working cab and running gear lights. Orders had to be placed by the end of February.

DB BR18⁶ in 1957 condition, with DCC sound decoder. The model also features a processor controlled flickering firebox.

MHI 30 limited edition – VT98 four-wheel railcar and VS98 driving trailer, with DCC sound decoder; the powered unit can be run individually. The VB98 intermediate trailer will be sold separately.

New tooling – DB V169 B-B diesel hydraulic with auxiliary gas turbine, the first time it has been modelled in N. The model will have a DCC sound decoder, and lighting by warm-white LEDs (including the cabs).

Express coaches, with LED interior lighting: A4üm-63 first in blue, B4üm-63 second and BD4üm-61 second baggage in green, WR4üm-64 'DSG' restaurant (with skirt) in red, and Post 4mg-al/26 post van (with skirt) in green.

New tooling – DB centre entrance bogie *Umbauwagen*, rebuilds using standard components on older underframes, more or less modified. They are offered as a set of AByg composite and BDyg second baggage, plus a Byg second. All come with LED interior lighting.

The Museum wagon for the year, only available from the Märklineum in Göppingen, is a DB type G07 six-wheel van with raised brake house decorated for the 'Lebkuchen Schmidt' company of Nürnberg.

Epoch IV

Modified tooling – DR BR03¹⁰ *reko* Pacific, with replacement boiler, mixing feedwater heater, and oil firing. The model has a DCC sound decoder and working lights, including in the cab and over the running gear.

Minitrix DB BR01 Neubaukessel



Minitrix start set – DB BR216 + wagons



Minitrix DB BR 18⁶



DB BR144 Bo-Bo electric dating from 1932 in 1980 condition, in blue/beige livery, with a DCC sound decoder.

The VT98 four-wheel diesel railcar as BR798 in the special white livery with 'erlebte eisenbahn' lettering applied for the 150 years of German railways celebrations in 1985. With DCC sound decoder.

'my hobby' analogue start set: DB BR216 B-B diesel hydraulic, refrigerated four-wheel van, bogie container flat, oval of track, and simple controller.

Modified tooling – the V169 B-B diesel hydraulic as BR210 with the gas turbine removed, in blue/beige. With DCC sound decoder.

The DR BR132 'Ludmilla' Co-Co diesel in Bordeaux red will be re-run, with a DCC sound decoder, as part of the 'my hobby' range.

Minitrix DB BR144



DB 26.4m express coaches in blue/beige: Aüm²⁰³ first, ABüm²²⁵ composite, Büm²³⁴ second, BDms²⁰³ second baggage, and WRüh¹³² restaurant.

Set of three DR type Post aa four-wheel vans in green postal livery. (These augment the previously produced pair of bogie Post vans.)

Type E040 four-wheel steel open ('my hobby').

Type Rs⁶⁸³ bogie flat carrying a 'Sealand' 40' container ('my hobby').

DR Type Otmm70 four-wheel hopper, weathered, and loaded with real coal.

Set of three DR type Ibbpls⁸²⁵⁶ four-wheel refrigerated vans.

Minitrix DR type Ibbpls⁸²⁵⁶



Minitrix DR BR03¹⁰ reko + Post aa vans



Minitrix MaK DE1002 Bentheimer Eisenbahn



Epoch IV-V

BR150 Co-Co electric, second series, in green livery. The model has a metal-filled plastic body, and comes fitted with a DCC sound decoder.

Epoch V

BR140 Bo-Bo electric in traffic red ('my hobby').

MaK type DE1002 Bo-Bo diesel in Bentheimer Eisenbahn red livery, to mark the company's 125th anniversary.

Messe special – BR216 'Lollo' B-B diesel in Württembergische Eisenbahn Gesellschaft orange, white, and blue, as running in 1990.

Epoch VI

DBAG BR101 Bo-Bo electric, with DCC sound decoder, with graphics celebrating 160 years of Märklin.

BR218 B-B diesel hydraulic in the red, grey, and white of Heros Rail, as running in 2016. With DCC sound decoder.

New tooling – a set of six type Sgmmns¹⁹⁰ container flats on Y25C bogies registered with AAE, each carrying two open spoil containers from the massive Stuttgart 21 main station rebuilding project.

DBAG type Snps⁷¹⁹ bogie flat with heavy duty steel double side stakes.

Switzerland

Epoch VI – type Apm open first and type Bpm open second in two-tone grey, ex Cisalpino.

Type Sgns flat on Y25 bogies carrying two 'Co-op' refrigerated containers.

Type Sgnss flat on Y25 bogies loaded with three Innofreight 46m³ capacity open topped 20' containers.

France

Epoch V – BB67400 B-B diesel, as modernised, in blue livery, with DCC sound decoder.

Minitrix NS 6400



Set of three type Rs flats on Y25 bogies carrying containers – one with two 20', one with two 20' tank-tainers, and one with one 40' container (a new model).

Epoch VI – set of three type Rilns bogie bulkhead flats with hooped cover in different colours: 'Kronenbourg' red, 'FRET SNCF' red, and plain grey; this last vehicle has working end-of-train lanterns.

The Netherlands

Epoch VI – NS 6400 Bo-Bo diesel in grey & yellow with red cab side 'patch' bearing 'Railion Logistics' branding, as running between 2007 and 2009.

Set of three type Sgns bogie flats, registered with AAE, carrying containers – one with three 'Van Den Bosch' 20' tanktainers, the others with (new) 40' containers, 'Safmarine' blue and 'One' purple.

Czech Republic

Epoch VI – type Es110.8 four-wheel steel open ('my hobby').

Poland

Epoch VI – new tooling: set of six type Sgmmnss 40' bogie flats, five Laude brown and one AAE grey, each loaded with two carrying frames for steel coils.

Sweden

Epoch VI – former ÖBB Rh1012 prototype as 'Hectorrail' class 141 Bo-Bo electric.

Type Sgnss bogie flat registered with AAE loaded with three Innofreight 46m³ capacity open topped 20' container with 'Gran some biomasse: DEN GRØNNE OLJE' lettering.

Accessories

Standard 21m turntable, motorised, to fit in a recess in the baseboard. Automatic alignment. Supplied with eight track connections; further pack of eight available.

Minitrix roundhouse & turntable



Maximum possible – 24, at 15° spacing. Measures 170mm overall diameter, and requires a recess of 145mm; length of deck 132mm.

Structure kit for end section of matching roundhouse, based on Rottweil, with two stalls and a workshop.

Fleischmann

The new items brochure is A4 size landscape format, 108 pages. It gives expected delivery quarter but not recommended prices. Information is by simple symbol panels (user, epoch, length, couplings, lights, minimum radius, digital status), with extra remarks for just a few models.

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

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

DRG Epoch II

BR44 three-cylinder 2-10-0, with large Wagner smoke deflectors and front skirts to the running board (Q3). The digital version will have Henning sound. Illustrated with a CAD drawing and a prototype picture.

BR01¹⁰ three-cylinder Pacific with streamlined cladding, as cut back over the running gear to prevent overheating and improve access for maintenance (Q2). The digital version has a flickering firebox.

To accompany – express bogie coaches, AB4ü-35 composite, C4ü-35 third, WR4ü-35 restaurant, and PwPost4ü-28 baggage/post van, with partial clerestory roof and raised cupola lookout (Q2/3).

Train of the year – Ruhr Schnellverkehr express commuter train, BR780⁵ 4-6-4T with three clerestory roof bogie compartment coaches, one BC4 pr04 composite with raised brake house, one C4 pr04 third with raised brake house, and one C4 pr04 third, in red & cream livery (Q2).

Type SSy (not Rlmmms⁶⁵¹ as quoted) heavy duty bogie flat with side stakes (Q1).

Set of three 'Seefische' insulated vans, two four-wheel and one six-wheel with raised brake house (no date given).

DB Epoch III

Updated model – BR23 2-6-2, now fitted with a Next18 decoder socket and thus the option of factory-fitted sound (Q1).

Post train – set of three bogie vehicles, Post 4e, PwPost4ü-28, with partial clerestory roof and raised cupola lookout, and PwPost4ü-28 with modernised roof (Q1).

Welded construction fast train coaches (Eilzugwagen) – A4ys-30/55 first, AB4yswe-37/55 composite, B4ywe-36-50 second, and Düe941 baggage van with raised cupola lookout, all in green (all Q2).

Minitrix DBAG BR101 'Märklin 160'



Minitrix Hectorrail class 141



Minitrix SNCF Rilns wagons



Minitrix Heros Rail BR218 + Sgmmns¹⁹⁰ flats



Fleischmann DB BR515 railcar & trailer



New tooling – type Kbs four-wheel lowside with brake platform, with side stakes in pockets, loaded with cut timber, and without brake platform empty (both Q4).

Type Gmhs53 four-wheel van, with working sliding doors (Q2).

DR Epoch III

Type Gkw four-wheel insulated van with brake house (Q3).

DB Epoch IV

BR044 three-cylinder coal fired 2-10-0, with small Witte smoke deflectors, DB reflex lamps, and open front running boards. The model has lighting in the cab and over the motion, and the digital version uses Henning sound (Q3).

There will also be a BR043 oil fired variant (Q3).

Updated model – BR012 oil-fired Pacific now with Next18 decoder socket (Q3).

BR064 2-6-2T, with welded water tanks (Q1).

BR194 Co-Co electric in green livery, without lining on the central body section (Q1).

BR141 Bo-Bo electric in green, with single lamps and continuous rainstrip (Q1).

BR111 Bo-Bo electric in orange & grey S-Bahn livery.

New tooling – BR210 B-B diesel hydraulic with auxiliary gas turbine (Q1).

Updated model – BR260 0-6-0 diesel hydraulic, with scale size bonnets, separate end handrails, LED lighting, metal rods, and a sprung centre axle. (Delivery not noted).

New tooling – the BR515 bogie battery electric railcar and driving trailer (Q4). 3D-printed shells were shown.

New tooling – UIC-X express coaches dating from 1952: A4üm first in blue, ABüm²²⁵ composite, B4üm second, and BD4üm second baggage, all in green, and BR4ymg51 second/restaurant in green & red (all Q4).

A set of four of the UIC-X express coaches in the so-called “pop” liveries: Aüm²⁰² first, two Bm²³² seconds, and BDüm²⁷³ second baggage (Q4).

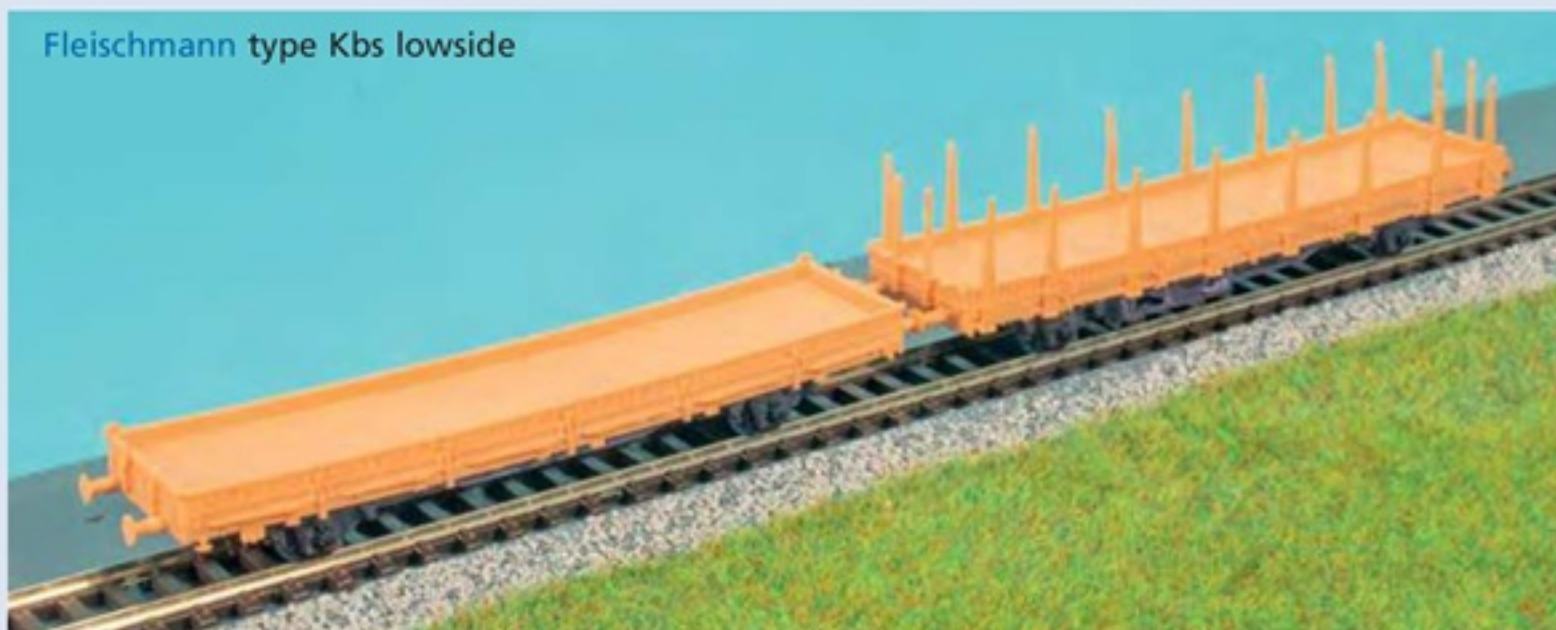
Middle-entrance coaches in blue/beige: composite, second, and second baggage driving trailer (all Q1).

Two sets of three skirted bogie express coaches in red & beige for trains D1410/1411 *Cristoforus* motor-rail express between Düsseldorf and München – set 1: three Avmz¹¹¹ firsts; set 2: two Avmz¹¹¹ firsts and WRmz restaurant. Also set of two type DDm bogie double-deck car carriers. (All Q3.)

z21 digital start set – BR140 Bo-Bo electric in green, four bogie side discharge hoppers, ‘Maus’ handset, control unit, and long oval of track with siding (Q4).

New tooling – type Remms bogie lowside with side stakes, with aluminium sides (Q4).

Fleischmann type Kbs lowside



Fleischmann DB UIC-X type BR4ymg51



New tooling – type Zags gas tank bogie wagon with sun protection screen, as a set of three lettered for ‘VTG’ (Q4).

Type Rils⁶⁵² bogie bulkhead flat with hooped cover, in blue (Q3).

Two sets of three bogie tank wagons, different colours but all lettered ‘EVA’, one on Y25 bogies and one on Minden-Deutz (no date given).

Type Laaes⁵⁴¹ close-coupled pair of four-wheel double-deck car carriers (no date given).

Type Rlmmps⁶⁵¹ heavy duty bogie flat with side stakes (Q1).

DR Epoch IV

BR64 2-6-2T, with riveted water tanks (Q1).

BR52 GR 2-10-0 as after a general overhaul at Stendal works, with small Witte smoke deflectors, feedwater heater, and spoked pony truck wheels (Q1).

BR118 B-B diesel in Bordeaux red (Q1). The digital version has Henning sound.

BR120 Co-Co diesel. The digital version has Henning sound.

z21 digital start set – BR110 B-B diesel, four four-wheel wagons (van, open, lowside, and tank), ‘Maus’ handset, control unit, and short oval of track with siding (Q3).

Type Baai four-wheel coach with end balconies and type Daai four-wheel baggage with raised cupola look-out, with side doors that can be opened (no dates given).

New tooling – type Kbs four-wheel lowside, no brake platform, with pivoting side stakes (Q4).

New tooling – type Uacs-x pressurised silo bogie wagon, in grey (Q4).

The new type Zags bogie gas tank in white (Q4).

Type Fad high capacity side discharge bogie hopper wagon (Q1).

Epoch IV-V

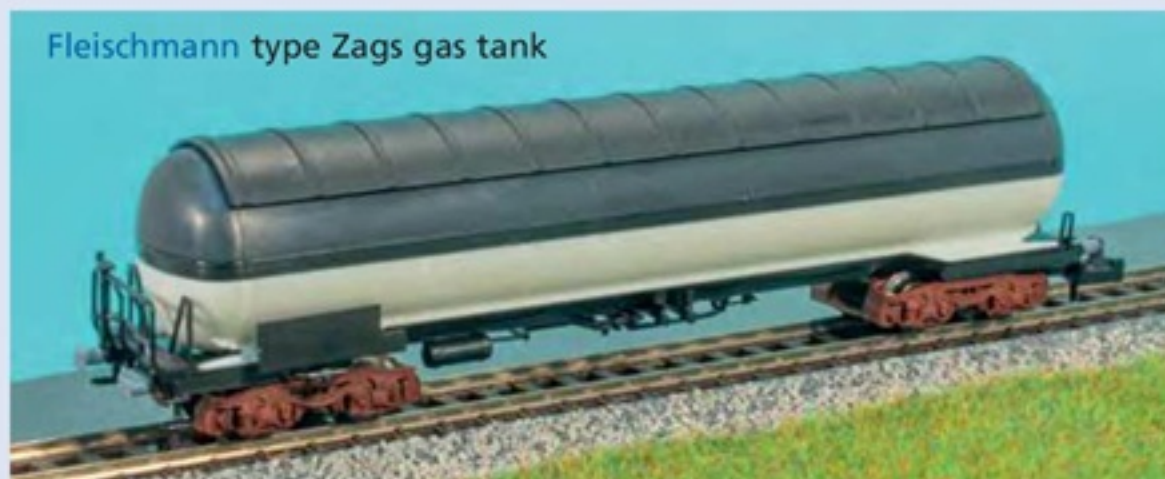
The new type Uacs-x silo wagon in a pack of two lettered for ‘KVG’, in grey (Q4).

Epoch V

BR139 Bo-Bo electric in blue/beige with red DBAG logo added (Q3).

Two sets of three bogie wagons for clay transport – set 1: two type Taes⁸⁹⁷ swing roof opens in red-brown and one type Tams⁸⁸⁶ rolling roof open in traffic red; set 2: type Taes⁸⁹⁷ swing roof open in red-brown and two type Tams⁸⁸⁶ rolling roof opens, one in red-brown and one in traffic red. These were used between the Westerwald and Italy, travelling through Switzerland.

Fleischmann type Zags gas tank



Fleischmann type Uacs-x silo



Fleischmann DB BR210



Fleischmann DB BR218



Analogue start set – BR212 B-B diesel in blue/beige, three bogie side discharge hoppers, simple controller, and long oval of track with siding (Q3).

The new type Uacs-x silo wagon in a pack of two lettered for 'VTG - Enviloc', in blue (Q4).

Type Rs bogie flat with side stakes carrying steel plates (Q3).

Type Habbins bogie sliding side van registered with 'AAE' (Q3).

Epoch V-VI

New tooling – BR218 B-B diesel hydraulic (Q3).

Updated model – DBAG BR260 0-6-0 diesel hydraulic, with scale size bonnets, separate end handrails, LED lighting, metal rods, and a sprung centre axle.

DBAG BR203 B-B diesel hydraulic (rebuilt from DR BR110 by the Alstom works at Stendal) in orange, used for construction trains.

Set of three DBAG Regio double-deck coaches in traffic red (DBpz⁷⁵³ second, DABpz⁷⁵⁸ composite, and DBpbzfa⁷⁶⁶ second driving trailer)(Q3). Another second will be available to extend the train.

The new type Uacs-x silo wagon in a pack of two lettered for 'GATX', in black (Q4).

Epoch VI

Vectron Bo-Bo electric with four pantographs as DBAG BR193 in 'green' livery (Q1).

Former DB BR151 Co-Co electric in 'Railpool' silver & blue livery, exclusive to Fleischmann (Q1).

BR648 Talent articulated diesel railcar in Baden-Württemberg silver & yellow with '3-Löwen-Takt' graphics (Q1).

Updated model – BR223 'Herkules' ER20 Eurorunner Bo-Bo diesel as ER20 013 in the 'bodo' livery (with different graphics each side), operated by Länderbahn GmbH, now equipped with a Next18 decoder socket and white/red directional lights (Q3).

To accompany – a set of three Eurofima coaches, two seconds and a composite, in current 'alex' two-tone grey (Q3).

The new UIC-X type Bm²³⁵ second in InterCity white, two numbers (no date given).

z21 digital start set – Vectron Bo-Bo electric in Lokomotion blue zebra stripe livery, with sound decoder, four type T3 intermodal bogie flats, two with tautliner trailers, one with 40' container, and one with two 20' tanktainers, wireless 'Maus' handset, router, control unit, and long oval of track with passing loop (Q2).

The new type Rmms bogie flat with side stakes, in a set of three carrying large pipes (Q4).

Type Habbins bogie sliding side van (Q3).

Set of two type Shimmns short bogie bulkhead flats with hooped covers lettered for 'GATX' (Q3).

Set of three type Shimmns short bogie bulkhead flats with hooped covers lettered for 'Captrain', one with 'Wanted' advertising (Q3).

AAE type Sdgmns³³ (T3) intermodal bogie flat, with either 'Nor-Cargo' or 'Transped' tautliner trailer (Q1).

Type Sdggmrs (T2000) articulated intermodal bogie flat registered with AAE, carrying either two 'bring' 40' refrigerated containers or just two 'VOTG' 20' tanktainers (Q2).

Austria

Epoch IV – Swedish Rc3 Bo-Bo electric as supplied to

ÖBB for use on the Tauern line, in original livery (Q3).

New tooling – type Kbs four-wheel lowside with side stakes (Q4).

Type SSy heavy duty bogie flat with side stakes (Q1).

Type E steel four-wheel open, loaded with coal (no date given).

Bogie tank in orange 'Turmöl' livery (Q1).

Epoch IV-V – two sets of two type Sdggkms bogie pocket wagons, one carrying 'Von Haus zu Haus' and 'Schenker' swap bodies, the other 'Rail Cargo Austria' containers, two 20' and one 40' (all Q2).

Epoch V – type Rils⁶⁵² bogie bulkhead flat with hooped cover in blue lettered for 'Delacher' (Q3).

Epoch VI – Vectron Bo-Bo electric operated by SETG with ornate 'Alpenlok' graphics, different each side (Q2). Exclusive to Fleischmann. The digital version has Soundlab sound.

Updated model: 'Herkules' ER20 Eurorunner Bo-Bo diesel as ÖBB Rh2016, now equipped with a Next18 decoder socket and white/red directional lights (Q3).

Desiro diesel railcar as ÖBB Rh5022 in current 'Cityjet' livery.

The new type Uacs-x silo wagon in grey (Q4).

Type Sgns³³ intermodal bogie flat with two 'Danzas' 20' containers (Q1).

Switzerland

Epoch V – Re465 Bo-Bo electric in Bern Lötschberg Simplon original blue livery with bls logo (Q2).

BLS first and second class coaches, the latter with two numbers (Q2).

z21 digital start set – Re420 Bo-Bo electric in 'cargo' blue & red, three type Eaos bogie opens (two red-brown and one grey), 'Maus' handset, control unit, and long oval of track with siding (Q4).

Epoch VI – special editions 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 (Q4 and Q1 respectively) and a set of two Kbs four-wheel stake flats loaded with circus trailers (by Artitec) (Q4).

Vectron Bo-Bo electric in HUPAC livery, in co-operation with Railcolor (Q1). The digital version has Soundlab sound.

Vectron Bo-Bo electric in SBB Cargo International 'alpine' livery, in co-operation with Railcolor (Q2). The digital version has Soundlab sound.

Type Sgns bogie flat with two 'cargo' swap bodies (Q1).

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

Type Sgns³³ intermodal bogie flat operated by CEMAT carrying two 'Hoyer' 20' tanktainers (Q2).

Type Sdggmrs (T2000) articulated intermodal bogie flat registered with AAE and loaded with four 'Bertschi' 20' tanktainers (Q2) or two 'ONE' 40' ribbed side containers (Q3).

Set of two type Uacns bogie silos for 'Vigier' cement (Q3).

The new type Zags bogie gas tank, with short sun shade, in 'wascosa' blue (Q4).

Italy

Epoch IV – the new UIC-X first and two seconds in slate grey (no date given).

The new type Ks four-wheel lowside, with a differ-

ent arrangement of side stakes and round buffers (Q4).

Type Sdggmrs (T2000) articulated intermodal bogie flat registered with AAE loaded with two 'Move' tautliner trailers (Q1) and registered with wascosa carrying two more tautliner trailers, 'Gruber' and 'arcese' (Q3).

Epoch VI – set of two type Shimmns short bogie bulkhead flats with hooped covers in 'Mercitalia Rail' turquoise (Q2).

France

Epoch IV – the new type Ks four-wheel lowside, Us in SNCF classification, with the different arrangement of side stakes and rectangular buffers (Q4).

The new type Remms bogie lowside with side stakes, with corrugated sides (Q4).

Epoch V – type Habbins sliding side bogie van (Q3).

Epoch VI – type Rilns bogie bulkhead flat with hooped cover in 'ermewa' grey (Q1).

Belgium

Epoch V – set of three Eurofima coaches (first and two seconds) in two-tone grey with blue and red stripes (Q1).

Epoch VI – type Rils⁶⁵² bogie bulkhead flat with hooped cover in turquoise lettered for 'B-Cargo' (Q1).

Luxembourg

Epoch VI – type Rilns bogie bulkhead flat with hooped cover in 'CFL Cargo' grey (Q1).

The Netherlands

Epoch IV – the new type Kbs four-wheel lowside carrying two 'KNSM' 20' containers (Q4).

Four-wheel tank with brake platform with 'Peter Bob' branding (Q2).

Epoch VI – Vectron Bo-Bo electric in 'Rail Force One' "shark" livery, in co-operation with Railcolor (Q2). The digital version has Soundlab sound.

Former DR V100.1 B-B diesel hydraulic as Rotterdam Rail Feeding No.24, with fine railings along the footplate (Q3).

AAE type Sdgmns³³ (T3) intermodal bogie flat with 'Wolter Koops' refrigerated trailer (Q3).

Two sets of two type Shimmns short bogie bulkhead flats with hooped covers in 'ermewa' grey (Q1) or 'On Rail' green (Q3).

Poland

Epoch VI – the new type Zags bogie gas tank, with short sun shade, in silver, lettered for 'Petrochemia Plock SA' (Q4).

Set of two type Res bogie lowsides with movable side stakes, in blue livery (Q1).

Spain

Epoch III-IV – class 340 B-B diesel hydraulic (technically and visually similar to the DB V200) in green (Q2).

z21 digital start set – class 340 diesel, three four-wheel wagons (two different vans and a tank), 'Maus' handset, control unit, and short oval of track with siding (Q3).

The new type Ks four-wheel lowside, with the different arrangement of side stakes (Q4).

Epoch V – type Sdggkms bogie flat carrying either a refrigerated 'Font Vella' trailer (Q1) or a 40' container (Q2).



Arnold

The new items are noted in the combined catalogue with Rivarossi, Jouef, Electrotren, and Lima HO, and Arnold TT. New and modified tooling is noted if relevant. Expected delivery quarter is only shown on the price list.

Several items on the price list (new tooling, modified tooling, and new versions) are not in the current catalogue: presumably they are from last year.

In a few instances the price list and catalogue differ on status.

Epoch II

Set of three four-wheel wagons (Linz lowside, Villach open, and K2 van) in camouflage colours (Q4).

Epoch III DB

Two sets of three coaches to represent the *Rheingold*: set 1 – two Avmh compartment firsts and a dome observation; set 2 – two Apmh open firsts and a high-roof restaurant (Q4).

Set of four coaches (Avümh compartment first, Apümh open first, and ADümh dome observation first in red/beige plus WRüm in red) representing the *Rheinpfeil* (Q4).

Set of two type Rmms four-wheel lowsides each carrying two Hanomag tractors (Q3).

Epoch IV DB

New tooling – BR181.2 multi-system Bo-Bo electric in original dark blue and later blue/beige (Q4).

Modified tooling – set of four coaches in blue/beige to represent the Royal Corps of Transport corridor *Berliner* train (Q4).

Set of four first class coaches in blue/beige to form an interzonal train (Q4).

Modified tooling: set of four coaches (one first, two seconds, and a restaurant) in the 'pop' liveries (Q4).

Type Sgjs⁷¹⁶ bogie flat with side stakes loaded with concrete sleepers or wire coils (both Q3).

New tooling – four-wheel gas tank wagon, with sun shade, operated by either 'BASF' or 'VTG' (both Q4).

Epoch V

The new BR181.2 multi-system Bo-Bo electric in traffic red (Q4).

Tren Hotel Talgo in DBAG InterCity Night blue & white – base set of six coaches, with sets of two sleepers or sleeperettes to extend the train (all Q2).

Two sets of two type Bomz²³⁶ seconds, one in InterRegio banded blue, one in InterCity banded red (both Q1).

Epoch VI

Taurus Bo-Bo electric as BR187 used by the Erfurter Bahn Service in K+S advertising livery (Q4).

Set of two type Bomz²³⁶ seconds in *Nachtzug* red & white (Q1).

Set of one Bm²³⁵ second and one type Wgkmz salon (ex-TMFB) in dark red with 'Euro-Express' branding (Q4).

Set of three type UIC-Z coaches (two seconds and a composite) in 'alex' grey & white, as used between München and Regensburg (Q4).

New tooling: type Sgnss bogie flat registered with AAE carrying 45' 'Warsteiner' container (Q2).

Austria

Epoch III – BR42 2-10-0 (Q2).

Epoch III-IV – type Gbs four-wheel van with 'Almdudler' advertising (Q3).

Epoch IV – Rh2050 Bo-Bo diesel in orange (Q4). Rh1046 Bo-Bo electric, original body, in orange (Q4).

Epoch IV-V – Schlieren composite, second, and second baggage in orange & cream (all Q4).

Epoch V – Rh2050 Bo-Bo diesel in green (Q4). Presumably preserved if Epoch correct.

Rh1046 Bo-Bo electric, rebuilt body, in traffic red & white (Q4).

Epoch V-VI – set of three Schlieren coaches (two seconds and a second baggage) in NÖVOG silver & gold (Q4).

Epoch VI – set of BR386 TRAXX Bo-Bo electric and three coaches in 'Regiojet' yellow (Q4).

Type Uagpps curved side bogie silo in 'Mozart Distillerie' black (Q4).

Switzerland

Epoch VI – new tooling: ETR610 electric train in Cisalpino livery: base set of two end cars (one powered) and two intermediate coaches (Q3); extension pack (noted as modified tooling) of three more coaches (first, second, and restaurant)(Q4). Also as RABe503 in white livery.

New tooling: type Sgnss bogie flat carrying two 30' bulk containers, either 'giezendanner' or 'Bertschi' (both Q2).

Italy

Epoch III-IV – Set of two type PP four-wheel lowsides each carrying two Hanomag tractors (Q3).

Arnold type Sgnss



New tooling – FS E.656 Bo-Bo electric, fourth series in Epoch IV blue & grey and fifth series in Epoch V blue & grey (both Q4).

Modified tooling – UIC-X 1964 stock in sets of three, a first and two seconds, in Epoch IV slate grey and Epoch V red & grey (both Q4).

Epoch V-VI – FS E.655 in XMPR livery (Q4).

New tooling: type Sgnss bogie flat carrying two 'Buzzatti' 30' bulk containers or registered with CEMAT loaded with 45' 'Cronos' container (both Q2).

Epoch VI – ETR610 and extension pack in three versions: 'Cisalpino', 'AV Frecciarossa', and 'Frecciarossa' (Q3 and 4).

France

Epoch III – new tooling: three sets of three DEV Inox stainless steel express coaches, two A9 firsts and an A5 first/bar, as a generic *Train Rapide* and as used on *Le Bourbonnais* and *La Mouette*. Two more A9 firsts will also be available separately. (All Q4.)

Sets of two type Tw (Linz) lowsides and two type Tw (Villach) high side opens loaded with coal (both Q4).

Four-wheel refrigerated van with 'stef' lettering (Epoch III) and as used in military supply trains to Berlin (Epoch III-IV)(both Q1).

New tooling – four-wheel gas tank wagon, with sun shade, lettered for 'Antargas' (Epoch III) or 'SATI/UCB' (Epoch IV)(both Q4).

Epoch IV-V – set of two type Uagpps bogie silos, one flat and one curved side, in 'Breiz'al' grey (Q4).

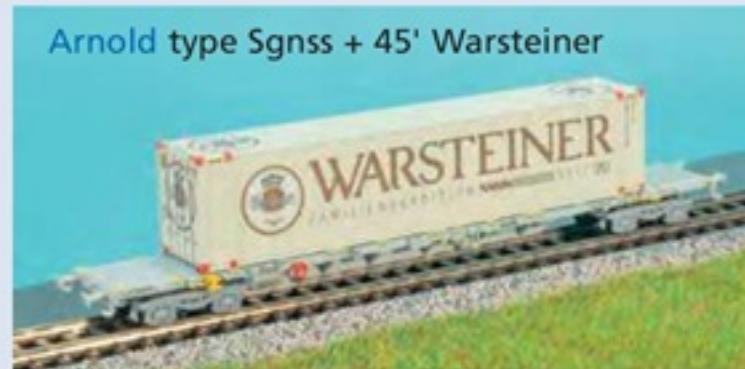
Epoch VI – BR186 Bo-Bo electric in 'Fret' silver-grey (Q4).

Type Uagpps curved side bogie silo in 'Transcéréales' grey (Q4).

Type Uagpps flat side bogie silo in 'Monfer' red oxide (Q4).

Set of two type Uagpps bogie silos, one flat and one curved side, in 'Monfer' red oxide (Q4).

Arnold type Sgnss + 45' Warsteiner



Arnold type Sgnss + 2 x 30' Bertschi



Arnold DBAG Tren Hotel Talgo



Piko DB type Bye⁶⁷⁰ skirted second



Piko SBB EWI coaches



Set of two type Uagpps bogie silos, one flat and one curved side, in 'ermewa' dark grey (Q4).

Belgium

Epoch VI – BR186 Bo-Bo electric in 'Lineas' dark blue (Q4).

Spain

Talgo B-B diesel hydraulic loco in Epoch III red & silver as class 3000 *Virgen de la Paloma*, Epoch IV blue & ivory as class 353 *Virgen del Yugo*, and Epoch V blue & beige as class 354 *Virgen de la Encarnacion* (all Q4).

New tooling – set of two type J3 four-wheel vans in Epoch III 'Sindicato de la Naranja' grey and Epoch IV red oxide (both Q4).

Epoch III-IV – set of two type Ks four-wheel lowsides each carrying two Hanomag tractors (Q3).

New tooling – four-wheel gas tank wagon, with sun shade, lettered for 'R.N.' (Epoch III), 'Butano S.A.' (Epoch IV), or 'Repsol Butano' (Epoch V) (all Q4).

Epoch IV – class 303 0-6-0 diesel in Epoch IV dark green with yellow lining, green with yellow bands, and Epoch V 'azvi' yellow (all Q4).

Modified tooling: two sets of four 8000 class coaches (first, two seconds, and baggage) in either green or 'Estrella' brown & beige (both Q4).

Bogie flat with side stakes carrying concrete sleepers (Q4).

Two new versions of a bogie gas tank with sun shade, 'Butano S.A.' and 'Repsol Butano' (both Q3).

Three new versions of the type Habis sliding side bogie van – Epoch IV red oxide and silver 'Transfesa', and Epoch V-VI 'Transfesa' (all Q1).

Arnold SNCF DEV Inox coaches



Brawa DBAG Twindexx Vario IC2



Piko NS 1100



Brawa DB BR216



The Netherlands

Epoch IV – new tooling: NS class 1100 Bo-Bo electric in original body form, in dark blue (Q3).

New version of the NS class 2400 Bo-Bo diesel in red-brown (Q2).

Epoch V – new version of the MaK G1206 Bo-Bo diesel as NS class 6400 in grey & yellow (Q1).

Brawa

N occupies only six pages of the A4 size 76 page new items brochure.

Expected delivery quarter is not given; they will be posted on the website when known.

Epoch III – new running number for the DB V160 B-B diesel hydraulic.

Epoch IV – new running number for the DB BR216 B-B diesel hydraulic.

Three new running numbers for the DR reko type Bghw bogie second in green, and the 'Mitropa' red type WRg restaurant car.

New version of the DB type Gbs-uv²⁵³ four-wheel insulated van used by 'BASF' for dry ice.

Epoch VI – new running numbers for the recently released Twindexx Vario double-deck InterCity stock as a set of three coaches (first, second, and second driving trailer); a first and a second will be available separately to extend the train.

New running numbers for the Twindexx Vario double-deck electric multiple unit as a three-car set in DB Regio traffic red; a composite and two seconds will be available separately to extend the train.

Switzerland

Epoch IV – new running numbers for the EWII bogie coaches, first, composite, and second in green.

Epoch V – Z-118000 coach in green (Q4).

Set of two type TT5 bogie silos in green, and singly with 'Merco Nidera' branding (both Q4).

New versions of the type Zans bogie tank wagon, Epoch V-VI 'Repsol' and Epoch VI 'Renfe Mercanias' (not in price list).

Class 252 Bo-Bo electric in Epoch V grey & yellow, Epoch V 'Arco' blue & white, and Epoch V-VI 'Alvia Picasso' white with purple trim (all Q3).

Epoch VI – new tooling: S-114 AVE high speed train set (Q3).

New tooling: type MMC (= Sgnss) bogie flat carrying either 'Maersk' or 'ECS' 45' container (both Q2).

Piko

New items for N are noted in a separate 48 page A4 size landscape format catalogue.

Delivery quarter in brackets.

Most locos have the option of digital sound.

Epoch III – V200.1 B-B diesel, new version (Q2).

Epoch IV – new tooling: DB modernised type Bye⁶⁷⁰ skirted fast train second of class 42, on Görlitz III bogies, in green (Q1). These vehicles were withdrawn in the late 1970s and early 1980s.

Switzerland

Epoch IV – new version of the RBe4/4 electric railcar and BDt second baggage driving trailer in green, as used on the Seetal line with red & yellow warning cab ends (Q3).

Epoch IV – new tooling: sets of two EWI standard bogie coaches – two seconds in green with droplight windows; a green second and 'Buffet Suisse' with pantograph in grey & purple; and a composite (former second) and second in NPZ blue & grey with modernised doors (all Q4). Body shells were shown.

Epoch V – EWI first and second, in regular green (with the latest lettering and logo) or NPZ blue & grey with modernised doors. (Both Q3.) Most versions will only be available in Switzerland. LED interior lighting kits will be produced.

France

Epoch VI – set of two Corail coaches, couchette second and service coach, in 'Luneas' blue livery (Q3).

Liliput DB Köf III – working test



Liliput

N occupies 14 pages of the A4 size 44 page new items brochure.

Work is under way on a new model of the Deutsche Bundesbahn Köf III four-wheel diesel shunter, with the design encompassing various detail differences between the sub-classes. In time no doubt several variants will be produced. The initial list includes: Köf 11 in wine red with yellow lining; BR332 in red with cream lining; BR332 in orient red; BR332 in blue/beige with DBAG logo added; BR332 in Bahnbau yellow; and as Delmenhorst-Harpstedter Eisenbahn No.10. There will also be two special limited editions: Lang Recycling No.507 and TSO (France) CAT 3406. The models will have a metal body and frame and be driven by a coreless motor; they will only be available with a factory-fitted ESU Lok Pilot Micro DCC decoder – one of the functions is remote uncoupling of standard couplers. A working prototype was shown to demonstrate the coupling. The model will also run on analogue DC supplies.

There is further new tooling in the form of the DB BR628.0 twin unit diesel railcars, with corrugated sides, dating from 1974. Body shells were shown. Both conventional buffer beam and Scharfenberg coupler variants are planned, both in blue/beige.

Two new versions of the type Lgjs⁵⁷¹ four-wheel flat carrying two 20' tarpaulin covered swap bodies, lettered for 'Vaillant' and 'Spedition Moll'.

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 versions announced last year have recently been released.

Short: Epoch IV 'Greiner' singly.

Medium: Epoch IV 'Rockwool' singly.

Long: Epoch IV 'Algostat' singly and Epoch V 'Isover' as a pair.

There will be a special limited edition of the type 433 accommodation van in DBAG 'Notfalltechnik Lehrhilfszug' traffic red, with working LED lights and alternative open, half-open, or closed window shutters.

Lemke Collection

Items which were in last year's programme but are still to come are indicated in the brochure – commendable. They are not listed again here.

Hobbytrain

New version of the Vectron DE BR247 Bo-Bo diesel in DB "V200" purple-red & grey, noted as a 'retro design study'. Presumably Lemke expect life to follow model and a real loco will be turned out in this livery, created by Märklin for the MHI 30 anniversary.

New versions of the Vectron BR193 Bo-Bo electric – DB Cargo 'Einziganders', 'SBB Cargo International', and Flixtrain 'Dein Europa'.

Hobbytrain (Lemke) DB Cargo BR193



Liliput DB BR628.0 railcar



Hobbytrain (Lemke) G1000BB HGK



New version of the Siemens Smartron BR192 Bo-Bo electric operated by 'EGP'.

New versions of the Taurus Bo-Bo electric as CD Rh1216 in 'Railjet' blue livery and 'Rail Adventure' grey.

New versions of the G1000BB diesel as ÖBB Rh2070 (red), Hafen und Güterverkehr Köln (red), BLS Cargo (blue & white), and Northrail (orange).

New tooling – DB BR110.3 Bo-Bo electric, in Epoch IV blue/beige, as BR112 with high speed bogies in TEE ex Rheingold Epoch IV-V red/beige, in Epoch V orient red, and as BR113 in traffic red.

New versions of the DB E10.1/BR110.1 in blue with either Epoch III or IV markings.

New versions of the Robel Klv54 maintenance tractor with hydraulic crane and four-wheel trailer: as CFL series 700, ÖBB X630, and Süd Ost Bahn Tm234.

New versions of the Re4/4^{II} first series, as modernised with rectangular halogen headlights, with single arm pantograph: two SBB locos with air conditioner, one ex Swiss Express with long buffer beams, both in red, and one in BLS silver.

Set for a 'Sersa' work train – G1000BB bogie diesel and two four-wheel generator wagons (in co-operation with MF Train).

Hobbytrain (Lemke) SBB Re4/4^{II}



Hobbytrain (Lemke) DB BR110.3



Set for a DB Bahnbau Gruppe train – Vectron DE BR247 in yellow with three type Facns¹³³ bogie ballast hoppers (in co-operation with NME).

New versions of the SBB IC 2000 double-deck stock as refurbished under the IC 2020 label – second driving trailer, two seconds, restaurant, first, and first baggage.

New version of the BLS car shuttle driving trailer in the current dark grey livery with bright green cab front and doors.

New tooling: type DDm⁹¹⁵ double-deck car carrier, initially in DB Epoch IV blue, DBAG Autozug Epoch VI traffic red, and ÖBB Epoch VI traffic red as DDm⁹⁸⁻⁷⁰.

New versions of the type Habils sliding side bogie van: SBB Epoch V 'Danzas' and 'Vetropak', and in a twin pack with graffiti and weathering (Epoch V-VI). Also as SNCF type Habis in a twin pack, one in 'Kronenbourg' red livery (Epoch IV-V).

New versions of the SBB type Tagnpps bogie sugar silo as twin packs with 'SBB Cargo' and 'Schweizer Zucker' graphics, with new running numbers.

New versions of the type Uacs bogie silo, in 'Holcim' white (triple pack) and in twin packs in BLS grey, as SBB and 'Von Roll Infratec', and 'Co-op' and 'Granol'.

Hobbytrain (Lemke) DB Bahnbau BR247



Hobbytrain (Lemke) BLS Re4/4^{II}



Hobbytrain (Lemke) BLS car shuttle trailer



Jägerndorfer SBB Ce6/8^{II} 'Crocodile'



Jägerndorfer SBB Ce6/8^{II} 'Crocodile'



Hobbytrain (Lemke)
type Lgns



Hobbytrain (Lemke) type Rmms/Remms



New versions of the Rmms/Remms bogie flat/low-side with side stakes, in packs of two, all Epoch VI: DB Rmms⁶⁶³ flat; DB Remms⁶⁶⁵ lowside; DB Bahnbau Remms⁶⁶⁵ lowside in yellow; Remms lowside in 'NACCO' blue; Remms lowside with corrugated sides, SNCB red-brown and B-Cargo turquoise; SNCF Rmms flat and 'Ermewa' Remms lowside.

New versions of the type Lgns four-wheel flat loaded with 40' containers, in twin packs: B-Cargo with two 'ONE' containers; Touax with 'CR Express' and 'CDRS'; VTG with 'DHL' and 'Hamburg Süd'.

New versions of the bogie container flats: DB Cargo type Sgmss with two 20' 'Bruhn Logistics'; SBB/HUPAC type Sgns with three 'Unit 20' 20'; Wascosa type Sgmss with a 'Fercam' 40' tautliner.

The TWA 80 linked pair of low floor vehicle carriers announced last year is making progress.

Hobbytrain (Lemke)
TWA 80 type Laadks



Jägerndorfer ballast hopper



Hobbytrain (Lemke)
type Sgns/Sgmss/Sgmss



Kato

New version of the SNCF TGV Duplex double-deck high speed train as a ten car set (June).

New four-wheel tram mechanisms in the Pocket Line range – ref.11-109 no railings (as in the tram and steeple-cab electric), ref.11-110 with end railings (as in the coach used with the steam loco).

LS Models

Set of three type Bimz²⁶⁴ second class coaches with 'Flixbus' branding, two green and one silver.

Set of two second couchettes, types Bvcmz^{248.5} and Bvcmz^{249.1}, in 'Flixbus' green.

Set of three night train coaches, one type AB30 in stainless steel & blue and two second couchettes, types Bvcmz^{248.5} and Bvcmz^{249.1}, in 'Bahn Touristik Express' red & blue.

Kato ref.11-109 chassis



Jägerndorfer

N new items are presented in a 16 page A4 size landscape brochure.

ÖBB Rh5045 *Blauer Blitz* four-car diesel train, in original Epoch III-IV form with four front windows, three headlights, and high roof, and in Epoch IV rebuilt form with three windows and low roof as two-car sets, with droplight windows. Body shells were shown.

Kato ref.11-110 chassis



ÖBB Rh4010 *Transalpin* six-car electric train in Epoch III blue & ivory, Epoch IV blue & ivory, and Epoch V red & white, with relevant detail differences (e.g. restaurant car).

New versions of the double-deck stock, in packs of three (two seconds and a driving trailer), with either 'Wiesel' or 'Autoschleuse Tauernbahn' graphics; a pack of two 'Wiesel' seconds is offered to extend the train.

New versions of the internal service bogie coaches: sets of two seconds in either Epoch IV jaffa orange & cream or economy 'City Shuttle' red & white; also sets of three (two seconds and a driving trailer) in 'City Shuttle' red & white and MÁV blue & grey.

New sets of UIC-X bogie coaches (two seconds and a composite) in Epoch III green, Epoch IV orange, and Epoch IV 'jaffa' orange & cream.

Bogie ballast hoppers in sets of three: 'Kitzbühel' Epoch III-IV, 'Weiacher' Epoch III-IV, 'Weiacher' Epoch IV-V, 'Holcim' Epoch IV, and ÖBB Epoch IV-V.

Four new variants of the recently delivered SBB Ce6/8^{II} 'Crocodile' in final condition, in either brown or green livery; one of each is exclusive to KML.

Jägerndorfer ÖBB Rh5045 *Blauer Blitz*



NME Henschel DHG 500C



NME Henschel DHG 500C



NME

An advance sample was shown of their previously announced first locomotive – the Henschel DHG 500C industrial six-wheel diesel, 63 of which were built between 1963 and 1972, and the more powerful 700C variant, 20 built between 1965 and 1971. The model will have a five-pole motor, two flywheels, LED lighting, and a DCC decoder as standard (with automatic analogue operation). Versions in 'RAG' orange and 'RAG' blue along with 'RBH' orange and (as 700C) 'Elbekies' orange are now due in the second quarter; in the fourth quarter there should be further 500Cs, Meppen – Hasselünner Eisenbahn red and Westfälische Lokomotiv-Fabrik Hattingen blue.

New version of the 101m³ type Tagnpps bogie hopper, six numbers for 'ermewa' in grey (Epoch VI)(Q3).

REE Mikado Train

N has a separate 32 page A4 size catalogue. A high proportion of the items are noted as 'in stock'; these are not included here.

X2800 *autorail* fifth series, six versions from Epoch III to V – red & cream with cream roof; red & cream with red roof; green & cream; blue & white.

Rame Grand Parcours (RGP) sets, X2700 bogie diesel *autorail* with XR7700 bogie driving trailer with kitchen, two red & white versions, three orange & grey versions, from Epoch III to IV-V. Body shell mouldings were shown; release is due in the spring.

Also expected in spring – EAD X4500 *autorail* original variant with XR8500 trailer in Epoch III red & cream, two versions with cream roof, two with red roof.

In stock – BB75000 (Alstom Prima) diesel, in 'Fret' green/white/silver, VFLI silver, CFL Cargo silver, Intercité silver, Infra yellow, and TSO yellow.

In stock – UIC bogie coaches, first and second series, A9 first, B10 second, and B5D second baggage in either green or green & grey, in sets of two and singly.

Due in spring – UIC bogie coaches in Epoch IV red *Le Capitole* livery, two sets of three (three A9 firsts or two A9 firsts and one A7D first baggage), plus two further firsts separately. Also a set of three and individual coaches without the train name.

Expected in summer – UIC bogie coaches in Epoch V green & grey, with either 'noodle' or 'cap' logo, singly and in pairs: B10 second, B10 second and A9 first, and B5D second baggage.

Scheduled for the autumn – more UIC bogie coaches, B9c9x couchettes (high and low roof variants), in Epoch IV green, green & grey and blue & grey, singly and in pairs, including some with 'Wasteels' branding and orange doors.

In stock – the 21m clerestory roof postal bogie vans, PAZ *Ambulant* and PEZ *Allège*, in original maroon,

REE Mikado Train X2700 RGP



REE Mikado Train X2800



REE Mikado Train X2800



REE Mikado Train A7D first baggage *Le Capitole*



intermediate yellow, and final yellow & white, on either Y2 or Y24 bogies.

Due in spring: eight new Epoch V-VI versions of the type Sdggmrs articulated intermodal flat registered with AAE carrying Tautliner trailers – 'ekol' (two styles), 'Kuipers', 'transmec', 'Lannuti', 'GN Transport', 'Transfer', and 'Lahaye'.

In summer there will be a batch of the type Sggmrss90 articulated intermodal flat registered with Touax carrying 40' curtain-side containers – 'Geodis', 'Malherbe', 'TAB' (two styles), 'ND', 'Move', and 'Magetra' (all Epoch V-VI).

In stock – type EX bogie hoppers, in sets of three: 'ECR' and 'Simotra-Mallet'.

Autumn – more ANF bogie tank wagons: the short type, on Y23M bogies, singly ('Algeco', 'Ermewa', 'Adams', 'SGTL', 'Simotra', and 'Millet') and in pairs ('Algeco' + 'Algeco-Total', 'Millet') plus a pair on Y25S bogies ('Millet').

The long type, singly 'Shell' on Y23M bogies and on Y25S bogies 'elf', 'Simotra' (two styles), 'VTG', and 'Millet', and in pairs 'elf', 'simotra', and 'VTG'.

A.C.M.E.

Two pages at the back of the 116 page catalogue.

FS UIC-X 1975 ribbed roof first and second sold separately in Epoch V red & grey, plus a set of three (a first and two seconds).

REE Mikado Train ANF tank wagon



A set of three coaches to represent a 1990s night train, a type MU sleeper in Trans Euro Nacht (TEN) blue, registered with FS, and two FS UIC-X 1975 second couchettes in red & grey.

A set of four coaches for the 'Thello' EuroNight trains, two UIC-X couchettes and two type MU sleepers, all as refurbished in the new liveries (red/white and turquoise/white).

Pi.R.A.T.A.

Shown on the Lemke stand; now working closely with ViTrains.

There is a 16-page A5-size brochure covering Italian N, with four pages for Rhätische Bahn stock on 9mm track (matching Kato) (q.v.).

Pi.R.A.T.A. FS E.444



Now available is a new version of the FS E.444 Bo-Bo electric in red & grey.

New version of the FS E.402B Bo-Bo electric in Epoch V-VI XMPR livery.

Pi.R.A.T.A. FS E.402B



Limited edition on the basis of an Arnold model representing a TRAXX Bo-Bo electric in SBB Cargo blue & red with 'ChemOil' branding (Epoch VI).

Limited edition of a Vectron Bo-Bo electric as E.191 in Epoch VI 'InRail' tenth anniversary livery. (Source model not identified.)

Set of five FS Gran Conforto coaches in Epoch IV *Trans Europ Express* red & cream – two compartment coaches, one open, a restaurant, and a baggage/generator.

A sample was shown of the FS UIC type Z1 second in Epoch IV-V two tone grey, announced last year.

Two sets of three coaches in FS Epoch V IC Plus livery: Eurofima compartment first, Eurofima compartment second, and Z1 1985 compartment second; GC 1970 open first, Eurofima compartment second, and Z1 1985 compartment second.

Set of two type WLABdmnu sleepers in PKP Epoch IV-V blue & white livery with 'Jan Kiepura' lettering.

Set of one type Bdhmnu¹⁵² sleeperette and type WRkmz⁸⁵⁸ restaurant in matching livery but without lettering.

Type Z1 restaurant car in PKP Epoch V-VI ICCG InterCity livery.

Several coaches get new bogies and couplings: the Swiss special saloons 'Liberté' (Epoch V two-tone grey) and 'De Luxe' (Epoch V-VI Inter City grey & white), the Austrian type Dmsx baggage (in Epoch IV orange, Epoch V grey & white, and Epoch VI two tone grey & red), and the Belgian 'Resto' restaurant car (Epoch IV).

New versions of the type Lails six-wheel articulated low floor vehicle carriers with hooped covers, variously decorated for 'Ausiliare Milano', 'Ariston', and 'Indesit' across Epochs IV to VI.

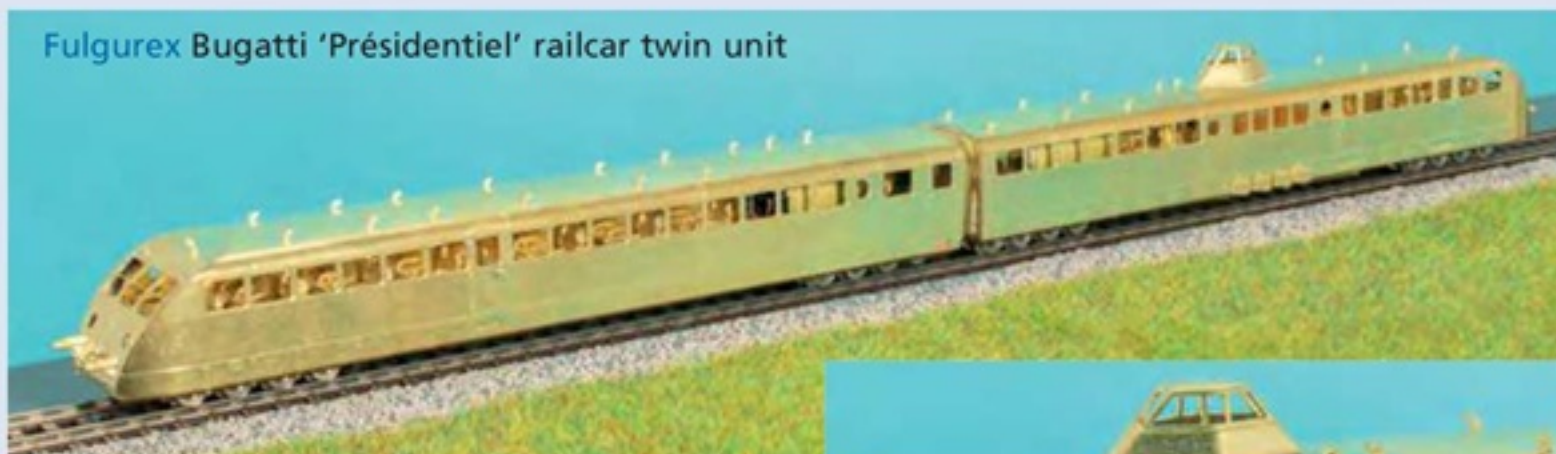
Pi.R.A.T.A. FS UIC Z1 second



Pi.R.A.T.A. PKP type WLABdmnu sleeper



Fulgurex Bugatti 'Présidentiel' railcar twin unit



Mabar

These Spanish specialists had their own stand again.

The 1300 class Alco diesel in RENFE green Epoch III pre-UIC, Epoch IV dark and light, as 313 in Epoch V grey & yellow, and in CP Epoch IV orange for Portugal, plus undecorated. Prototype pictures again.

Three new Epoch IV numbers for the SNCF A1A-A1A 62000 diesel.

Twelve new versions of the type Jfvc/Gbs long wheelbase four-wheel van, most for RENFE Epoch IV, including three twin packs, one with 'Paquete Express' lettering, plus an Epoch V service vehicle, and examples for the DB, SNCF, NS, and FS.

The type Hbbills-uy sliding side four-wheel van with refrigeration unit, in four SBB (including 'Migros') and two ÖBB Rail Cargo Austria versions, with different cooling equipment. Sold in pairs.

Four-wheel van as track cleaner with RENFE, DB, SNCF, SBB, or FS markings. As in HO, the model has a reservoir for cleaning fluid, a vacuum cleaner function, and a polishing disk.

Fulgurex

Unpainted samples were shown of the Bugatti 'Présidentiel' railcar with four 200hp engines, capable of 110km/h, now in five versions: État ZZy 1933 grey & ruby red, PLM ZZA 1934 blue & cream (twin unit), SNCF XB 1938 grey & red, SNCF XB 1949 red & cream with 'moustache', and SNCF XB c.1950 grey & ruby red (twin unit).

Now due at the end of the year is the Bodensee-Toggenburg Be4/4 electric dating from 1929; eight almost identical machines were supplied to the Emmentaler-Burgdorf-Thun and two to the Solothurn-Münster-Bahn. Eight models are envisaged: BT green c.1931, BT green c.1965; BT preserved, in brown, c.1989; BT 'historic' green c.1994; BT green as on the DVZO museum line, c.2002; EBT green c.1963; EBT 'historic' green c.1997; and SMB green c.1966.

New to the list: Paris - Lyon - Méditerranée 2D1+1D2 experimental diesel pairs (later SNCF 262) AD1 and BD1, ordered in 1935 with 12-cylinder Sulzer engines, designed to haul passenger trains of 600 tonnes at 130km/h between Paris and Menton.

Seven versions are planned:

PLM BD1 as delivered, streamlined, with three cab front windows, in blue with white roof, c.1937;

PLM AD1 streamlined, with two cab front windows, in blue & cream, c.1938;



PLM BD1 streamlined, in blue & cream with monogram, c.1938;

SNCF BD1 with streamlining cut down, SNCF logo, c.1941;

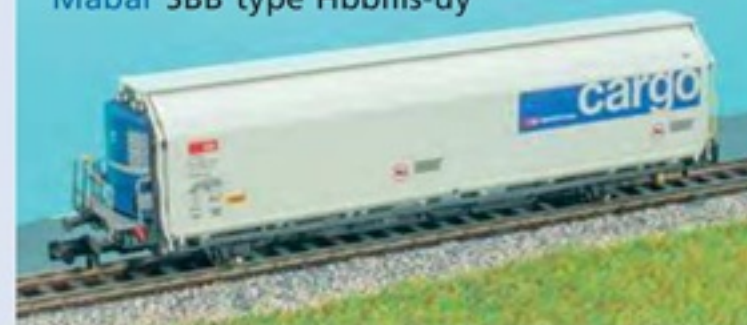
SNCF AD1 in blue & cream, with SNCF plates, c.1946;

SNCF AD1 with streamlining removed, c.1950;

SNCF BD1 with streamlining cut down, c.1952.

All Fulgurex models now have the option of a DCC decoder.

Mabar SBB type Hbbills-uy



Mabar track cleaner van



Mabar track cleaner van



Pi.R.A.T.A. type Z1 restaurant in PKP ICCG livery



Pi.R.A.T.A. ÖBB type Dmsx baggage



Tillig

The TT range is described in an 88-page catalogue, just shorter than A4. Several new projects are illustrated with CAD drawings; some were shown as 3D-prints at the Fair but some of these were said to be too fragile to be removed from the displays for photography, and none were allowed off the stand.

There are quite a large number limited editions, most of which had to be ordered by dealers before the end of March, as usual. These form a significant proportion of the new items.

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

Epoch I

Limited edition Mecklenburg passenger train – T3 0-6-0T and three six-wheel vehicles, clerestory roof fourth with open balconies, clerestory roof compartment third with raised brake house, and baggage van with raised cupola lookout (Q1).

Prussian four-wheel tank car with brake house lettered for 'Gebr. Nobel' (Q1).

Prussian four-wheel beer van with raised brake house used by 'Bavaria Brauerei, Hamburg-Altona' (Q2).

Bavarian type Nm four-wheel van with raised brake house (Q2).

Württemberg type Gm four-wheel van with raised brake house (Q2).

Württemberg type Rm four-wheel flat with side stakes (Q3).

Prussian type Ommk(u) four-wheel open with brake house (Q3).

Prussian six-wheel baggage van with raised cupola lookout, new number (Q3).

Elsass-Lothringen type Gml four-wheel van with raised brake house (Q4).

DRG Epoch II

Limited edition – new tooling BR78⁰ 4-6-4T as used on *Ruhr Schnellverkehr* services (Q4). Prototype pictures in the brochure; a 3D-print was shown.

BR38¹⁰ 4-6-0 (Q2).

Four-wheel tank wagon with brake platform, lettered for 'Zeche König Wilhelm' (Q1).

Four-wheel insulated van with raised brake house used by 'English & Dutch Meat Company' (Q2).

Type R four-wheel flat with side stakes (Q3).

Four-wheel acid vat wagon with brake house lettered for 'Dtt. Gold- und Silberscheideanstalt' (Q3).

Six-wheel baggage van with raised cupola lookout, new number (Q3).

DR Epoch III

BR03² Pacific, with small Witte smoke deflectors (Q1).

BR50⁴⁰ 2-10-0 (Q4).

New tooling – BR78⁰ 4-6-4T (Q4).

New tooling – BR89 0-6-0T with supplementary six-wheel tender, taken over from the former Jatt range and substantially re-worked (Q4).

E44 Bo-Bo electric (Q1).

E42 Bo-Bo electric (Q3).

V180 B-B diesel hydraulic (Q1).

V60.10-11 0-8-0 diesel in original red livery (Q3).



Tillig DR BR89 (former T3) 0-6-0T+T



Tillig DB Umbauwagen

Four-wheel clerestory roof compartment second, with and without raised brake house (Q2).

Type Bi Thunderbox four-wheel second, with open or enclosed end platforms, in red & cream (Q2) followed by a type Pwi baggage van with raised cupola lookout (Q3).

Type B first and second class bogie coaches, with new numbers (Q3).

Limited edition – emergency train, consisting of a six-wheel clerestory roof coach with open balconies, with Red Cross markings, and two four-wheel vans, one with raised brake house (Q3).

Limited edition – new tooling: set of two wooden body four-wheel open wagons, one with brake house, loaded with coal (Q4).

Type Ro four-wheel flat carrying a H3A tipper lorry (Q1).

Type Zwr four-wheel tank wagon with brake platform (Q1).

Type ZZ bogie tank wagon with brake platform in both grey and black (both Q1).

Type Zkz twin silo four-wheel wagon (Q3).

Type OOt side discharge bogie hopper (Q3).

Type Glx four-wheel van, now with new underframe (Q3).

Limited edition – type OOt side discharge bogie hopper, loaded with real brown coal (Q3).

Limited edition – type OOt high capacity side discharge bogie hopper, loaded with real brown coal (Q4).

DB Epoch III

Limited edition early 1950s passenger train pack, with a BR86 2-8-2T plus two close-coupled pairs of six-wheel *Umbauwagen*, second/third composite + third and third + third/baggage; the coaches are new tooling. The pack comes with a full catalogue and a ticket to the Tillig museum (Q3).

BR95 2-10-2T (Q4).

V100.20 B-B diesel hydraulic (Q3).

E10.3 Bo-Bo electric (Q3).

Limited edition – V36 0-6-0 diesel in Bundespost service (Q4).

Limited edition – pair of older bogie coaches with (different) 'Ferienexpress' lettering (Q3).

Type R10 four-wheel lowside carrying a fire service Matador van (Q1).

Type X05 four-wheel flat (Q1).

Four-wheel tank wagon with brake house in 'Ölwerke J. Schindler' blue (Q1).

Four-wheel acid vat wagon with brake platform used by 'Koepp & Co.' (Q2).

Four-wheel Post van with raised brake house (Q2).

Type Kds54 twin silo four-wheel wagon (Q3).

Limited edition – new tooling: set of two wooden body four-wheel open wagons, one with brake house, with coal load (Q4). CAD in brochure, 3D-prints shown.

DR Epoch IV

BR118 B-B diesel hydraulic (Q1). There will also be a limited edition, with etched plates, of one of those used to haul the East German government train (Q4).

BR218 1-Do-1 electric (Q2).

Fourth set of three bogie coaches rebuilt for the East German government train, a dining car with kitchen, a sleeper, and a press/news coach (*Nachrichtenwagen*) (Q1). Once again a donation will be made for every set sold to assist the upkeep of the preserved examples.

Type BDMse second baggage (Q1).

Type Bghw second in brighter green with brown roof (Q2).

Limited edition – third set of coaches to represent an interzonal train, consisting of two type Y/B70 coaches, a Bme second and a Bcme couchette, plus a type WRg restaurant in 'Mitropa' red (Q3).

Limited edition – type B SR *Gesellschaftswagen* in blue (Q3).

Type Ks four-wheel lowside, carrying small steel pipes (Q2).

Set of two BR195 bogie driving trailers (Q3).

Type Fal⁶⁵⁵¹ side discharge bogie hopper (Q1).

Type Facs⁶⁹⁴¹ bogie hopper (Q1).

Type Tads-y⁵⁸²⁴ swing roof bogie hopper (Q1).

New tooling – type Es⁵⁵²⁰ steel four-wheel open wagon (Q3).

Tillig – standard type E steel open, due with various markings





Tillig DDR government train *Salonwagen*

Limited edition – set of three type Fcs⁶⁴⁵⁰ four-wheel hoppers, slightly different shades of brown, all loaded with coal (Q3).

Limited edition – set of three type Tds-y⁵⁷³⁵ swing roof four-wheel hoppers, weathered, used by 'VEB Harzer Kalk- und Zementwerke' (Q3).

Limited edition – set of three type Zae bogie tanks with brake platform, leased to 'VEB EVW Schwedt' (Q3).

Limited edition – Deutsche Post set of three vehicles, one long bogie van, one short bogie van, and one four-wheel goods van (Q3).

New selection of DDR road vehicles – Trabant 401 Kombi (Q1), Wartburg 353 (Q1), Matador van (Q2), Robur lorry (Q3), and H3A lorry in several forms: box, flatbed, flatbed with tarpaulin, tipper, and tank (most Q2, a couple Q3).

Also a pack of three 20' containers (Q2).

DB Epoch IV

BR050 2-10-0 with cabin tender (Q1).

BR086 2-8-2T (Q2).

New tooling – the new model of the BR78 4-6-4T (Q4).

BR144 Bo-Bo electric in blue/beige (Q1).

BR110 Bo-Bo electric in blue (Q3).

New tooling – close-coupled pair of six-wheel *Umbauwagen*, composite and second (Q2).

Limited edition – set of two pairs of the *Umbauwagen* in Deutsche Weinstraße blue & white (Q3).

Former fast train coaches – type Aye⁶⁰³ first, type ABye⁶¹⁶ composite, type Bye⁶⁵⁵ second, and type Dye⁹⁴¹ baggage with raised cupola lookout (all Q1).

Skirted express coaches – type Aüe³¹⁰ first, type ABüe³³⁶ composite, and type Büe³³⁶ second all in green plus type WRüge¹⁵² restaurant in red (all Q4).

Type Bm²³⁵ second in blue/beige (Q1).

Type Bpmz²⁹¹ second in blue/beige (Q3).

Type lbbpls⁴¹⁰ refrigerated four-wheel van used by 'Transthermos' (Q1).

New tooling – type Tims⁸³⁸ sliding side/roof four-wheel wagon, sold in pairs, with and without brake platform, and with different side panels (Q2). CAD in brochure, 3D-prints shown.

New tooling – type Es⁰⁵⁰ steel four-wheel open (Q3).

Epoch V

BR228 C-C diesel hydraulic in DR livery with DBAG logos added (Q1).

BR229 C-C diesel hydraulic (Q2).

Bundespost type Post me-bl/24.2 bogie van in green (Q1).

Halberstadt type Bomz second in banded red livery (Q3).

Double-deck type DBz⁷⁵⁰ second in banded mint green, also with 'Jägermeister' advertising (both Q1). To match, type DABz⁷⁵⁵ composite (Q4) and type DBbz^{761.2} driving trailer second (Q3).

Halberstadt double centre entrance type ABY⁴⁰⁷ composite and type BY⁴³⁹ second in traffic red (both Q2).

Limited editions – second and third sets of two coaches in 'Metropolitan' silver livery (freelance)(Q4).

New tooling – type Sggmrs⁷⁴⁷ articulated intermodal flat carrying two 40' containers (Q3). CAD in brochure.

Epoch VI

BR143 Bo-Bo electric in traffic red with 'Miete oder kaufe mich' lettering (Q3).

Limited edition – BR143 Bo-Bo electric in traffic red with S-Bahn Rhein-Ruhr branding (Q3).

BR247 Vectron Bo-Bo diesel electric in traffic red (Q2).

Double-deck type DBz⁷⁵⁰ second in traffic red (Q4).

Double-deck composite in traffic red with 'SüdostBayernBahn' lettering (freelance, or genuine finish but on not quite the right vehicle)(Q4).

DBAG Netz Notfalltechnik set of three vehicles in red livery, two four-wheel equipment vans (one with a hoist) fitted with corridor connections, and a former DR reko bogie coach (Q1).

Type Hbis-tt sliding side four-wheel van in 'DB Cargo' traffic red (Q1).

Type Eanos-x⁰⁵⁵ bogie open in 'DB Cargo' traffic red (Q1).

Type Falnqqs side discharge bogie hopper in 'DB Cargo' traffic red, as used by 'MIBRAG', new number (Q1).

Type Sggmrs articulated intermodal flat in 'DB Cargo' traffic red carrying two 40' containers (Q3).

Former DR BR156 Co-Co electric in red with 'MEG' logo (Q1).

BR225 B-B diesel hydraulic in 'Eisenbahngesellschaft Potsdam' blue (Q1).

ITL B-B diesel hydraulic 111 001 *Mumie* (former DB V100) in white (Q3).

Limited edition – BR140 Bo-Bo electric in 'EBM Cargo' red & black (Q3).

Limited edition – BR243 Bo-Bo electric in Erfurter Bahn Service white with red flashes (Q3).

Limited edition – BR228 C-C diesel hydraulic in 'Industrie Transportgesellschaft Brandenburg' silver & blue (Q4).

Limited edition – BR218 B-B diesel hydraulic in Brohltalbahn green & cream (Q4).

Limited edition – BR280 B-B diesel hydraulic in 'Mattra' yellow (Q4).

Limited edition – BR194 Co-Co electric in blue/beige as now operated by Rail4U GmbH (Q4).

Limited editions – Siemens Vectron DE Bo-Bo diesel as BR247, 901 in demonstrator livery and 902 in 'RTS' silver & orange (both Q4).

Limited edition – BR642 articulated diesel railcar in 'Tillig TT-Club' livery (Q4).

Limited editions – two sets of two coaches in DR Stadt-Express orange & cream, one with two Halberstadts, one with a Halbertstadt and a 'Mitropa' buffet, as now operated by Erfurter Bahnservice (Q4 and Q3 respectively).

Limited edition – type Bcm⁰²⁸ Halberstadt couchette in 'Bahn Touristik Express' red & blue (Q3).

Limited edition – old skirted second as preserved by the Passau railway club (Q3).

'Metronom' double-deck second in blue & yellow with quiet coach graphics (freelance – genuine livery, but on not quite the right vehicle)(Q2).

Bogie flat noted as Sgmmns⁴⁵⁰⁵ in 'ERR' blue, with load of steel girders (Q1).

Bogie silo wagons with 'Agro Terminal – Captrain - ermewa' markings, sold as a pair (freelance)(Q1).

Type Res bogie lowside with side stakes used by 'hvl' (Q1).

Type Zakks bogie gas tank with sun screen and brake platform used by 'VTG' (Q1).

Type Zaes short tank wagon with brake platform in black 'dec' livery operated by GATX (Q1).

New tooling – set to represent a loco rescue train as operated by Rail Adventure, with low profile 'loco buggy' carrying bogies (two large type and two small) carrying a dummy Vectron loco between two type Habfis sliding side bogie vans (Q2). CAD in brochure.

Limited edition – small Talbot four-wheel ballast wagon as preserved by the Magdeburg railway club (Q3).

Switzerland

Epoch V – type Eanos bogie open with tarpaulin cover in 'Cronifer' blue (Q1).

Bogie tank car with brake platform registered with NS Cargo and used by the Swiss 'Avia' company, in red (Q4).

Limited edition – former DB V100 B-B diesel as 'Aare Seeland mobil' Am847 957-8 in red (Q4).

Italy

Epoch III – the new model of the steel four-wheel open as FS type L (Q3).

Epoch V – type Res bogie lowside with side stakes in green (Q1).

Epoch VI – type Ealos-x bogie open (Q4).

France

Epoch III – type IVf twin silo four-wheel wagon lettered for 'C.N.C.' (Q3).

The new model of the steel four-wheel open as SNCF type Tow (Q3).

Epoch IV – limited edition: set of three coaches with markings for the 'Train Militaire Français de Berlin' (TMFB)(Q4).

Type Salmmp heavy duty six-axle bogie flat with side stakes (Q1).

Epoch V – type A9u first and type B9u second (reclassified first) in grey & white with orange doors and 'cap' logo (both Q3).

Belgium

Epoch III – former German clerestory roof open balcony six-wheel coaches, second/third composite and two thirds (all Q3).

Epoch IV – type Eanos bogie open (Q3).

Luxemburg

Epoch III – former German clerestory roof open balcony six-wheel coaches, composite and second (both Q3).

Epoch VI – type Ks four-wheel flat (Q2).

The Netherlands

Epoch I – insulated four-wheel van with raised brake house registered with the HSM and lettered for 'Nederlandsche Plantenboterfabriek' (Q4).

Epoch III – insulated four-wheel van with raised brake house registered with the NS and lettered for 'Grolsch Pilsner' (Q2).

Epoch IV – limited edition: bogie tank wagon with brake platform in yellow demonstrator livery (Q3).

Epoch V – type Bcm couchette in blue with moon graphic (Q3).

Type Eanos²⁰¹ bogie open in blue (Q2).

Denmark

Epoch IV – type Eanos bogie open (Q3).

Austria

Epoch III – clerestory roof six wheel coach with BBÖ markings (Q3).

Old German bogie coaches, AB4ipüh composite and D4üh baggage van with raised cupola lookout, with ÖBB markings (Q3).

The new model of the steel four-wheel open as ÖBB type Omm (Q3).

Epoch IV – limited edition: East German V60 0-8-0 diesel as used by the 'Wolfsegg – Traunthaler Kohlenwerks AG' (Q3).

Epoch V – ÖBB Rh1020 'Crocodile' Co-Co electric in traffic red with grey bands (Q2).

Limited edition – former DB V100 B-B diesel as Steiermärkische Landesbahnen Rh2048 in green (Q4).

Hungary

Epoch III – the new model of the steel four-wheel open as MÁV type Ky, and GySEV type E (both Q3).

Epoch IV – type Y/B70 coaches, Aa first, ABa composite, and Ba second, in blue (all Q2).

Piko DB BR150



Czechoslovakia

Epoch III – old German bogie coaches, second/third composite and third, with CSD markings (Q3).

Type B restaurant car, in blue (Q3).

The new model of the steel four-wheel open as CSD type Es (Q3).

Czech Republic

Epoch VI – class 740 Bo-Bo diesel in 'Vítkovice' blue livery (Q1).

BR189 Bo-Bo electric operated by MRCE in 'AWT' livery (Q2).

Vectron Bo-Bo electric as CD Cargo class 383 with graphics to commemorate one hundred years of the Czech republic (Q2).

Start set: CD Cargo TRAXX Bo-Bo diesel, two type Hbis-tt four-wheel sliding side vans, type Sgmmns bogie flat with 40' container, short oval of track, simple analogue controller (Q1). The pack also includes a 10€ voucher for more track and a ticket to the Tillig museum.

The Hbis-tt four-wheel sliding side van is also offered separately as a Start model (Q1).

The new model of the type Sggmrs578.0 articulated intermodal flat carrying two 40' containers (Q3).

Type Eanos bogie open with 'Havelka' branding (Q4).

Bulgaria

Epoch III – limited edition: East German V60 0-8-0 diesel as BDZ class 52 (Q3).

Poland

Epoch III – skirted express coaches, types Ahxz first, Bhxz second, and Jhx restaurant with 'WARS' lettering (all Q3).

The new model of the steel four-wheel open as PKP type Wddo (Q3).

An Italian peaked roof four-wheel van as PKP type Kdn (Q3).

Epoch IV – type Pdn bogie Post van (Q1).

Pair of four-wheel flats each carrying two limestone tubs (Q2).

Arnold DR reko 4-wheel second



Arnold DR reko baggage



Epoch V – type Y/B70 coaches, Adnu first, ABdnu composite, Bdnu second, Bcdnu couchette, and WLABd restaurant (all Q1).

Epoch VI – Vectron Bo-Bo electric as PKP Cargo class 370 (Q2).

Start set: PKP Cargo TRAXX Bo-Bo diesel, two type Hbis-tt four-wheel sliding side vans, type Sgmmns bogie flat with 40' container, short oval of track, simple analogue controller (Q1). The pack also includes a 10€ voucher for more track and a ticket to the Tillig museum.

The Hbis-tt four-wheel sliding side van is also offered separately as a Start model (Q1); likewise a type Laaps four-wheel bulkhead flat with side stakes (Q2).

The new model of the type Sggmrs⁷⁴⁷ articulated intermodal flat carrying two 40' containers (Q3).

Type Zas bogie tank wagon with brake platform in 'GATX' red (Q4).

Jugoslavia

Epoch III – type Gdvg four-wheel van (Q2).

An Italian peaked roof four-wheel van as JZ type Gdov (Q3).

Slovenia

Epoch V – type Posti bogie post van (Q4).

Greece

Epoch IV – type Eaos-v bogie open with OSE markings (Q2).

Piko

There is no separate new items leaflet for TT, but new items are noted in the 40 page A4 size landscape format full catalogue. The introduction notes that it is now fifteen years since Piko started making TT models.

Most locos now have the option of digital sound.

Delivery quarter in brackets.

Epoch III – DB version of the BR55 (former G7.1) 0-8-0 (Q3).

New version of the DR V60 (later BR106) 0-8-0 diesel in orange (Q3).

Arnold DR reko 6-wheel second



Arnold DR reko Post



Epoch IV – new versions of the DR reko coaches, 18.7m long on Görlitz V bogies, two different seconds and a second baggage, in green with brown roof – but all with different shades of those colours to simulate both original variations and fading, realistically representing their condition in the 1980s (Q2).

New DR version of the type Lgs⁵⁷⁹ four-wheel flat carrying a 'Simson' 20' container (Q3).

Epoch V – new tooling: BR150 Co-Co electric, initially in DBAG traffic red (Q2). An unpainted sample was shown.

Epoch VI – new version of the Taurus Bo-Bo electric in 'FlixTrain' green (Q1).

New version of the DB BR294 diesel hydraulic in orient red (Q3).

New version of the BR442 Talent 2 three car electric set in DB Regio traffic red (Q4).

Czechoslovakia

Epoch IV – new version of the Russian-built TGK2 four-wheel diesel shunter in orange as T203 (Q4).

Czech Republic

Epoch VI – BR223 'Herkules' Bo-Bo diesel electric in 'Metrans' blue & white (Q1).

Slovakia

Epoch VI – new version of the type Falns side discharge bogie hopper in green (Q2).

Poland

Epoch III – PKP version of the BR55 (former G7.1) 0-8-0 (Q3).

Hungary

Epoch VI – new version of the Taurus Bo-Bo electric in 'MÁV Start' blue & yellow (Q2).

Arnold DR Köf II



Arnold

New DR versions of the BR95 2-10-2T due in the third quarter, Epoch III coal fired and Epoch IV oil fired. (In price list, but not catalogue.)

Two new Epoch IV versions of the DR BR251 Co-Co electric from the Rübeld line, in green with red frames and in red with a thin white stripe (both Q2). (In price list, but not catalogue.)

Modified tooling – Kö II with open cab, in black with either Epoch II DRG or Epoch III DR markings, and in red with DB Epoch III markings. There will also be a closed cab variant in DR Epoch IV orange. (All Q4.)

New tooling – a range of DR four- and six-axle reko coaches, expected in the middle of the year according to the flyer but third quarter on price list. They will have prototypical roof shape with weld ribs and vents, flush glazing, tail light lenses, and multi-coloured interiors. The Post van is loaded with post containers. The baggage van has curtains in the guard's compartment. Underframe detailed with added parts. Equipped with close couplers in NEM pockets.

As a set of four six-wheelers, one baggage and three seconds; and a set of three four-wheel seconds plus a six-wheel Post van. Both sets in either Epoch III dark green with one thin white stripe or Epoch IV without lining.

Epoch IV – set of three representing a service train: four-wheel second, six-wheel second, and six-wheel baggage, the six-wheelers with markings indicating the carriage of propane gas.

Epoch V – six-wheel baggage classified Dag⁸⁵³ in green with DBAG logo.

Kühn DB BR94⁵ 0-10-0T



Kühn DR reko six-wheel coaches



Kühn

The 100-page brochure between A5 and A4 size covers TT, N, and electronics. TT occupies about 75%.

A further version of the BR94⁵ (Prussian T161) 0-10-0T, DR Epoch IV, coal fired, with angled extended bunker, and with Riegenbach counter-pressure brakes.

New versions of the BR111 Bo-Bo electric in Epoch IV blue-beige with either scissors or single arm pantographs (the former a limited edition), and in Epoch V traffic red with single arm pantographs, also as a limited edition.

Kühn DB BR111



New version of the Czech class 749 (formerly T478.1) Bo-Bo diesel in CD Epoch V red & yellow.

More Epoch V versions of the RS1 diesel railcar, as VT302 and 308 of the Elster-Saale-Bahn (Erfurter Bahn GmbH) in green & white and as VT650 083 of the Ostdeutsche Eisenbahn GmbH (ODEG) in yellow & white, and as a CD 'Regio Spider' class 840 and class 841 in Epoch V blue & white, the latter as a limited edition.

Kühn RS1 Erfurterbahn



New tooling – Czech class 753.6 Bo-Bo diesel, nicknamed 'Bizon', as rebuilt from T478.3 by CZ Loko with an efficient and environmentally friendly Caterpillar engine, in CD Cargo blue & grey and Rail Cargo Carrier red & grey.

Still under development – new model of the class 810 (ex-M152.0) four-wheel diesel railcar and matching trailer in CD Epoch V red & white and blue & white 'Najbrt' liveries; body shells and chassis castings were shown.

All these loco models have a plastic injection moulded body, a five-pole motor, with two dynamically balanced flywheels, all axles driven, two wheels with

Kühn CSD 810 (M152.0) railcar parts



Kühn DR Altenberg composite



Kühn DR Altenberg third



traction tyres, pickup from all wheels, working directionally controlled white head and red tail lights, a NEM 651 six-pole inline socket for a decoder, and NEM coupler pockets on close-coupling mounts.

New tooling – second/third composite and third class middle entrance bogie coaches built for the Heidenau – Altenberg line following its conversion from narrow to standard gauge but subsequently dispersed. The two types are different lengths and this has been correctly modelled. Unpainted samples were seen. They will be sold in sets of three reflecting the typical train formation (one composite and two seconds) initially in DR green and CSD red-brown (both Epoch III).

More new tooling – a six-wheel Post van joins the range of reko four- and six wheelers. It will be available paired with a four-wheel second in Epoch III and Epoch IV versions, the latter either with or without lining. The coaches will come in similarly decorated sets of four (pre series six-wheeler with four doors, six-wheeler, four-wheeler, and baggage).

Kühn Uerdingen 63m³ tank



Two new Epoch IV versions of the Uerdingen 63m³ bogie tank wagon built from 1940, 'Schwedt' and 'Total' (the latter in a twin pack), with brake platform.

New tooling – the Uerdingen tank with the original brake house, for Epoch III, in plain DR grey or lettered for 'Chemische Werk Buna'.

New Epoch V versions of the type Shimmns sliding tarpaulin short bogie bulkhead flat in twin packs, as operated by GATX, Duro Djakovic, LogServ, and Captrain – the latter has elaborate graphics aimed at recruiting loco drivers.

Kühn type Shimmns wagons



Kühn DR Altenberg – length comparison



Busch

New versions. Previously restricted to DR, now some earlier DRG.

Epoch II DRG – Langenschwalbacher short third class bogie coach, either with two open balconies or one end open and one end enclosed.

Type Pwi-93 four-wheel baggage van with raised cupola lookout and one open balcony.

Pulverised coal triple silo six-wheel wagon with brake house.

Epoch III DR – triple silo six-wheel wagon with brake house.

Type MCI43 goods van converted to passenger use, with luggage space.

Epoch IV DR – type MCI43 van with end balconies as works train crew vehicle.

Type Fal side discharge hopper on Niesky bogies loaded with coal.

Type Samm⁴⁸¹⁸ heavy duty six axle bogie lowside with four different loads – roof trusses, disc wheelsets, sand, and trackwork equipment.

Type Fakks¹²⁷ side tipping bogie open, also in 'Wiebe' Epoch V yellow (two numbers) and 'PE Cargo' (freelance) blue.

PSK Modellbouw from Holland shared a stand with **KleinSpoor**, as usual.

They have no new models to announce but will concentrate on catching up after a busy year.

Igra Model the structure specialist from the Czech Republic has some rolling stock in HO and TT. New in TT – type Bai second class coach in CSD Epoch IV green, three numbers, all based in Praha. (Q1)



Märklin

Epoch I

To mark 175 years of railways in Württemberg, a mixed train pack from c.1907 consisting of a T9 2-6-0T, a four-wheel third class coach, and three four-wheel wagons (beer van, short open loaded with coal, and an acid vat wagon) all with brake house. All stock will have spoked wheels.

Märklin DB BR41 2-8-2



Epoch III DB

New tooling – BR41 2-8-2 with new replacement welded boiler with combustion chamber, oil fired, with 2'2'T34 tender (MHI 30 limited edition for Insider Club members only).

New version of the BR85 2-10-2T, built for use on the Höllentalbahn.

New version of the BR03¹⁰ Pacific with small Witte smoke deflectors, in dark blue livery.

To accompany – set of skirted express coaches, four seconds in blue and a type WR4üe restaurant in 'DSG' red.

Four-wheel type Pwg pr14 four-wheel baggage van with raised cupola lookout and angled end lookout windows, now with prototypically correct doors.

Four-wheel tank wagon with brake house in 'Aral' blue, with a matching Büssing road tanker.

The Insider Club limited edition model for the year is a type GI Dresden long four-wheel van with 'Kuba-Imperial' branding.

Set of three type SSy45 heavy duty bogie flats each carrying a Leopard 1A1 tank. The tank is a new metal model, with movable turret.

Epoch IV

Messe special for 2020 – former DB pre-series V160 'Lollo' B-B diesel hydraulic in Württembergischen Eisenbahn Gesellschaft (WEG) orange, white, and blue, packed in a real wood box.

DB BR103.1 Co-Co electric in orient red. The model has a metal-filled plastic body.

DB BR120 Bo-Bo electric in red/beige (MHI 30 limited edition).

Märklin Pwg pr14 + GI Dresden + 'Aral' tank



To accompany – set of three compartment coaches (one type Am²⁰³ first and two Bm²³⁴ seconds) in blue/beige, with interior lighting with buffer capacitor (MHI 30 limited edition).

To extend the train, a type WGmh⁸²⁴ Gesellschaftswagen in blue/beige, with interior disco coloured flashing lights (MHI 30 limited edition).

DB type Bnb⁷¹⁹ Silberlinge second with 'Quelle' advertising panels.

Closed-coupled pair of type WG3yge rebuilt six-wheel coaches in 'Deutsche Weinstraße' blue & cream.

Set of three DR type Eas^{5949/5971} bogie opens.

The Museum Wagon for the year, only available from the Märklineum in Göppingen, is a type Tbis four-wheel sliding side/roof van used by 'Verzinkerei Kopf'.

Epoch V

BR216 B-B diesel hydraulic in 'DB Cargo' traffic red.

InterCity coaches in banded red livery: Avmz^{207.1} compartment first, Avmz^{112.1} compartment first, Apmz^{121.1} open first, and WRmz restaurant, with pantograph.

Epoch VI

New tooling – Vectron Bo-Bo electric with four pantographs as BR193 in DBAG traffic red. It has a plastic

body, metal frame, both bogies powered, coreless motor, and working LED lights.

Set of two type Rils⁶⁵² bulkhead bogie flats with hooped covers in 'DB Schenker' traffic red.

Switzerland

Epoch V – type Hbbins sliding side four-wheel van with 'Tela Papierfabrik' lettering.

Epoch VI – the new model of the Vectron Bo-Bo electric with four pantographs in 'SBB Cargo International' alpine livery.

Austria

Epoch IV – set of three Eurofima coaches (one Aomz first and two Bomz seconds) in orange livery.

Epoch V – ÖBB Rh2016 'Herkules' Bo-Bo diesel in traffic red.

Denmark

Epoch IV – DSB class MV Nohab diesel electric, with prototypically correct bogie sideframes. The model has a metal-filled plastic body and a coreless motor.

Sweden

Epoch VI – 'Green Cargo' Re TRAXX Bo-Bo electric.

Set of four bogie wagons in 'Green Cargo' livery, two type Zacns tanks for aviation fuel and two type Sdgkms⁷⁰⁷ intermodal flats each carrying two 20' swap bodies.

America

In collaboration with American Z Line, a GM-EMD GP38-2 diesel in 'Santa Fe' blue & yellow.

To accompany – set of five freight cars: two box cars (Northern Pacific and Rock Island), two gondolas (Penn Central and Western Pacific), and a tank car (Western Pacific).

Märklin Vectron as DBAG BR193



Märklin TRAXX Re 'Green Cargo'



Märklin / AZL GM-EMD GP38-2



Märklin DB Bnb⁷¹⁹ Silberlinge + WGmh⁸²⁴ Gesellschaftswagen



Useful addresses

The following list gives the addresses of firms mentioned in our Nürnberg report whose products may not be widely known or readily available in the UK. Brands which should be familiar from regular advertisements and reviews in the magazine have been omitted. Websites are included if known, or an e-mail address if available. If contacting companies in Europe, it should not be assumed that English is understood.

AB-Modell Anja Bange Modellbau
Im Stuckenbahn 6, D-58769 Nachrodt, Germany
www.n-schmalspur.de

A.C.M.E.
Viale Lombardia 27, I-20131 Milano, Italy
www.acmetreni.it

Amintiri Feroviare
Str. Erou Slt. Olaru Cristian, Nr.34, Barlad, Romania, 731076
www.amintiriferoviare.com

ASM (Arndt Spezial-Modell)
Auf der Rübekuhle 23A,
D-21335 Lüneburg, Germany
<https://as-modell.de>

Artitec Models
Papaverweg 29b,
NL-1032 KE, Amsterdam, The Netherlands
www.artitec.nl

Artmaster – Norbert Schuh
Neckartalstraße 129, D-70376 Stuttgart, Germany
www.das-kantoor.de

Asoa Pro Eins (Klaus Holl)
Postfach 44 01 40, D-80750 München, Germany
www.asoa.de

Auhagen
OT Hüttengrund 25, D-09496 Marienberg, Germany
www.auhagen.de

B-Models (Van Biervliet)
Bruggestraat 66, B-8770 Ingelmunster, Belgium
www.vanbiervliet.com
www.b-models.be

Bauer Ladegüter
Kirchenstraße 6,
D-93142 Maxhütte-Haidhof, Germany
www.ladegueter-bauer.de

Dekas
c/o Adeos Office, Herstedvang 8,
DK-2620 Albertslund, Denmark
<http://dekas.dk>

ESU (electronic solutions ulm)
Edisonallee 29, D-89231 Neu-Ulm, Germany
www.esu.eu

Exact-train
Ijsvogellaan 15,
NL-4143 AT Leerdam, The Netherlands
www.exacttrain.eu

Ferivan
Vrijheid 34C, B-2320 Hoogstraten, Belgium
www.ferivan.be

Ferro-Train
Leopold Halling Ges.m.b.H.
Leopoldgasse 15-17, A-1230 Wien, Austria
www.halling.at

Fulgurex
Ch. du Reposoir 16, CH-1007 Lausanne, Switzerland
www.fulgurex.ch

Heris Modelleisenbahn
Kaesbachstraße 17,
D-41063 Mönchengladbach, Germany
www.heris-modelleisenbahn.de

Holzmann
Rua Déa Coufal, 460 - Cep 91760-020
Porto Alegre/RS - Brasil
www.holzmann.net.br

Igra
Kotkova 3582/19 669 02 Znojmo, Czech Republic
<http://igramodel.cz>

Jägerndorfer Spielwaren GmbH
Bundesstrasse 20, A-2563 Pottenstein, Austria
www.jaegerndorfer.at

Jordan
Am Berg 12, D-93455 Traitsching-Siedling, Germany
www.modellbau-jordan.de

Joswood – Jörg Schmidt
Steinbeck 54 (Hinterhaus),
D-42119 Wuppertal, Germany
www.joswood-gmbh.de

KleinSpor
Hendrik de Keijserstraat 3,
NL-5041 JA Tilburg, The Netherlands
www.kleinspor.nl

KM1 Modellbau
Ludwigstraße 14, D-89415 Lauingen, Germany
www.km-1.de

Kühn
Maarweg 48b, D-53619 Rheinbreitbach, Germany
www.kuehn-modell.de

Lemke (Kato/Hobbytrain/Mehano)
Schallbruch 34a, D-42781 Haan, Germany
www.lemkecollection.de

Loewe Modellbahnzubehör
Steinschrotweg 7, D-96450 Coburg, Germany
www.loewe-modellbahnzubehoer.de

LS Models
Rue Bosfagnes 31, B-4950 Sourbrodt, Belgium
www.lsmodels.com

Mabar
Av. de Cabrera 36 - 5ª floor,
E-08302 Mataro, Barcelona, Spain
www.mabar.es

Mafen
Model FAB Trains S.L., Avda. Cognost, 37 Nave 7,
E-08760 Martorell, Barcelona, Spain
www.mafen.eu

MBR Model
Bartosz i Maciej Radke Sp.j.,
ul. Swierkowa 5, 62-081 Przemierowo, Poland
<https://mbrmodel.eu>

MBW
Wolfsbank 6, D-45472 Mülheim, Germany
<https://mbw-modellbahnen.de>

MiniNatur / Silhouette
Buschingstraße 5,
D-82216 Maisach - Gernlinden, Germany
www.mininatur.de

Minitrains (Standard Light GmbH),
Werftstraße 12, D-76189 Karlsruhe, Germany
www.minitrains.eu

Mo-Miniatur
Gustl-Waldaur-Str.42, D-84030 Ergolding, Germany
www.mo-miniatur.com

NME (Nürnberger ModellEisenbahnen GmbH)
Röthensteig 5, D-90408 Nürnberg, Germany
www.nme-online.de

NMJ (Norsk Modell Jernbane)
Postboks 6651, Etterstad, N-0609 Oslo, Norway
www.nmj.no

Pi.R.A.T.A.
21.10 Srl – Via Montonale Basso, 5/G,
I-25015 Desenzano del Garda (Brescia), Italy
www.piratamodels.it

Profi Model Thyrow (pmt) incl. **Technomodel**
Thyrower Bahnhofstraße 6,
D-14959 Trebbin OT Thyrow, Germany
www.pmt-modelle.de

PSK Modelbouw
Zijlweg 277, NL-2015 CM Haarlem, The Netherlands
www.psk-tt.com

REE Modèles / Mikado Train
46, Route de Paris, F-77370 Nangis, France
www.ree-modeles.com

Rietze
In der Herrnau 1,
D-90518 Altdorf bei Nürnberg, Germany
www.rietze.de

Schlosser (Lok-Schlosserei)
Lengsfelder Straße 1b, D-36460 Dietlas, Germany
www.lok-schlosserei.de

Schnellenkamp
Treiser Pfad 1, D-35418 Buseck, Germany
spur-0-kaufhaus.de

Schreiber-Bogen Aue-Verlag GmbH,
Korber Straße 20, D-74219 Möckmühl, Germany
www.schreiber-bogen.com

Tramfabriek
2, Locken Cottages, The Walk, Eton Wick, SL4 6LN.
www.tramfabriek.nl

Unique Scenery Products
Modem 17, NL-7741 MA Coevorden, The Netherlands
www.sceneryproducts.eu

Veit Modellbau
Volkshausstraße 1,
D-08297 Zwönitz (OT Brünlos), Germany
www.modellbau-veit.de

ViTrains
CMP Industrie S.p.A.,
Via Ca Zusto, 99, I-35010 Vigodarzere, Padova, Italy.
www.vitrains.it

VK-Modelle
Nevigeser Straße 260a, D-42553 Velbert, Germany
www.vk-modelle.de

Weinert
Mittlewendung 7, D-28833 Weyhe/Dreye, Germany
www.weinert-modellbau.de

Märklin Z Vectron SBB Cargo International



Lenz

The O gauge range continues to be developed, though a few unforeseen technical issues have delayed some projects.

The information was again conveyed in a large format (more than A3) newspaper-style broadsheet.

The major new project was the BR44 'Jumbo' three-cylinder 2-10-0 as a mainly metal model to be produced in collaboration with Kiss; existing Kiss models were used as illustrations. A range of DRG, DR, and DB variants were proposed across Epochs II and III, with sundry detail differences as appropriate, such as large or small smoke deflectors, with or without front skirts, coal or oil firing, all with the (most common) 2'2'T34 tender. The models would naturally have all the high-tech digital features expected of Lenz (lights, sound, optional smoke, remote controlled couplings, etc.).

However, not long after the Fair – but after the main German magazines had gone to press with reports from the event – came the surprise announcement that project would not proceed, apparently because the same prototype had also been proposed by other manufacturers.

The next anticipated loco deliveries are:

BR38 4-6-0 (former Prussian P8), initially as DRG Epoch II, DB Epoch III with either box or tub tender, and DR Epoch III.

BR55 (Prussian G8.1) 0-8-0, DB and DR Epoch III versions.

BR56² (Prussian G8.2) 2-8-0, DB and DR Epoch III versions.

The Wyhlen 10t rail mounted crane announced three years ago is making progress, but slowly: a sample was shown.

Work continues on the Group 29 all-steel express bogie coaches – A4üe-28 first, two B4üe-28 seconds, and Pw4üe-28 baggage van – built from 1928 to 1931. In contrast to their predecessors, the so-called 'Pike' coaches with tapered ends, these had straight sides and recessed entrances. They ran on Görlitz II heavy bogies. The models will have all the Lenz-typical features, including full interior, constant interior lighting (switchable in digital mode), sprung buffers, and dark nickel-plated wheels.

Also still under way is the Deutsche Bundesbahn E41 Bo-Bo electric, the first electric in the Lenz O range.

Lenz BR55 0-8-0



Lenz BR55 0-8-0



Lenz BR56² 2-8-0



Lenz Wyhlen 10t crane



This completely new development benefits from the experience gained in the construction of previous models. It will have remote control of pantographs, a driver changing with the direction of travel, and remote controlled couplings. Both bogies will be driven, with a motor in each. The first release will be with Epoch III markings in both chrome oxide green and steel blue.

Repeat issues:

VT98/VB98/VS98 railbus (Epochs III and IV) with an improved mechanism for even better performance.

DB bogie *Umbauwagen* – composite, second, and second baggage in Epoch III and IV versions, now with programmable interior lighting, imitating the start-up of fluorescent tubes.

Lenz BR56² 2-8-0



Lenz VT98/VB98/VS98 railbus



KM1

One of the most interesting announcements at the Fair was that these Gauge 1 specialists would also be producing models in O (and Hm, or G – q.v.). Two principal factors were cited: the time, effort, and resources taken to research a top quality model could be applied to any scale, and modern technology makes it relatively easy to adapt the designs to other sizes. In addition, all the digital technology is immediately transferable, with consequent economies of scale. But further, the same production methods are also more susceptible to security issues, especially where third parties and sub-contractors in Asia are involved. Even if the original files were not 'leaked', the technology facilitates 'imitation', and beyond the choice of the same popular (and thus perhaps obvious) prototypes. KM1 accordingly decided that the best tactic was to widen their activities. In anticipation, they have increased capacity at their premises in Germany. The new O gauge catalogue, A4 landscape format, is 64 pages – twice as many as the new Gauge 1 publication. All the illustrations show existing Gauge 1 models.

The planned new items are:

BR44 2-10-0, coal and oil, in twelve versions from DRG to DR and DB.

BR01 Pacific with original boiler, in ten versions from DRG to DR and DB.

BR23 2-6-2 DB new build, in eight versions.

BR91³ (Prussian T9.3) 2-6-0T, in eight versions from Epoch I to IIIb.

BR98³ (Bavarian Pt2/2) 0-4-0T 'Glaskasten', in seven versions from Epoch I to IIIb.

BR82 0-10-0T DB new build, in ten versions, including as preserved.

V90 (BR290) DB B-B diesel hydraulic, in ten versions from Epoch III to V.

Standard 1921 four-wheel compartment coaches and matching baggage van.

Standard 24m³ and 30m³ four-wheel tank wagons.

Type O 02 Schwerin open and type K 06 Wuppertal lidded four-wheel wagons, in twelve versions from Epoch I to IV.

There will also be accessories (signals, etc.), figures, and scenic materials.

No delivery schedule is given.

MBW

Not at the Fair, but still active. The website shows:

BR78, sample end March, delivery mid year.

BR44, sample April, delivery July.

BR50, sample end April, delivery September.

BR50ÜK, sample end April, delivery September.

BR23, sample August, delivery November.

BR85, sample September, delivery end 2020/early 2021.

All are planned in several versions, and all are represented at this stage with CAD graphics.



Fulgurex BLS Ae6/8 207



Fulgurex BLS Ae6/8 205

Schnellenkamp

The O gauge specialist is working on the Italian type 28 and 29 peaked roof four-wheel vans, as highly detailed plastic models in 1:45, with equalised suspension and sprung buffers. They will come with NEM (Lenz) couplings fitted, with scale couplers also supplied. There will be variants with four, two, or no (DR version) ventilators in the sides, and some will have a brake house. Various markings will be offered.

Current projects – Kö I diesel: no delivery date yet.

Standard type O11 four-wheel open coal wagon: in production, delivery expected early in the year.

The same applies to the standard type K15 four-wheel wagon with lids. The lids can be opened and held in place with chains, as per prototype.

Low and high Lichtsperrsignal (shunting signals) are also being developed.

Fulgurex BLS Ae6/8 detail



Fulgurex

Bern Lötschberg Simplon Be6/8 (later Ae6/8), both the 1926 Breda and 1941 Séchéron variants. Four versions are listed, two from each batch, with one or two pantographs; only forty will be made.

The Nord/SNCF 221 Atlantic is still listed in six versions – Nord brown with regular or 37m³ tender, Paris - Orléans grey, État black, MIDI green, and SNCF green.

Reservations are still being taken for the Nord/SNCF Train Automoteur Rapide (TAR) high speed diesel train introduced in 1936 and used mainly between Paris and Lille and Lille and Boulogne. Only twenty three-car sets will be made, in either Nord or SNCF versions.

NMJ

Nohab/AFB diesel in plastic, as NSB Di3a (two numbers, red-brown and new red) and Di3b (one red-brown, already sold out), plus Belgian series 202/204 green (two numbers) and Luxembourg 1600 as delivered (lighter red) versions, each with option of digital sound – the speaker is already mounted. Front skirts/snow-ploughs with either scale or Lenz couplings supplied. Nohab and AFB machines differ in some body details (e.g. headlights), the fuel tanks, the battery boxes, and the bogie frames.

There are no new Superline brass models in O.



NMJ NSB Di3a Nohab

Gauge 1

Märklin

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

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

New tooling – the unique V320 C-C diesel hydraulic. 719mm long and 7kg in weight! Metal construction with many added details, two motors, all axles driven, digital sound, stay-alive capacitor, working lights, cab and machine room lights switchable, motor-driven fans, smoke from all exhausts.

Versions: Epoch III – DB V320; Epoch IV – DB BR232; Hersfelder Kreisbahn No.30 in orange, with round radio aerial; in Teutoburger Wald Eisenbahn orange, with additional aerial and cab side window rainstrips; in SerFer yellow, as used on construction work in Italy, with modified bogie sandboxes; and Epoch VI – 'H.F.Wiebe' yellow, with small radio aerial, as used between 1999 and 2015. The HK, TWE, and Italian versions are limited editions, to be ordered before the end of March.

Epoch III – DB four-wheel flat with brake platform carrying three long gas cylinders.

DB four-wheel tank wagon with brake platform, used by 'Aral'.

DB type G10 van with reinforced ends and no brake house equipped for livestock transport, with wooden hurdles in the open doorways, supplied with a kit for a loading ramp and two barriers, and even four goats! Also planned is a Magirus Merkur 120 S lorry with wooden slats around the load area.

The type G10 van will also be offered with DR Epoch IV markings.

The Märklin Museum limited edition wagon for this year, only available from the Märklineum in Göppingen, is a type E040 four-wheel open wagon with DB Epoch IV markings, lettered for 'Verzinkerei Kopf'.

KM1 Modellbau

Once again KM1 did not have a stand (though a working layout with some of their models formed part of the Roco/Fleischmann stand, to demonstrate the Z21XL digital central unit) but visited to see the German model press and make samples available for photography.

A landscape format A4 size 32 page brochure details future projects.

They offer high quality, highly detailed models, fitted as standard with a sound decoder plus a patented synchronised smoke generator, with separate functions to issue 'steam' from the cylinders and (on the latest products) even the whistle. They have directional headlights, running gear lights, cab lights, and firebox glow (also synchronised). All functions are also switchable. Fine scale wheels are an option at extra cost. The axles are sprung, and like the drive carried in roller bearings, driven by a powerful Maxon motor. Buffers are sprung, and scale couplings fitted (though these can be changed for claw couplers). Loco and tender are close coupled. They are not all intended to cope with the Märklin minimum radius of 1,020mm.

Märklin V320/BR232

Photo: MIBA



Märklin V320/BR232



Märklin type G10 van livestock set

Photo: MIBA

The programme includes:

Württemberg C class Pacific, later BR18¹, first sample received.

Prussian T3, later BR89, 0-6-0T, nine versions from Epoch I to preserved, first sample received.

Prussian T9³, later BR91³, 2-6-0T, seven versions from Epoch I to IIIb.

DB VT95 four-wheel diesel railcar and VB142 trailer, plus VB141 single axle luggage trailer, in various combinations.

Klv12 inspection draisine, first sample received.

Six-wheel and bogie DB *Umbauwagen*, composite, second, and second baggage, both Epoch III and IV.

Standard four-wheel tank wagon 30m³ capacity,

with brake house or brake platform, according to period. Ten versions from Epoch II to IV, for various users, three or four numbers each.

The type Tnfh5 insulated four-wheel van will now be produced in brass, not plastic. First sample received.

The Talbot small four-wheel ballast hopper is expected in the middle of the year.

Samples were shown of some projects illustrated last year: DB E50/BR150 Co-Co electric, expected March; E16 1-Do-1 electric, expected April; DB BR216 B-B diesel; type Btms33 four-wheel flat with four small tank containers; works train *Wohnschlafwagen* on the basis of a 1921 four-wheel compartment coach, with an appropriate four-wheel lowside wagon.

Märklin type G10 van + 'Aral' tank + gas tanks

Photo: MIBA



KM1 DB Kliv12



KM1 DB Kliv12



KM1 T3/BR89 0-6-0T



KM1 Talbot ballast hopper



KM1 T3/BR89 0-6-0T



KM1 type Tnfhs van



MBW

The current programme includes:

- BR92 0-8-0T (first quarter).
- BR56²⁰⁻²⁹ 2-8-0 (middle of the year).
- BR53 2-6-8-0 (proposed, but never built)(August).
- BR80 0-6-0T (third quarter).

The BR65 2-8-4T announced last year is not now due until next year.

The BR74 (former Prussian T12) 2-6-0T is also planned for 2021.

The DB pre-series E10 Bo-Bo electric is suggested, with no delivery date.

The Voith Gravita 10BB diesel could be produced if there is sufficient demand.

All are listed in several versions. Most are illustrated with prototype pictures or graphics.

The V320/BR232 C-C diesel is added to the range, manufactured as a combination of die cast metal and brass with a few small plastic parts, fitted with ESU digital equipment (including sound).

The V160/BR216 'Lollo' B-B diesel is also added to the range, with a similar specification.

Double-deck coaches may be produced if there is sufficient demand.

KM1 Württemberg C / BR18¹ Pacific



KM1 Württemberg C / BR18¹ Pacific



MBW DB BR65 2-8-4T



New project: This^{870/871} sliding side/roof wagons.

There will be more Krupp eight-wheel tank wagons as limited editions. Currently listed in Epoch II and III versions, photos have been found showing these wagons still in operation in the 1970s, so extra Epoch IV versions will be produced. The first deliveries should arrive in August.

Fulgurex

The current list is:

- BLS Ce4/6, later (from 1950) 4/4, 1-B-B-1 rod-coupled bogie electric, seventeen of which were introduced from 1924, in five versions: c.1925 brown; c.1958 green, with one pantograph; c.1960 brown; c.1952, rebuilt, green; c.1961 rebuilt, brown.

- SBB Fe4/4, later (after 1963) De4/4, baggage rail-car dating from 1927/8, in five versions: c.1929 green; c.1931 blue & white, the so-called 'Zürich' livery; c.1950 Seetal red-brown; c.1963 green, modified with one pantograph; and c.1964 Seetal red-brown, also with one pantograph.



Mo-Mi DB Kliv12



Mo-Mi DB Kliv12

Mo-Miniatur

Best known for road vehicles, and industrial or agricultural machinery.

The powered model of the DB Kliv12 inspection draisine, which lasted in service until 1997, is still being developed. It will represent the most well-known variant, with rounded bonnet. The model will include a multi-protocol sound decoder with several light functions. The original plan was to make it in brass, but now KM1 are also doing it, this one will have a resin body. A static version (with resin chassis and wheels) will also be offered. Both due late summer.

A small four-wheel trailer is also being developed.

The other rolling stock project is quite a contrast – the type Saadkms⁶⁹⁰ low floor 'rolling road' eight axle bogie flat, which will be of brass construction and over 600mm long! They are aiming to show a first sample at the Sinsheim Gauge 1 Meet in June.

B-Models (Euro Tank Car)

This Belgian specialist offers versions of a modern kinked tank bogie wagon with brake platform and sprung buffers in very limited quantities.

Narrow gauge

German narrow gauge in HO scale

Tillig

The narrow gauge range again has its own 16 page leaflet. The major excitement is planned models of the Harz 0-4-4-0 Mallet tanks, both as Nordhausen Wernigerode Eisenbahn (Epoch II) and Deutsche Reichsbahn (Epoch III) variants (Q4).

Epoch II – New version of the four-wheel diesel railcar as Gernrode-Harzgeroder Eisenbahn T1 in red & cream (Q1).

Set of three four-wheel wagons, NWE open and van and GHE van (Q2).

Epoch III – DR mixed train, with 99.57 0-6-0T (Spreewald), KBD4i second/baggage, KB4i second, and Gw four-wheel van (Q2). The bogie coaches have original square corner windows, and the second/baggage is new tooling. These vehicles are former Sachsen 750mm gauge transferred and converted.

Type Ow four-wheel open with raised brake seat, loaded with aluminium ingots (Q1).

Epoch IV – DR 0-6-0T 99 6102 (Q2).

KB4i second with modernised windows in red & cream (Q2).

New tooling – KBD4i second/baggage with modernised windows in red & cream (Q2). An unpainted sample was shown.

Limited edition (to be ordered by the end of March) – set of three bogie coaches in two-tone green, KBD4i second/baggage, KB4 second, and an older Harz second with 'Harzer Roller' lettering.

Epoch V-VI – set of two rebuilt KB coaches in HSB red & cream (Q3). To match, rebuilt KBD second/baggage, with modernised baggage doors (Q3).

All items will also be offered for HOe (9mm gauge), with the running numbers freelanced.

Bemo

Württemberg Tssd Mallet 0-4-4-0T as the preserved (and since 2015 running again) 99 633 on the Öchsle line. Only offered as a Metal Collection ready-to-run model.

Back after ten years – the Sachsen IIK alt double Fairlie, ready-to-run as No.18 in black or No.19 in green, or as a kit. Orders must be placed by 1st May.

Only as an assembled model, the Sachsen IVK Meyer 0-4-4-0T as DR 99 608, as currently operated by the Sächsische Dampfeisenbahn Gesellschaft (SDG) and based at Freital-Hainsberg.

There will be two more examples of the standard 2-10-2T with Epoch III identities, 99 750 from Freital-Hainsberg and Zittau-based 99 735, the latter without the small snow clearers.

The L45H bogie diesel is to be re-run so several versions will be available again: BVO Verkehrsbetriebe Erzgebirge GmbH (BVO) original blue, BVO later DR-style red, SDG DR-style red, Stainzer Lokalbahn violet, and Österreichische Gesellschaft für Lokalbahn (ÖGLB) blue.

There is also the possibility of another version – as CFF 87 0036, in yellow livery, as presently used on the Wassertal forestry and tourist line in Romania. It will only be produced if enough orders are received by 1st May. The livery was chosen as similar to that on locos of this type latterly used on track maintenance trains in Italy and France.

Bemo Sachsen IIK alt



pmt Sachsen maintenance trolley



Veit

Modellbau Veit produces high quality models of metal construction, with a Faulhaber motor, and a decoder socket, offered both as kits and assembled.

New this year is the Deutsche Reichsbahn inside-framed 0-8-0T 99 4643, originally built in 1922 by Orenstein & Koppel for the Kleinbahnen des Kreises Jerichow I and substantially rebuilt in 1964. It was used first on the Burg narrow gauge network, then went to the Prignitz in October 1965. After four years of use it was moved to Bergen on the island of Rügen and worked on the section to the Wittower ferry until 1970. It was later sold as a heating unit and was unfortunately not preserved.

The model has a Faulhaber motor and is offered as a kit or assembled, correctly detailed for the Burg, Prignitz, and Rügen versions, all for Epoch III.

There will be a new run of the Sachsen 1906 5.5m transporter wagons with plate frame bogies, this time with markings for the Prignitz network (Epoch III, two numbers).

pmt (formerly Technomodel)

The still outstanding items announced in the last couple of years should be delivered in the course of this year.

Available now is a small four-wheel maintenance trolley.

Also in stock is a new version of the Sachsen four-wheel goods van in Zittau - Oybin - Jonsdorf Eisenbahn (Z.O.J.E.) grey.

This will be followed in the second quarter by a matching open wagon. Both have pulleys for the Heberlein brake system.

pmt Z.O.J.E. van



Hobbytrain Zugspitzbahn



Tillig Harz KBD4i second/baggage



pmt Z.O.J.E. open wagon



Roco DR 'V60 4801'



Roco

A new version of the Austrian Rh2095 B-B rod-coupled diesel is planned in Deutsche Reichsbahn red & cream, classified V60K and numbered V60 4801, representing a loco supposedly evaluated by the DR in 1963. It could have happened ... but it did not! Even if a loco had been loaned, it is unlikely to have been repainted and renumbered. The 10mm difference in gauge should not have been a problem, as evidenced by the visit of a IVK (99 1542) to an Austrian preserved line (the Ybbstalbahn) in July and August 2017. The success of any diesel on the DR narrow gauge would have led to the scrapping rather than refurbishment of the IVKs.

Epoch III-IV – new version of the Rügen type KDp four-wheel baggage van.

Epoch IV – set of two transporters for standard gauge wagons.

Feldbahn start set: six-wheel industrial diesel, four bogie tubs, oval of track, simple analogue controller.

Lemke

New version of the Bayerische Zugspitzbahn four-wheel steeple cab electric 'valley' loco (as used between Garmisch-Partenkirchen and Grainau, i.e. not the rack section) and bogie coaches in the later darker blue & white livery. They will be sold in sets of a loco with two coaches and two additional coaches. They will be available as prototypical HOm or HOe, and also now in HO.

Brawa

The DR BR199⁸ C-C conversion of the BR110 diesel for the Harz has been upgraded like the standard gauge model – though brochure does not actually mention the gauge! The model is supplied as HOm but HOe wheelsets, etc. are included.

Brawa DR BR199⁸



Weinert HSA coach No.1



Weinert HSA barrier wagon



Weinert

Two of the kits for Harz locos will be re-run this year: the standard BR99²³ 2-10-2T, either coal or oil fired, and the unique 2-6-2T, NWE No.21, later 99 6001, with either original riveted or later welded tanks. As usual, the main structure is whitmetal, with brass detailing parts, and a pre-assembled mechanism. The models are offered with a choice of five-pole Mashima or Faulhaber motors, and in HOe as well as the proper HOm.

New are two kits for rolling stock from the Hoya - Syke - Asendorf metre gauge line: short clerestory roof bogie coach No.1, and standard/metre gauge barrier wagon No.162, with two sets of buffing gear and substantial ballast weights.

Schlosser DR 970 001



Schlosser

This maker produces high quality etched brass models with cast brass details, offered either as kits, with transfers and full instructions, or assembled.

Harz short four-wheel open wagon Ord 92 with brake cabin and standard gauge buffers for shunting the transfer sidings, as a kit or assembled, expected end of April.

Kreisbahn Osterode Kreiensen clerestory roof bogie coach with open balconies, as a kit or assembled, expected end of April.

DRG standard bogie coaches for the Sachsen narrow gauge, type B4 sa29 second, with either open or shrouded solebars, and type C4 sa30 third (shrouded solebars only), to scale length and width, as kits or assembled models in DR condition. Finished examples were shown of 970 001 in green, built in 1929, as before modernisation in 1991; 900 514 in two-tone green, transferred from Saxony to the Harz and regauged in 1958, as before rebuilding in 1986-7; and 900 492 in red & cream, transferred from Oberwiesenthal to the Harz in 1954, as before rebuilding in 1986. Others came to the Harz after service on the Spreewald network and Eisfeld line.

Wagons for the Prignitz network announced last year, a four-wheel insulated milk van with brake platform, in Epoch III, IV, and preserved forms, and a short bogie flat with side stakes with either fully enclosed or partially open brake house, are now due in the summer.

Schlosser DR 900 514



Schlosser DR 900 492



Minitrains Karlsruhe Schlossgarten Greif 0-4-0 + coaches



Minitrains Henschel 'Riesa' 0-4-0T



Minitrains GOSM Henschel tram 0-4-0T



Minitrains

Henschel 'Riesa' type 70hp industrial 0-4-0T in three versions – black, green, and grey. Also as adapted into an American style loco with tender, open cab, spark arrestor stack, and cowcatcher, as used on the Karlsruhe Schlossgartenbahn, named *Greif*.

To accompany – semi-open bogie coaches in both red and green.

Reminiscent of the classic Eggerbahn model, but rather finer, and with a much better mechanism, there is a Henschel 0-4-0 enclosed body tram loco, based on a prototype from the Geldersch-Overijsselche Stoomtramweg Maatschappij in The Netherlands.

Minitrains Henschel 'Riesa' 0-4-0T



Minitrains Decauville coach



Decauville style *baladeuses* or 'toastrack' open coaches, with either blue or red (furled) side curtains.

Minitrains Henschel 'Riesa' 0-4-0T



Ferivan (Rietze) Hermelijn low floor tram



Busch

Hof – Feldbahn start set, with Gmeinder closed cab 15/18PS four-wheel diesel in grey with two wagons carrying bricks, oval of track, battery controller. To accompany a set of brickworks buildings.

New versions: the Gmeinder 15/18PS four-wheel diesel, without cab, in blue; Deutz OMZ 112F four-wheel rod-coupled diesel, with cab, in grey; LKM Ns2f four-wheel diesel, without cab in black, with cab in red; B360 battery electric mine loco in yellow. All locos now have a working headlight.

Hand operated crane on a skip chassis.

V-skip with brake platform, and brakeman.

Pack of two loco drivers, one sitting, one standing.

Set of three mine tubs.

Set of two mine tubs with covers, for equipment and explosives.

Set of two mine manriders.

Artitec Henschel 'Fabian' 0-4-0T



Artitec

As part of their extensive range of scenic accessories and road vehicles, Artitec offer a Henschel type 'Fabian' industrial 0-4-0T in HO as an assembled static model.

REE

The Billard A80D diesel *autorail*, dating from 1936, is making progress – an advance model was shown, with a transparent body shell; delivery is expected in the spring. It will have working head and tail lights, and

REE Billard A80D



REE Billard A80D



REE wagons – couvert, tombereau, plat



interior lighting. DCC sound is an option, recorded on the CF du Vivarais. Four number/livery versions are proposed initially: CFD 313 and 314 in Epoch III red and pearl grey; CFV ruby & cream with aluminium roof, as in tourist service (Epoch IV); and CFV red & grey (Epoch IV-V).

Also on show were what seemed to be well advanced examples of a selection of four-wheel goods wagons – a flat, an open, and a van, using the same underframe, with and without brakes. They will come in various liveries and be sold in pairs, some mixed; the vans will include a couple of colourful private owners ('Orezza' yellow and 'Mattei' red) as well as the standard greys and browns. All will be supplied with wheelsets for both HOm (12mm) and HOe (9mm).

Now such wagons would not be appropriate behind an *autorail*, so it is a logical to assume a loco must be on the way – REE are planning the CFD BB-400 diesel with rod-coupled bogies, for release in 2021. Four versions are proposed: Vivarais, Provence, P-O Corrèze, and Corsica.

Ferivan

The range of Belgian Vicinal stock in HOm is now run by Jan Martens. Although not exhibiting he visited to distribute information and show samples.

Two versions of the modern Belgian Hermelijn low floor trams have been produced as unpowered models by Rietze 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. They should be available in the first quarter.

Antwerp PCC bogie cars in both cream and red & white are due in the second quarter as motorised models.

A Vicinal Braine-le-Comte four-wheel electric tram, from series 9880-9889, will be produced in the third quarter as an anniversary model (motorised) to mark thirty years of Ferivan – it was one of their first models. Numbers will be supplied as waterslide transfers.

All vehicles are offered in HO as well as authentic HOm.

Ferivan Braine-le-Comte tram



Ferivan Antwerp PCC car



Ferivan Antwerp PCC car



Tramfabriek

Backer & Rueb HTM 8 *Ooievaar*, one of six built in 1904 for the tramway company in The Hague. After a long and varied history it has been preserved and is running now between Hoorn and Medemblik.

Tramfabriek offer this steam tram as it is currently in service. It will be available in HO, HOm, and HOe. The model has an etched nickel-silver body with small parts cast in brass and a finely detailed 3D-printed boiler. The belt-drive mechanism will be supplied ready to run; it runs realistically slowly, and has working headlights. Standard couplings are fitted.

Tramfabriek HTM No.8



Bemo Albula low floor driving trailer



Bemo Albula low floor second with photo section



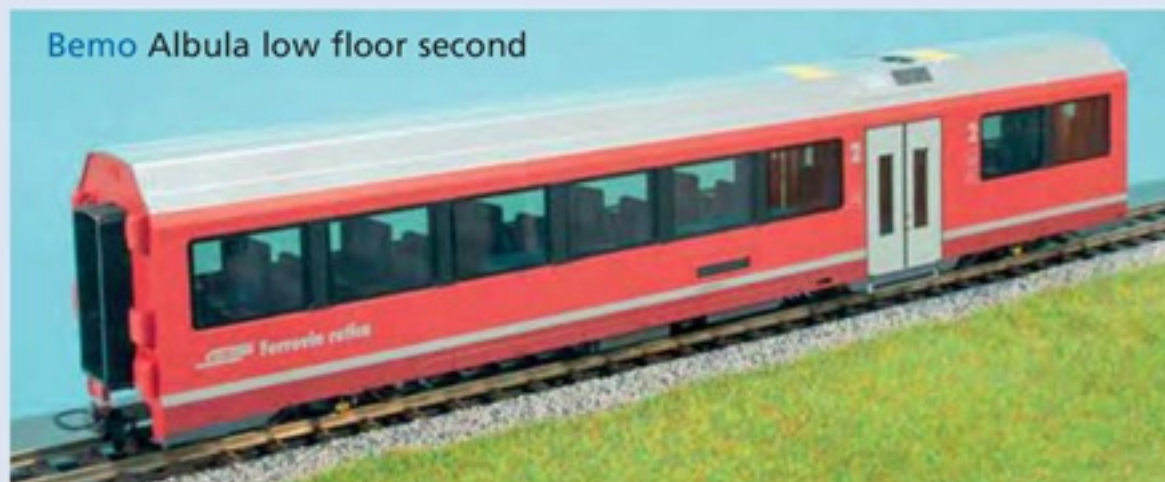
Bemo Albula low floor first



Bemo Albula low floor composite



Bemo Albula low floor second



Bemo Albula low floor second with cycle/ski space



Austrian narrow gauge in HOe

Roco

New version of the Mh Engerth 0-8+4 as ÖBB 399.02, as running in the 1980s. The digital model has soundlab sound.

New version of the Rh2095 B-B diesel as 2097.07 in red with silver lining and different style ÖBB logos on each end, as repaired after a serious accident on the Bregenzerwald line in January 1982. The digital model has soundlab sound.

Modified tooling – type SSm/s bogie flat wagon, as modified with new floors, robust steel stakes welded to the sides, winches for tie-down cables, a new end panel between the loading area and the brake platform, and chequer plate brake platform surface. The new model is offered singly, and in a twin pack loaded with logs.

Liliput

New versions of the U class 0-6-2T as ÖBB 298.06, named *Mariapfarr* as preserved by Club 760; as Zillertal No.2 *Zillertal*, with spark arrestor chimney, as currently in service; and as Zillertal No.1 *Raimund*, with straight chimney, in Epoch III condition. (As No.2 is presently running on the Welshpool and Llanfair Light Railway – real life copying what so many British narrow gauge modellers have already done! – we wonder if Bachmann will take the opportunity to offer this model in their OO9 range ...)

New versions of the four-wheel inspection railcar, as VT95 of the Steyrtalbahn in red and NÖVÖG OB1 in yellow, currently allocated to the Waldviertel lines.

The matching four-wheel flat trailer, with and without side boards, will also be re-run.

The standard four-wheel coaches benefit from finer end railings. New versions include a composite and

second in Zillertal Epoch III brown with spoked wheels, and three in the current red livery, with names – composite 'Ramsau/Hippach' and seconds 'Gemeinde Tux' and 'Gemeinde Strass'.

There will also be a new range representing those currently used on the Waldviertel lines, in green livery, with different markings each side. Three are listed this year, and more should follow.

There will be a set of four four-wheel coaches in ÖBB green with Epoch III-IV markings, a baggage van and three coaches (with two different roof types and either older wooden frame or replacement aluminium frame windows). The type B4ipho/s bogie coach will also be released to match.

Ferro-Train

Models from this specialist are now marketed direct.

To mark 110 years since the electrification of the Mariazellerbahn with single phase alternating current at 6,500 volts 25 Hertz, for which sixteen rod-coupled C-C locomotives (later ÖBB Rh1099) were delivered in three batches, there will be a new edition of the popular model with the original 'box' body, with a choice of numbers across Epochs I to III.

Ferro-Train Mariazellerbahn C-C electric



Swiss metre gauge in HOm

Bemo

The four-page A4 leaflet distributed at Nürnberg may not include all that may be announced in the course of the year. There will be further bulletins in the summer and the autumn.

Most proposals are illustrated with prototype pictures.

Most motive power has the option of a factory-fitted ESU multi-protocol sound decoder.

Rhätische Bahn

There will be new versions of the Bernina line railcars, both 40 and 50 series, now with LED lights and a Next18 (NEM 662) decoder socket – ABe4/4 43 in red-brown, ABe4/4 55 *Diavolezza* in red, and ABe4/4 53 *Tirano* in new red.

Two new versions of the Ge4/4^{III} universal loco are planned, as 627 *Reichenau-Tamins* in current new red condition, and as 628 *S-chanf* with 'FAIRTIQ' advertising; orders for this must be received by 1st May. The models have a revised chassis, with LED lighting and MTC21 (NEM 660) decoder socket.

The Ge4/4^{III} high power loco is also planned in two new versions: 647 *Grüsch* in new red with large Rhätische Bahn lettering, and 644 *Savognin* likewise but with the short-lived trial all red body (i.e. no grey skirt) – this will be a limited edition. The models now have LED lighting and a Next18 (NEM 662) decoder socket.

The Albula low floor 'Alvra' coaches are now being delivered and finished examples of all body types were displayed, with the exception of the driving trailer, which should be released soon. The trains are made up of seven coaches (one of each type, but two seconds).

Interior lighting kits will be made available in due course.

Bemo Furka Oberalp ABt 1491-1494



Bemo Furka Oberalp BDeh4/4 41-45



Bemo tank wagon



Furka Oberalp

In the second half of the year Bemo plan to deliver the FO railcar BDeh2/4 41-45 with driving trailer ABt 4191-4194 announced last year.

Pi.R.A.T.A.

A new range of Rhätische Bahn freight wagons is proposed, made entirely in Italy.

The first will be a type Gb-k four-wheel van with brake platform, as a set of three in plain brown plus two advertising livery singles: 'Cargo Domizil' blue and 'Badraun' green.

They are noted as HO but are presumably HOm (though the graphic illustrating them has N gauge couplers!).

Kato RhB Ge4/4^{III} 623



Nn

Kato

Rhätische Bahn 1:150 scale running on 9mm (N) track. The Glacier Express start and extension sets (with Ge4/4^{III} loco and Panoramic coaches) will be re-run.

There will be a new version of the Ge4/4^{III} as 623 with 'Glacier Express' lettering. The model has LED lighting, and can be converted to DCC by exchanging the circuit board.

Brand new is the WR3811 'Gourmino' restaurant car, in blue livery, with authentically coloured internal detail and interior lighting.

Pi.R.A.T.A.

The Italian N specialists are developing their range of Rhätische Bahn metre gauge stock on 9mm track (matching the Kato models).

There will be a set of three EWI coaches in green livery, with a first available separately.

For the Arosa line, they will produce a first, a second, and a second baggage in the blue livery with flower decoration, and a second in red with 'Bärenland' graphics.

Restaurant car WR 3822 in red livery is also planned.

The four-wheel type Gb-k vans will be repeated from HOm (or is it the other way round?) – as a set of three in plain brown plus two advertising livery singles: 'Cargo Domizil' blue and 'Badraun' green.

Fulgurex

The Aigle-Sépey-Diablerets (ASD) ABFe4/4 railcar No.11 was shown unpainted.

It will be sold in sets with a type K van and a type M wagon, with different numbers.

Type K vans, type L lowsides, and type M open wagons will be available separately.

The railcar requires a minimum radius of 420mm.

Fulgurex ASD ABFe4/4 11



Kato RhB Gourmino restaurant



Pi.R.A.T.A. RhB Gb-k van



Bemo RhB B2245



Bemo RhB B2247



Pi.R.A.T.A. RhB 'Bärenland' coach



Pi.R.A.T.A. RhB WR3822



Pi.R.A.T.A. RhB SI flat



All three variants of the type Sp-w bogie flats will be re-run (single side stakes, double side stakes, and double side stakes with end bulkheads), and there will also be a type SI bogie flat with lightweight side panels.

Nm

AB-Modell

This specialist offers further finishes on the Kato models. They can also adapt the locos and stock to 6.5mm gauge.

Their own product line consists of hand-crafted nickel-silver scale models of metre gauge locos and stock to the correct 1:160 scale on 6.5mm gauge.

The Ge4/4^{III}, which has been in the programme for years, will be issued as 650 in 'UNESCO World Heritage' light blue livery. It will be a nickel-silver hand-crafted model with two Faulhaber motors and flywheel only for 6.5mm gauge. (For 9mm, Kato models in the same livery are available from stock.)

The nickel-silver Ge4/4^{II} is due in two further versions: first, 618 in red with the striking RhB logo, which

AB-Modell RhB Ge4/4^{III} 650



AB-Modell RhB D4210 baggage



AB-Modell RhB D² 4052^{II} Rhätia Stübli



Bemo Om RhB EWI coach



replaces the now almost sold out version in the all red livery. The model has raised letters for the coat of arms and community name 'Bergün'. Second, 622 with 'Hakone Tozan Railway' graphics, as running in 2010. These models are equipped with a Faulhaber motor and a large flywheel, and come with a Zimo decoder which also works automatically on analogue layouts.

The already announced bogie baggage van D4210 with two large sliding doors on each side will appear this year. The completely new model is made of nickel-silver and is equipped with smooth-running wheel-sets. Two versions are planned: with a narrow silver line and the more modern, wide light grey stripe.

The identical Furka Oberalp baggage van will follow in the course of the year, with its slightly darker colour and silver sliding doors.

On the basis of the popular four-wheel baggage van, an attractive colour variation will be created: the D² 4052^{II} *Rhätia Stübli*, as used in the RhB historic train. AB-Modell have even painted curtains behind the window panes!

Also new is the NEVA low floor driving trailer. BDt 1751 was developed together with an Austrian modeller; it has a nickel-silver body with full 3D-printed interior equipment, and the well-known smooth-running bogies from AB-Modell.

All these vehicles will be produced with several different numbers, as appropriate, and are only available for 6.5mm gauge.

The wagon range has been further expanded in the form of the type Sbk-v low-floor bogie flat and the

AB-Modell RhB Ge4/4^{II} 622



AB-Modell FO baggage



AB-Modell RhB NEVA driving trailer



Bemo Om RhB type E open wagon



four-wheel type Lb-v 7871 flat, and this year these models will be equipped with a Co-op swap body with salad motif. Each release will have a new running number. The Co-op train has now grown to five different motifs.

AB-Modell also have some new accessories and scenic items, which are featured in the relevant section.

Om

Bemo

The Ge4/4^{II} electric is now available. Two variants are offered – a first series machine with either round (618 *Bergün*) or rectangular (613 *Domat/Ems*) headlights.

Due this year is a re-run of 627 *Reichenau-Tamins* (with round headlights), and two special versions for which orders should be received by 1st May – 612 *Thusis* in green (with roof resistances as per prototype) and 619 in the 'Bernina 100 years' livery. Only as many as are ordered will be made.

Work continues on the EWI short bogie coaches, placed in service in 1968 and 1972. Initial releases should be a composite and two seconds in red with either the stylised logo in white or the later silver logo. A body shell on bogies was shown.

There will be new versions of the type Lb-v four-wheel container flat with two different 'Co-op' refrigerated containers, carrot and lettuce; of the type Fb metal bodied high side open wagon, in red-brown and grey. Four different load inserts are available – waste wood, scrap, scrap with girders, and scrap with pipes.

The next wagon will be the type E wooden bodied high side open, with and without metal panel inserts, each in two numbers. A sample was shown, and release is scheduled for the spring.

Schnellenkamp

This specialist plans a new range of authentic German metre gauge stock, beginning with a standard Orenstein & Koppel type MV8 0-4-0 diesel, which should appear at the end of the year. The prototype was used by a large number of railways in Germany and beyond, sometimes double heading: Sauerländer Kleinbahn, Hohenlimburg, and HH-Wandsbek, as well as Belgium and Switzerland to name just a few. Some are still running. The models will be produced exactly to 1:45 in mixed metal/plastic construction. They will have digital decoders with original sound. They will come fitted with Kadee On3 knuckle couplings, but exchange for other types is possible without problems.



LGB

The A4 landscape format brochure has 52 pages, a few more than last year.

German narrow gauge

Sachsen clerestory roof four-wheel third and second/third composite, and close-coupled second + third pair.

New version of the Sachsen IVK as DR 99 587, with digital sound and synchronised smoke.

Suitable bogie coaches – planked body second and second with luggage space, plus a baggage van.

The club model of the year is a bogie 'Barwagen' in red livery as operated by SOEG on the Zittau system. It has a new roof, and a fully detailed interior. Only available to LGB Club members, and orders had to be received by the end of February.

New version of the standard metre gauge 2-10-2T, now known from the Harz, in photographic grey livery as 99 221, with digital sound, synchronised smoke, and 'steam' also from cylinders. Due in the second quarter.

New tooling – LKM V10C 0-6-0 diesel as 199 006-8 in Epoch VI Harz orange livery, with digital sound decoder.

Four-wheel tram and trailer in 'Kirnitzschtalbahn' yellow, with digital sound for the first time.

Two American style bogie lowsides (gondolas) with DB Epoch IV markings.

The Museum wagon for the year, only available from the Märklineum in Göppingen, is a four-wheel van with raised brake house decorated for 'Schmidt Lebkuchen' of Nürnberg.

Feldbahn range

The Ns2f four-wheel diesel as presently used on the short restored section of the once extensive Mecklenburg Pommersche Schmalspurbahnen (MPSB), and a pair of matching four-wheel coaches. The loco is now for the first time fitted with the MTC21 decoder socket.

Small four-wheel passenger wagon, with bench seats and awning.

French metre gauge

A new version of the Corpet, Louvet 0-6-0T, for the first time with a digital sound decoder factory fitted, as Côtes du Nord No.36 in red livery, as preserved at the Musée des Tramways à Vapeur et Secondaires (MTVS), now running between Crèvecœur-le-Grand and Rotangy. To accompany – four-wheel coach ABf7 in lined green and four-wheel van D 370 in grey.

LGB Feldbahn Ns2f diesel



LGB Sachsen coaches close-coupled pair



LGB tram and trailer



LGB Dampf Furka Bergstrecke HG4/4 0-8-0RT



Piko DR V60 (later BR106) 0-8-0 diesel



Piko DR V60 (later BR106) 0-8-0 diesel



Swiss metre gauge

'High End' all metal model of the Swiss-built HG4/4 0-8-ORT from Vietnam, as recently restored for use on the Furka Bergstrecke. Samples were running on a demonstration track, one unpainted model with brass components, one in green as No.704. The unpainted model is shown on the inside front cover of the brochure, almost as if squeezed in as an afterthought. A version as No.701 in black livery is mentioned as an addition. The appropriate pages of the brochure describe the coaches and present a prototype picture.

To accompany – two four-wheel open balcony coaches in Furka Bergstrecke lined red livery. The matching 'Steam Pub' coach is in preparation.

The recent new model of the Rhätische Bahn Ge6/6II will appear as 707 Scuol in original green livery, with digital sound and pantographs that can be remotely raised and lowered.

Four-wheel open balcony RhB second in green & cream.

EWI bogie coach with 'Bärenland' graphics, as used on the Arosa line.

Type Za bogie tank wagon used by 'Conrad Storz'.

Type Hai-tvz sliding side bogie van with new 'Bündner Güterbahn' branding; the sides open as per prototype.

Matterhorn Gotthard Bahn panoramic coach with 'Après-ski-bar' graphics.

America

ATSF F7A diesel in the red & silver 'Warbonnet' livery, choice of two numbers, both powered and with digital sound, and the matching B unit as a dummy (but with loudspeaker which can be connected to either A unit). The bodies are partly chromed to replicate the original finish. Lighting functions include long distance headlight and oscillating Mars light.

To accompany – appropriate streamlined passenger cars: tail observation, dome observation, diner, sitting car, and baggage van, all with interior lighting.

Piko

The large scale models are described in a 12-page A4 landscape format leaflet. Most are standard gauge prototypes. Delivery quarter in brackets.

Piko DR reko six-wheel baggage



Epoch III DR

Four-wheel coach with open balconies (Q3).

Epoch III DB

E94 Co-Co electric in green (Q4).

Four-wheel wooden body open wagon (Q1).

Epoch IV DR

New tooling – DR V60 0-8-0 diesel (Q4).

DR BR110 B-B diesel in Epoch IV Bordeaux red (Q3).

New tooling – short reko coaches: four- and six-wheel seconds, six-wheel second with luggage space, and six-wheel baggage van, initially with Epoch IV markings (all Q2).

Four-wheel lowside with brake platform (Q2).

Four-wheel twin silo wagon (Q2).

Type Eaos bogie open (Q2).

Type Res-x bogie lowside with side stakes (Q2).

Bogie flat with two 'Deutrans' 20' containers (Q3).

Four-wheel van in black 'Club Cola' livery (Q3).

Epoch IV DB

BR50 2-10-0 with small Witte smoke deflectors (Q3).

BR103 Co-Co electric in orient red, with single arm pantographs (Q2).

DB BR218 B-B diesel in red (Q1).

Bogie flat with 20' container (Q4).

Epoch VI

Taurus Bo-Bo electric in 'Flixtrain' green (Q2).

Bogie coach to match (Q2).

Italy

Epoch VI – type Shimmns-tu⁷¹⁸ bogie bulkhead flat with hooped cover 'Mercitalia Rail' (Q1).

America

Small Mogul as AT&SF #723 (Q1).

Mogul as D&RGW #208 and NYC #6803, both with digital sound (both Q2).

Two NYC passenger cars and a combine (all Q2).

GE 25 ton four-wheel diesel #151 in Knoxville Locomotive Works livery (Q3).

Ribbed-side two-bay hopper lettered for 'CSX' with coal load (Q2).

'Texaco' tank car (Q2).

Union Pacific flat car carrying a Chevrolet 'Nomad' station wagon (Q2).

Two sets of two flat cars with side stakes lettered for 'Pennsylvania' and 'Rio Grande' (both Q1).

Wooden caboose lettered for 'Pennsylvania' and 'Rio Grande' (both Q3).

KM1

As well as diversification into O, KM1 plan to produce models in IIm – the first proposals are the 0-4-OT locos 11 and 12 of the metre gauge Härtsfeldbahn, built by Maschinenfabrik Esslingen in 1913 as works numbers 3710 and 3711; the line was closed in 1963 but a section has since been re-opened. No.11 survived as a static exhibit in Neresheim and is currently being restored; No.12 is already in working order.

There will also be appropriate passenger coaches and goods wagons.

While mentioned in the press release, these plans are not illustrated in either the 1:45 or 1:32 brochures, and no delivery schedule is given.

LGB GM-EMD F7A



Structures & scenics

Faller

A 50 page A4 brochure covers new items in all scales and ranges. An extra small booklet highlights additions to the range of HO figures, often related to the new structures.

(Delivery month in brackets.)

Faller HO Pusemuckel halt



HO

Limited edition: Königsfeld station building (3).

Pusemuckel halt, with verandah (Epoch II) (3).

Three road brick-built roundhouse (12° separation) (5). The doors can be opened and closed by a servo mechanism, available as an extra. The shed can be expanded, two tracks at a time (5).

Coal store with manual coaling crane (Epoch III)(2).

Pack of two folding metal plate buffer stops (4).

Pack of two fixed metal plate buffer stops with additional 'scissors' brake mechanism, as often noted at major passenger termini (4).

Brick arches, in the manner of the Berlin and Vienna S-Bahn systems, with brick infill, alternatively with small shops (both Epoch I)(5), or more elaborate glass fronts (Epoch III)(6), with interior detail, accessories, and figures.

To match, S-Bahn station with overall roof (double track), platforms, access stairs.

A further typical feature – girder bridge across a road through the raised embankment, with abutments (5).

A modern container crane, based on a prototype built by Hilgers at the Goods Transport Centre (GVZ) at the bayernhafen in Nürnberg (6).

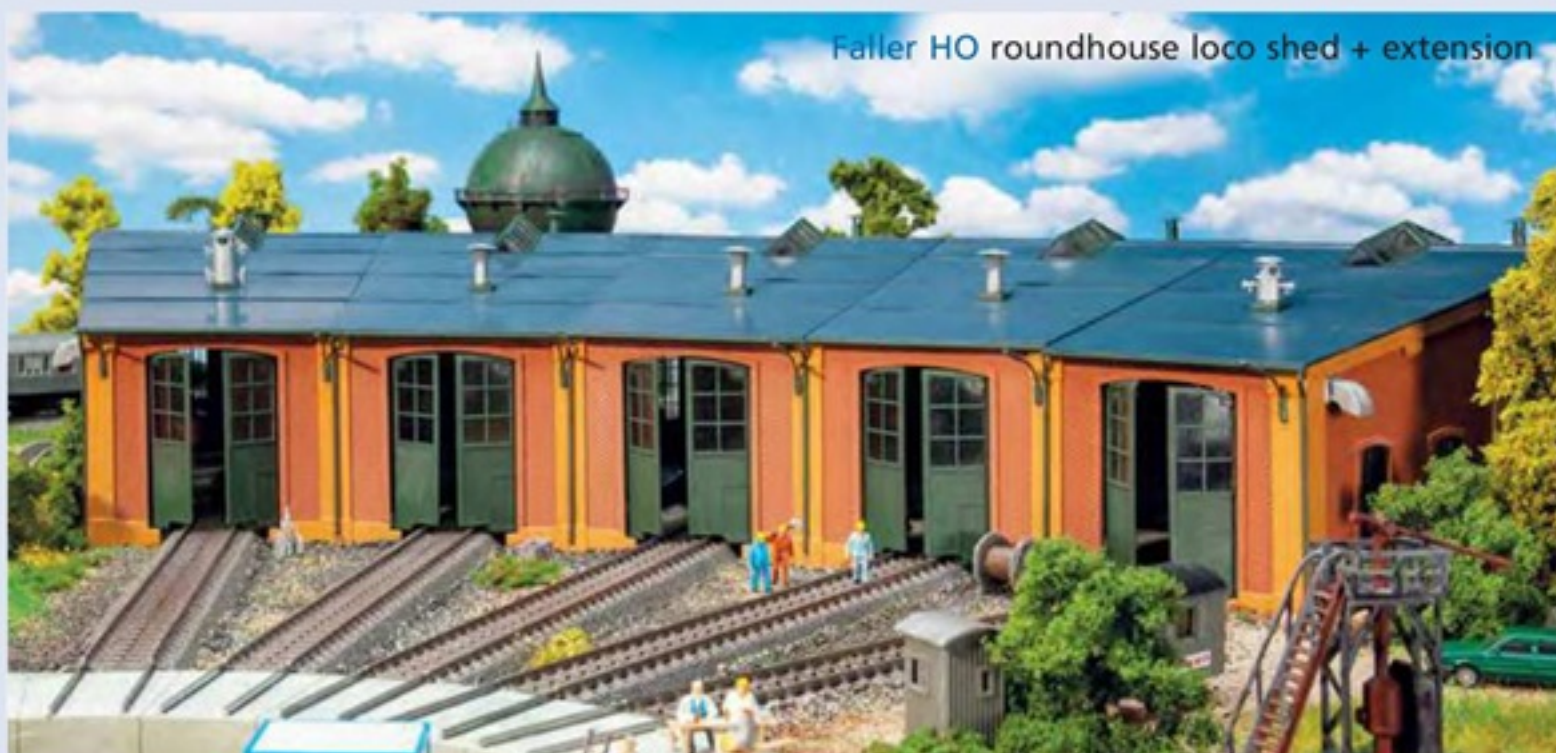
Faller HO container crane



Faller HO S-Bahn arcade



Faller HO Königsfeld station



Faller HO roundhouse loco shed + extension

A motorising and control kit will be sold separately: it includes four motors and all necessary hardware, plus software for use with a computer or tablet. Extra track will be available to extend the run (2).

Set of six suitable workmen figures.

For Swiss HOm, Ardez station on the Rhätische Bahn (weathered)(7) plus the transformer tower at that station, dating from 1913, also weathered (6).

Alpine style house (colour variant, 3).

Two-storey forester's house, half-timbered upper level on rendered base (2).

Models of the month: January – two alpine grain stores; February – mountain house; March – alpine forge; April – the De Kat windmill; May – a mini-golf course; June – main police station (clearly a former station building!).



Faller HO Ardez trafo tower



Faller HO buffer stop



Faller HO buffer stop



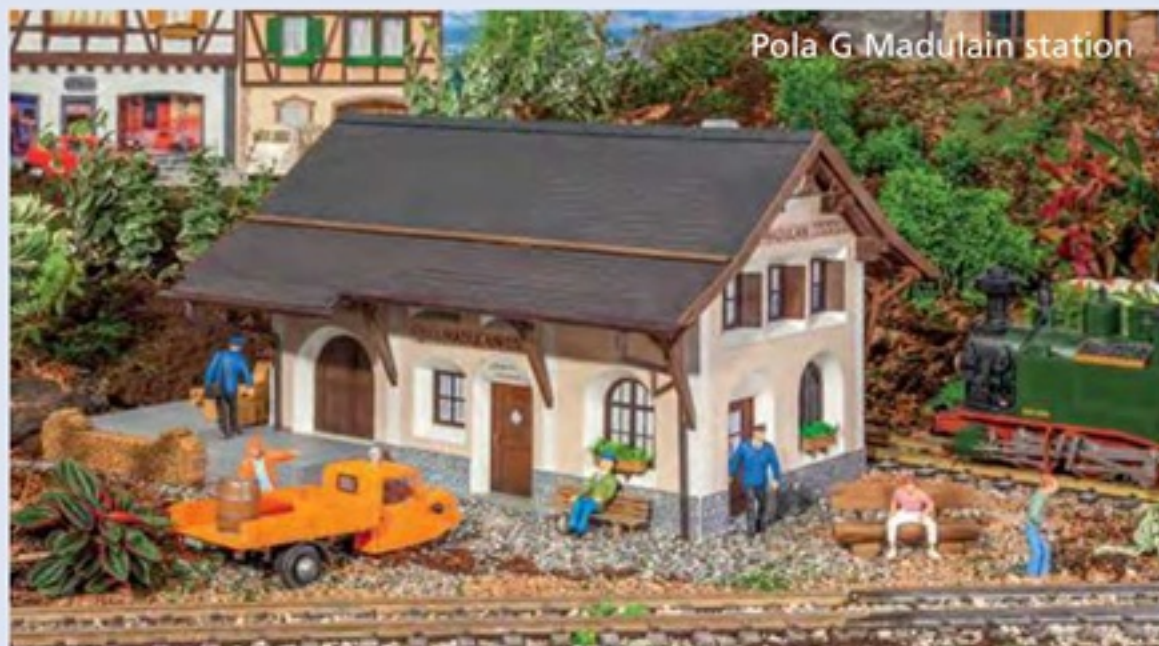
Faller HO S-Bahn station



Faller HO S-Bahn bridge



Faller HO Ardez station



Pola G Madulain station

Gravel loading silo (Epoch III)(4).

Modern fire station, with three-stall garage and tower (3). Set of six firefighters.

Modern insurance company office block (7).

Gatehouse, optionally with overhanging roof (both 3).

Westerheversand lighthouse, dating from 1908, with working light (5).

Lighthouse keeper's house (5).

Thatched roof cottage (5).

Sanatorium (3).

Farmhouse and accessories (limited edition, at a special bargain price).

Riding school, separate large house and barn, with accessories (4).

Stable block (weathered, 4).

Farm machinery workshop (colour variant, 4)

Three bar fencing (4).

Chicken coop (laser-cut, 4).

Horse riders.

Small laser-cut kits: dovecote (4), rubbish bin shed (4), small footbridge (4), well head (5), shepherd's mobile hut (5), and set of four picnic tables and benches.

Swedish station, timber construction (2).

Swedish village shop (a variation of the above) (2).

Pair of colourful hot air balloons (limited edition, at a special bargain price).

Small accessories: old clothes recycling container; two tents; outside privy; church pews; logs; pallets; sacks.

Figure sets: loco depot workmen, container terminal workmen, Telecom technicians, medical personnel, at the boarding school, schoolchildren with teacher, kindergarten excursion with teacher, passers-by with umbrellas, firefighters, horse riders, grape harvesters, and Christmas market visitors.

Faller HO & N loco depot workmen



A separate small 32-page booklet illustrates a range of figures due out in the spring, mostly in packs of six, some related to recent structure kits, and priced generally at under €2 per figure: travellers, pedestrians, strolling through town, nuns, craftsmen, road workers, parcel delivery staff, in the garden, washday, mountain walkers, deer, cows (various), sheep and shepherd, goats, dogs and cats.



Scenery and scenic materials

Fenced garden with flowers and bushes. Fenced vegetable garden. Garden pond and border. Roses. Lilies. Sunflowers. (All 5.)

Water medium, either clear or blue-green (both 5).

Water effect, for adding rapids and waterfalls, etc. (5).

Packs of four trees 60-70mm tall – alder, beech, and mixed (5).

Basic ground cover scatter materials – ochre, reddish, light brown, and sand (3).

Sheet materials – dressed stone, rough stone, rough render, reed thatch, wooden shingles, and chequer plate (all 3).

Interior lighting, as LED strip or individual LEDs with programmable switch box.

Background sound modules, including station, farmyard, birdsong, dogs, and emergency services sirens. (All 5.)

N

Ochsenhausen station building, with attached goods shed (Epoch III)(3).

Zweckel signal box (Epoch III)(5).

Lidl supermarket (Epoch V)(8).

Town house on fire (Epoch II)(3).

Two pairs of five storey town houses, with shops on the ground floor (both Epoch II)(7).

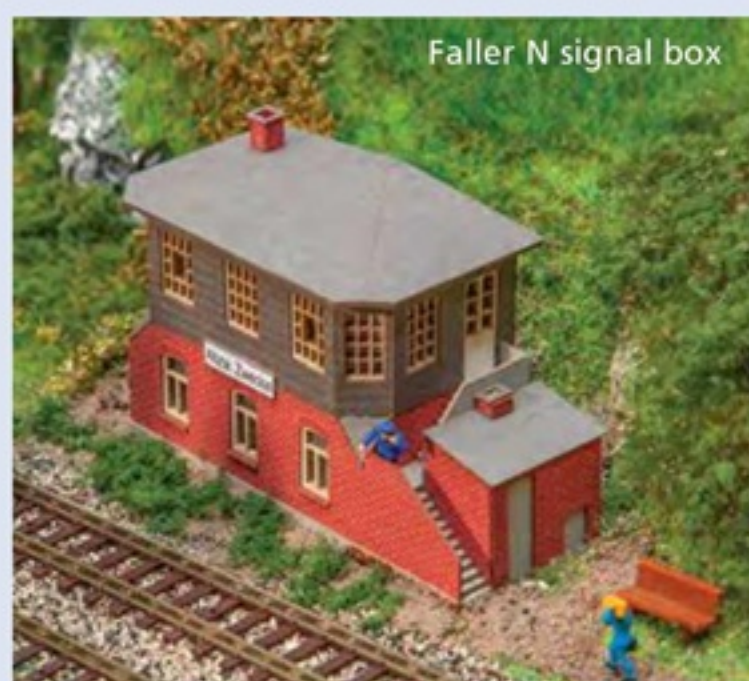
Set of four 1950s town houses – two four storey, with shops on the ground floor, one three storey, and one ruin (Epoch III)(4). The structures are separate and can be placed as desired.

Black Forest half-timbered farmhouse with partially thatched roof (Epoch I)(6).

Forester's house (Epoch II)(3).

Models of the month: March – police station (again looking very much like a re-purposed railway station!); June – house under construction.

Figure sets: loco depot workmen; THW personnel; around the farm; horse riders; couples; kindergarten excursion.



Faller N signal box

Left
Faller N & Z Ochsenhausen station
Right
Pola G switch tower

Z

Ochsenhausen station building, with attached goods shed (Epoch III)(5).

Kandelhof cinema (laser-cut)(Epoch III)(2).

St.Johannes church (laser-cut)(2).

Pola G

New items are featured in a 12-page A4 leaflet. All are weatherproof and suitable for use outdoors as well as inside.

Madulain station on the Rhätische Bahn, in the upper Engadine (4).

American style switch tower, wooden construction (3).

American style school house, wooden construction (6).

Half-timbered three-storey town house with shop on the ground floor (4).

Half-timbered three-storey town house with garage entrance (5).

Wooden barn, with double doors each end (4).

Wooden hunters' lookout tower (4).

Bungalow with roof on fire (10). A smoke generator and a flickering light unit will be available separately.

Fire station, with stone built garage and wooden hose tower (9).

Opel Blitz fire engine with turntable ladder (9). The ladder can be turned and extended.

Opel Blitz lorry in fire service livery (10).

Figures: steam loco driver and fireman; two railway guards; two sets of six seated passengers; four passers-by; seated couple; two farm workers; shepherd and sheep. (All 4.)



Auhagen HO sanding tower



Auhagen

The new items are presented in a 12 page A4 leaflet.
(Delivery month in brackets.)

HO

Loco sanding tower, of a standard design (examples could be found at Bw Berlin Schöneeweide and Wittenberg), complete with supply tank and flexible hose connection. Suitable for steam and diesel depots (9).

A range of different buffer stops – pressed steel and rail built as kits, and stacked sleepers ready to place (all 9).

Garage workshop, with interior fittings and accessories (7).

Accessories to equip a factory workshop (7).

Heavy duty factory shelving (3).

Pallets (3).

Tool set – shovels, picks, sledgehammers, buckets, sack truck, wheelbarrows, mortar box, and heaps of sand (3).

Telephone boxes (two) and letter boxes (two free-standing and four wall mounting)(7).

East German type RSL1 street lights, 64mm tall in HO, pack of eight (7).

Paving slabs and kerbstones, plus details such as drain surrounds and manhole covers (3). Offered separately is a grating as used around trees set into the pavement. Could also be used for TT.

Young trees with support stakes, summer and winter versions, pack of ten (3). Could also be used for TT and N.

Multicar M22 with 1,600l water tank (7).

T170 mobile loading crane, with 6.3m jib and either a hook or a grab, dating from the mid-1950s (9).

TT

A range of different buffer stops – pressed steel and rail built as kits, and stacked sleepers ready to place (all 7).

Post office (7).

Matching brick-built yard walls (3).

Telephone boxes and letter boxes (3).

Electric trolley and trailer in Post yellow (7).

Multicar M22 in Post yellow, with trailer (7).

Van and pick-up in Post yellow (7).

East German type RSL1 street lights, 47mm tall in TT, pack of eight (3).

Auhagen HO, TT, & N buffer stop



Auhagen N portal crane



N

Portal crane, on a fixed base, with enclosed wooden gantry, and the option of a scrap magnet as well as a hook (9).

A range of buffer stops – pressed steel and rail built as kits, and stacked sleepers ready to place (all 9).

Telephone boxes and letter boxes (3).

East German type RSL1 street lights, 35mm tall in N, pack of eight (3).

Minitrix

N – laser-cut card kit for a three section roundhouse loco shed, two tracks and offices.

Standard 21m turntable, motorised, to fit in a recess in the baseboard. Automatic alignment, 15° spacing. Measures 170mm overall diameter, and requires a recess of 145mm; length of deck 132mm.

Märklin

Z – laser-cut card kit for corrugated iron lineside telephone boxes, pack of six.

Märklin Z lineside telephone boxes



Vollmer

HO – in the Steinkunst range, a sheet of roofing slates.

N – small corrugated iron shed for a Kö diesel shunter; half timbered house with a florist's shop on the ground floor, with interior detail.

Kibri

HO – modern tall concrete island platform, with canopy (to suit Märklin C track); 'Pappelweg' detached house; 'Bergwald' family house; 'Nägeli' alpine-style forge; Swedish-style timber house with verandah, in blue.

N – reed thatched house typical of the North German coast.

A new full Kibri catalogue was due to be published in April.

Viessmann

HO – modern EBÜT 80 level crossing, fully automatic with operating mechanism including digital decoder, plus all appropriate road signs. Remote switches to

Minitrix N roundhouse



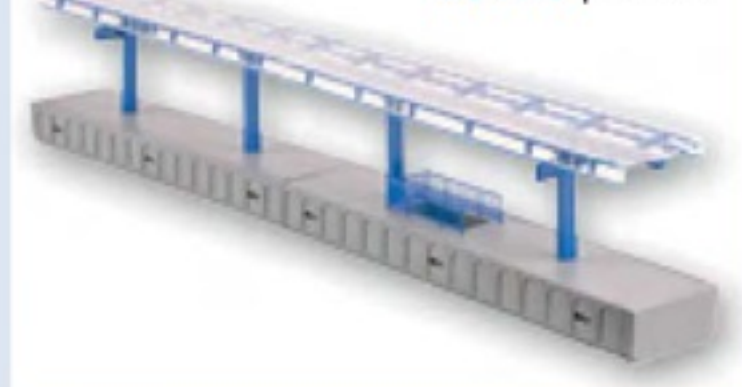
Minitrix N turntable



Vollmer N Kö diesel shed



Kibri HO platform



Viessmann HO EBÜT 80 level crossing



trigger operation not included.

Illuminated signs – Aral garage on a pole, standard pharmacy symbol for wall mounting.

Auhagen HO, TT, & N buffer stop



Auhagen HO, TT, & N buffer stop



Joswood HO Eichstätt station building



Joswood

New models are shown in an 8 page A4 size brochure, which usefully gives dimensions of all items. The kits are made from laser-cut architectural card, ready coloured, from sustainable sources and environmentally friendly. Most are HO, with a few O. There are some large structures and some small details for industries often served by rail, notably coal, steel, and chemicals.

HO

Eichstätt station building.

To mark 200 years since the birth of Engels, a model of his family home in Barmen (Wuppertal), a large four-storey villa with slate-clad walls dating from 1775.

Three modern structures which might have been built on former railway land, now disused sidings and yards, etc., and so form a suitable background to the modern railway scene – a hotel, an office block, and a hospital (complete with helicopter landing pad).

Framework for large company name sign, ready to be fitted with LED lighting. Letter sets for individual company names supplied.

Large industrial press.

Mine head winding wheel.

Large gas scrubber, based on an original at the Hansa coking plant.

A small chemical store or mixing building.

Two types of ornate metal fencing, for parks and gardens.

Garden privy (with full interior!).

Industrial or agricultural shed for vehicles and equipment, either half-timbered brick or wooden construction, with either tarpaper or corrugated iron roof.

Scandinavian series of wooden structures: a two-storey wooden house with a shop on the ground floor, based on a prototype at Dalen in the province of Vestfold og Telemark, Norway.

A small store or equipment shed based on an example at Kjerringøy, with either slate or turf roof – grass mat will be included.

Switzerland – a small crossing keeper's house based on a prototype at Wettswil am Albis, in canton Zürich, but typical of those seen in many parts of the country.

Lattice girders as a wagon load (for a four-wheel flat or lowside).

Large wooden crates, various sizes, some plain, some branded, some with outside framework.

Insulated cover for hot steel ingots carried on heavy bogie flat wagons.

O – as in HO, an industrial or agricultural shed for vehicles and equipment, either half-timbered brick or wooden construction, with either tarpaper or corrugated iron roof.



Loewe N station

Loewe

Structures and accessories, cast resin, ready painted, with added details such as gutters and downpipes

HO – resin buildings: signal box; small halt; Swiss transformer tower; small wayside chapel; factory or cemetery stone walling (two packs); 'Alte Liebe' four-storey lighthouse from Cuxhaven;

Laser-cut kit: THW depot with garage and office.

Loads: ABB transformer; MaK diesel engine; large diesel motor block; large wooden equipment crates, with various manufacturer names; H and U profile girders, with various markings; large wooden beams; stacks of large pipes, various sizes, some with company markings.

TT – resin buildings (will only be produced if there is sufficient demand): water tower; block post or gatehouse; corrugated iron hut.

Loads – a similar selection to HO.

N – resin buildings: station building; water tower; block post or gatehouse.

Loads – similar to HO, but a smaller selection.



Holzmann HO Onyx 81 office block



Loewe HO small halt

O – resin buildings (only if sufficient demand): water tower; block post or gatehouse; corrugated iron hut.

Sheets of printed signs and advertisements.

Holzmann

New in the Architectural Quality Models range – Onyx 81 modern tower block. This has an impressive street level concourse, detailed reproduction of the internal structural elements, open plan internal floors to allow a wide range of decoration and equipment, and a helipad on the roof. It makes extensive use of AA grade acrylic for the curtain glazing. A precise fitting system and high quality materials allow amateur modellers to achieve professional results.

Also – modular cross-docking cargo handling warehouse, which can be built up in sections of four loading bays, with an administrative office block as an option at one end.

The kits will be available in Europe from VK-Modelle.

Left

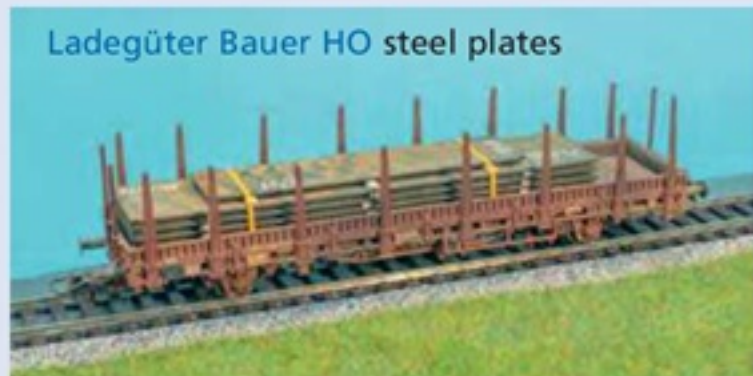
Loewe HO signal box

Below, left to right

Joswood HO loads: girders, crates, ingot cover



Ladegüter Bauer HO steel plates



Ladegüter Bauer HO large pipe



Ladegüter Bauer HO shaft box sections



Igra HO/TT/N Lededko loco shed



Igra Model

This Czech company produces laser-cut structure kits; most are offered in HO, TT, and N.

Due in the first quarter:

Zwettl loco shed, twin track, one with extension, plus water tower and store.

Ledecko loco shed, single track, plus water tower and store.

Dacice toilet block, wooden construction.

Dacice goods shed and loading dock.

Telc storehouse, with loading dock.

Typical Slovakian level crossing keeper's cottage.

Igra HO/TT/N Hronov station



Igra HO/TT/N Mala Hradstice station



Igra TT Turnov roundhouse



Artitec HO cauldron carrying frame



Expected in the second quarter:
Mala Hradstice station building, single storey.
Adrspach station building, single storey.
Hronov station, two storey, brick built, with canopy.
Bosany signal cabin.
Hodolany loco shed, long two track structure.
Small shop.

Turnov roundhouse loco shed, three tracks plus offices and stores block. TT only.

Accessories, made from card, wood, and brass (in HO and TT) – rail built buffer stop (curved rails), pallets and cable drums, park benches, office furniture, farm carts, well head, canopy supports (single and double arm), buckets, jerry cans, wayside crucifix (two styles).

Accessories (HO, TT, and N) – rail built buffer stop (straight rails), roof access walkway, concrete panels (three sizes), level crossing surface.

Schreiber-Bogen

A huge range of ingenious traditional printed card kits, few directly railway related but many old town buildings, churches, and castles that might serve as back-grounds. Not all to common railway modelling scales.

New this year –

1:87 (HO): Roman wooden watchtower.

1:100 (TT): Chinese junk.

1:160 (N): victory column, Berlin; the Parthenon.

1:250 (c.Z): Konradswell castle.

Ladegüter Bauer

Bauer was again in the 'Kleinserienhersteller' (small suppliers) area with the usual interesting and carefully crafted selection of loads in various scales. These often make use of wood for the packing or support framework, and have realistic lashings and fixings. As appropriate, they come authentically weathered.

HO – for four-wheel opens – loose coal; aluminium coils.

For bogie opens: loose coal; briquettes; gate valve.

For bogie stake wagons: empty large cable drums; over-long steel billets; old metal pipes (one long and two short stacks, for two wagons); large steel I-beam; large square tube with a kink.

For heavy duty bogie flats: winch under a partial tarpaulin; steel shaft box sections; large flanged pipe with two kinks; large tyres on a pallet under a tarpaulin; construction machinery engines; steel plates; sections of square ventilation duct.

For road trailers: turbine roller; over-long steel girder fabrication; buffer tank; mixing container parts.

N – for four-wheel lowsides: coils of wire.

For bogie flats/lowsides: aluminium rods; square ventilation duct parts.

For heavy duty bogie flats: pressure tank.

O – for bogie flats: pipe junction with ventilator fan; hydrogen tank; pressure valves for pipelines, on a carrying frame; curved pipes; winch under a partial tarpaulin.

Ladegüter Bauer O valves



Ladegüter Bauer HO turbine roller



Artitec HO London buses



Artitec

Accessories and details are now mostly supplied ready-made, but some are kits.

HO – loads to suit small lorries, equally useful on railway wagons or as scenic details: boxes, crates, and barrels; sacks of vegetables; boxes of fruit; milk churns; gas canisters.

Suitable for the new model of the CHD four-wheel van (see HO report): boxes and cases; fish baskets; fruit boxes; jute sacks; and racks of cheeses.

A set of large loads for heavy duty flat wagons – carrying frame for a pig iron cauldron, a molten iron pot, and a pair of heavy duty narrow/metre gauge three axle bogies (reminiscent of those used to convert the DR BR110 to 199 for the Harz).

Additions to the range of vehicles include an old London bus in civilian and military forms.

DAF CSA1 bus in various city liveries; bus stops and signs; drivers, seated and standing; passengers in the rain.

Boats are always a significant element: *African Queen* riverboat as water line or full hull model. The latter will also be available on blocks as a wagon load.

Cable ferry – also in TT, N, and Z, and as a kit in HO.

In TT, N, and Z – livestock loading ramp; overhead inspection rail trolley with tall ladder.

Artitec HO molten iron pot



Artitec HO bogies



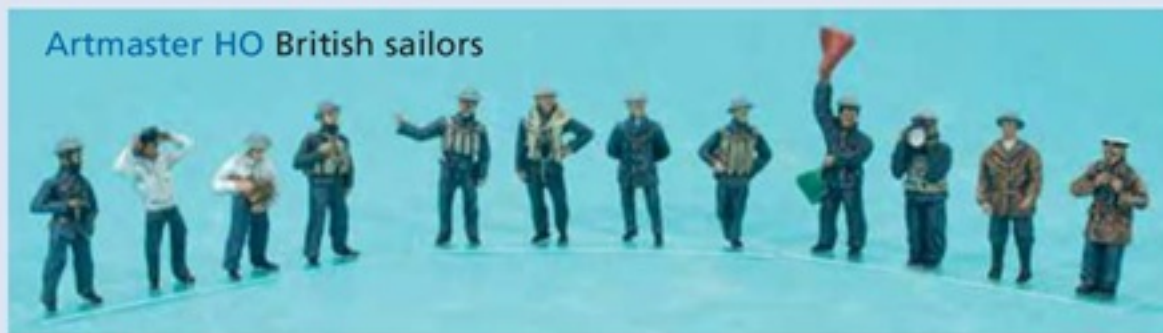
Artitec HO cable ferry



Artmaster HO river barge and harbour workers



Artmaster HO British sailors



Artmaster HO armed patrol boat



Artmaster

The range of highly detailed maritime and military models continues to be developed, and includes some rail-related items and useful scenic accessories.

Artitec HO riverboat



Artmaster HO armoured railcar



New this year is a river barge, which available either with the hatches closed (mostly) or with them open and the hold empty, ideal for dockside loading scenes.

Other vessels include the 'Otto Lauffer' barge, a steam tug, an armed river patrol boat, and a pair of typical rubber dinghies.

New figures include a set of three deckhands or harbour workers, and three sets of four British sailors.

On the military rail front, new is armoured railcar 51 – two Panzer IVH turrets with 7.5cm guns. Five were ordered in 1943, but by the end of the war only one was finished, at the Steyer works in Münchenholz; four others at Linke-Hofmann in Breslau were still under construction.

Mafen/N-Train/87-Train

This Spanish company is now represented in Germany by NME. They produce a wide range of fine colour light signals, catenary, lights, and small accessories, many in etched brass. The range includes working colour light signals for RENFE, SBB/BLS, SNCF, NS, and DB.

Noted as new this year –

In N, DB Re160 catenary components – single masts, tensioners, tower masts, suspended box girders, and cross spans.

In HO, a full range of DB H-V system 1969 signals, using LEDs, photo-etching, and 3D-printing, including supplementary signals such as speed indicators, ground signals (low and high), and wait boards (without and with lights).

Traffic lights and pedestrian crossing lights in both HO and N. There will also be an electronic module to control the lights at a simple crossroads, designed to be used with the Faller Car System.

A host of small accessories in HO and N – beer kegs, water tanks, metal bins, recycling bins, fire extinguishers, television aerials, satellite dishes, manhole covers, ladders, barbecue, picnic tables, and pallet jacks.

Asoa

Gauge 1 accessory specialists. On the basis of plastic items by Miniart, they offer a set of DB platform staff, including a porter with a well loaded luggage trolley.

Top

AB-Modell N bridge railing and walkway

Above

AB-Modell N fountain and water trough

AB-Modell

N – the existing fence, consisting of etched posts that only need to be installed vertically, has been revised and can now be used as a bridge railing with walkway grating. The two variants differ in the paving slabs and the type of installation. The exhibited diorama demonstrated that the etched nickel-silver construction could be easily adapted to track curves, with a view through the filigree walkways. The kit is supplied including the necessary profiles.

Also new is a stone fountain, a 3D-printed model offered in two versions, with either a rectangular or hexagonal trough. The kit also includes the water tap, which can be bent and glued on as desired.

O – AB-Modell has revised the etched nickel-silver kit for a catenary wheel tensioning device; due to popular demand it is now available without base and without anchor. In combination with a Sommerfeldt component, the tensioning device can also be assembled to work.

ASOA 1 DB platform staff



Noch HO tall concrete platform sections



Noch

New items are described in a 64 page A4 brochure. It includes some QR-codes and web links to video clips and modelling demonstrations. A main theme is the four seasons.

Easy-Track roadbed system, in a starter pack entitled Karslberg, to suit a baseboard 1.9m x 1.2m (October).

Platform sections in hard foam to suit Märklin C-track (May).

Stone walls in hard foam – granite, basalt, sandstone, random (all May).

3D structure foil, textured surface, in sheets 280mm x 100mm – pantiles (light and dark), tiles, cobbles, crazy paving, coursed stone, random stone, stone blocks (all March).

Card sheets with textured surface, 250mm x 125mm (March) – industrial wall, wooden fence, limestone blocks, random stone, bricks, tiles, cobbles (red and grey), paving blocks (old and modern).

Starter kit in HO for detailing roads, with traffic islands, kerbs, drains, manhole covers, and road signs (September). There will also be asphalt paint in grey and anthracite, an application roller, and road markings kits (in HO, TT, and N).

Laser Cut minis due in September – Babenstube mountain refuge hut; Gotthard lineside cable hut; village chapel (also N); traffic islands (also N); traffic signs; Christmas market entrance arch (only N).



Noch HO Gotthard cable hut

A new more powerful Grasmaster electrostatic grass applicator, with three mesh caps and better ergonomic design, in 11kV and 16kV "Profi" versions (April).

The set of three mesh caps will be available separately to upgrade earlier versions.

The special glue is offered in 250g and 750g tubs, and as a spray.

A pack of five card templates with cut outs to assist grassing restricted areas.

The extensive range of grass fibres in 1.5mm, 2.5mm, 6mm, and 12mm lengths will be augmented by 4mm and 9mm fibres in meadow, dark green, brown, and beige (March).

Mixed packs of grass clumps in either 6mm or 12mm, made up of dark green, mid green, brown, and golden yellow (available).

Trees: individual Nordmann firs 120mm, 145mm, 185mm (July).

Noch 1 steam loco crew



Noch HO Easy-Track roadbed system



Deciduous tree 185mm tall with a pack of assorted birds and a sound module (July).

In N only, a 100mm tree with wooden tree-house (July).

Miniature diorama kits c.180mm x 160mm – 'summer breeze' and 'winter dream', 'rocky mountain' and 'rocky ice', with all the scenic materials needed (all July). The slice of tree trunk and rock outcrop bases used for these will also be available separately.

Working skiers – in co-operation with Magnorail, a 376mm x 222mm track on which three figures move, supplied with five static figures, five snowy fir trees (50mm to 90mm), snow, and chalet (November). This will be a limited edition.

Figures, many already available. In sets of six or so, sometimes with small accessories. Few directly railway-related. Many are repeated in different scales; HO unless otherwise noted.

Passers-by; same-sex couples; at the baths (also TT and N); water sports; racing cyclists; forestry workers (also TT and N); woodworkers (also TT and N); ice skaters (also TT and N); Christmas tree sales (also TT and N); Christmas eve; Santa and sleigh; Alpenhorn players; Dutch police; Dutch firefighters; French firefighters; hunchback, girl, and the Phantom of the Opera (a donation will be made to the fund for rebuilding Notre Dame for each of the latter two sets sold); shepherd, dog, and sheep (also TT and N); and deer.

Figure sets with sound module (circuit board and loudspeaker): wedding; Alpenhorns; dogs.

Several whole pages are devoted to themed sets of figures and related accessories, illustrated with an almost full page picture of a suggested scene: in the garden, by the pool, barbecue party, camping, rambling in the mountains, winters day (all September).

Combinations of a set of figures and a pack of three trees, at a discounted price, due in October only at participating retailers, in HO, TT, and N (unless otherwise noted): swimmers and olive trees (HO only); cyclists and poplars; farm workers and apple trees; farm animals and bushes (HO only); horses and fruit trees (HO only); lumberjacks, hunters, and firs; children in the snow and snowy firs; a privy and birches (HO only).

New in O, in collaboration with vehicle makers Schuco, in packs of three (mostly) (most November): builders, farm workers, tractor drivers, lumberjacks, hunters, farm animals, deer (available), and children in the snow (available).

Laser-cut wooden accessories in O – industrial shelving, cable drums, and pallets; cattle shed; hunters' lookout and manger; mountain refuge hut (all November).

New Gauge 1 selection, in packs of three (mostly) (October): steam loco driver and fireman; station staff; shunters; travellers; sitting figures.

For Z – laser-cut kits: Zeil station; village set (three half timbered houses); set of barn, store, and chapel.



Noch O industrial accessories

Noch Z tunnel mouths



Noch Z station staff



Single and double track stone tunnel portals. Packs of mixed trees 25mm – 90mm (also suitable for N). Figures – German station staff; travellers; sitting people; cows (black & white)(all March).

Noch Z Zeil station



Noch 1 platform staff



Noch 1 shunters



Busch HO Bad Bentheim station



Busch

A varied selection of new items, shown in a 48 page A4 landscape format brochure. Here is just a selection.

HO– Bad Bentheim station building.

Half-timbered crossing keeper's house, simple starter kit at attractive price.

Similar store shed.

Small goods shed.

Dilapidated goods shed.

Level crossing, with barriers, road signs, and keeper's hut.

Sleeper-built buffer stops.

Railway worker with wheelbarrow and braking shoes.

Platform Post trolley with luggage, etc.

Busch HO Post platform trolley + luggage



Stacks of sawn timber.

Cosmetic wheelsets.

Small rail mounted steam crane (for HO track).

Brickyard, based on a surviving example at Pegau, 20km from Leipzig, dating back to 1909, with press house, drying sheds, and kilns, with tall chimney. Intended for use with Feldbahn.

Large industrial building made of precast concrete panels, with rail access at one end.

East German village shop.

Double garage.

Bus shelter.

Small workshop.

East German kiosk.

The King's Hall from Lorsch abbey.

The Benz family villa, from Ladenburg, with stepped gable ends, plus the purpose-built garage with Benz's study above, and the statue of Benz from Beiertheimer Allee in the south-west of Karlsruhe.

A worker's house, from Worms.

Wooden framed house under construction, in two stages (kits laser-cut from real wood).

Scaffolding in wood and in metal.

Taxi call box with two benches and a waste bin, west and east German versions.

Barriers around road works, etc.

Building site accessories.

Cable bridge with distribution box.

Conveyor belt mobile loaders (pack of two).

On the farm – alpine hut with adjoining stall; hay

Busch HO brickworks



Busch HO small goods shed



Busch HO dilapidated goods shed



Busch HO steam crane



shed; hay drying shed; bake oven; hay carts; log wagons; logs and stacks of cut wood; cattle feeders; mobile milking machine; vineyard hut; grape harvest trailer.

Larch trees in pairs: two 60mm, 100mm + 130mm, two 135mm, 185mm + 200mm.

Busch HO diesel loco drivers



TT – large industrial building made of precast concrete panels, with rail access at one end.

Conveyor belt mobile loaders (pack of two).

Sleeper-built buffer stops.

Lineside telephone boxes.

Busch HO brake shoe set



Busch HO crossing keeper's house



Busch HO & TT sleeper-built buffer stops





Heki HO German scene



Heki HO Norwegian scene – Stuguflåt bridge over the Rauma River

Heki

New 'Realistic' foliage and ground cover in six colours – light green, medium green, spring green, dark green, olive green, and brown.

6mm static grass fibres in light green (savannah), dark green (autumn), and dry grass.

Trees with hand-coloured trunks using the new foliage – three 12cm fruit trees; two 14cm wild pears; 18cm birch; 18cm lime; two 18cm beeches; three 18cm poplars.

MiniNatur/Silhouette – with Unique

Famous for fine and realistic foliage, with specific leaf shapes and colours to suit all seasons. Full range featured on the website encompasses conifers, deciduous trees, Mediterranean and other special trees, foliage, flowers and blossoms, flower clusters, ground cover, grass mats, kits and accessories, and much more.

New to the range – very highly detailed hand-made date palms, in various sizes.

MBR Model

From Poland, offering high quality trees and foliage for Z to O.

Noted as new – static grass in 4.5mm and 6mm lengths: light green, grass green, forest green, dark green, olive green, and beige.

Grass clumps – spring, 2mm; summer, 2-4.5mm; late summer, 2-4.5mm; dark, 2mm; autumn, 2-4.5mm; forest, 2-4.5mm.

Flowers – red, white, pink, blue, yellow, goldenrod, and rushes.

Shrubs – reeds, dry reeds, dark yellow, purple.

Fruit trees – apples in spring, summer, autumn, and with no fruit; cherry; plum.



MBR scenic materials

Jordan

Trees, bushes, hedges, scatters, fibres, mats, rock and stone sheets, including tunnel mouths and retaining walls.

New this year: pack of two European red beech, 11cm + 18cm.

Selection of six new 300ml packs of flock foliage.

Preiser

The new items leaflet is 16 pages, A4 size. Once again there are few new directly railway-related figures.

HO sets, usually of six figures, sometimes with small accessories – French steam loco drivers and firemen; travellers (two sets); passers-by (two sets); German policemen in summer uniform; in the bistro; wine festival (two sets); jazz band*; fashion photo shoot; wedding couple and guests; oriental dancers; riding lesson; cowboy on horseback and longhorn cattle*; American city police; American highway patrolmen; American sheriff deputies; French firefighters (older style helmet)*; demonstrators (with French placards).

* denotes re-issue

Special set to mark the 75th anniversary of the end of the Second World War.

Special set to mark the 80th anniversary of General de Gaulle's appeal to the French from London.

HO individual – cameraman with large zoom lens; John F. Kennedy; Donald Trump.

Accessories: HO – bulk pack of French road signs. Construction site living van and workers taking a break.

Vehicles – Mercedes LP1113 lorry.

Sheet materials (95mm x 95mm) primarily for building interiors – parquet flooring, in five colours: beech, pine, white, grey, and dark brown. Strip parquet (angled) in oak, beech, grey-brown, and white. Panelling in pine, beech, white, light brown, and red-brown. Floor tiles in white, beige, sand, and grey. Long floor tiles in grey, white, sand, and terra-cotta. Wall tiles in red, white, blue, yellow, sand, and grey, plus clear 'glass brick'. Plaster in white, beige, pink, turquoise, yellow, and light blue. Internal wall kit. Pack of mounting angles and spacers. These new items, with finished scenes suggesting possible uses, occupy half the brochure (eight pages). It is not surprising that Preiser should explore structural materials as several of the structure and scenic companies have started producing figures.

In G – sitting woman knitting. Toadstools. Mushrooms.

In 1:25, made of Elastolin – Baron von Münchhausen (1720-1797) riding on a cannon ball, to mark his 300th birthday.

Merten

Noted as new within the Preiser brochure: in HO, workers loading goods

Flyer entitled "program selection" on c.A4 size paper, horizontal, folded twice to give 'cover' and five 'columns', three for HO and one each TT and N. Nothing specifically noted as new.

Sets of five or six figures, some with accessories.

Preiser HO French steam loco crews



Preiser HO end of WWII set



Preiser HO 'taking a break'



HO – railway personnel; hurrying passengers (male and female sets); passengers at the carriage window; passers-by; policemen; traffic policemen; car mechanics; on the construction site; at the refreshment stall; lumberjacks; harvest workers; garden dwarfs; dogs; wild boars.

TT – railway personnel; passengers (two sets); sitting passengers; passers-by; seated figures; tourists with cameras; DDR police.

N – passengers; waiting passengers with luggage; sitting passengers (male and female sets); pedestrians; salespeople and porters; rambles; forestry workers; wedding.

Merten HO workers loading goods



Die V300-Familie der Deutschen Reichsbahn Band 1: Entwicklung, Technik und Umbauten

by Kurt Köhler, Andreas Stange,

and Matthias Michaelis

297mm x 210mm 312pp

Hardback €49.90

ISBN 978-3-8446-6038-8

German text ref.6308

The EK-Baureihen series first included a book on the Deutsche Reichsbahn V300 family in 2001. Since then much has changed, with further developments for Deutsche Bahn AG, such as more rebuilds of Class 232 into Class 233 and 241/241.8, and sales to numerous private railway companies in Germany and elsewhere in mainland Europe. It was therefore time for a second edition. This new publication describes the development and technical details of the V300 locomotives and the many rebuilds which have been undertaken, together with all their detail differences.

The work begins with an illustrated 'family tree' of all the V300 family classes, from 130/230 to 214 and 242, under the title 'Stammbaum der V300-Familie der Deutschen Reichsbahn'.

The first chapter, 'Sowjetische Großdieselloks für die Traktionumstellung bei der DR' looks at the development of these Russian-built diesel locos from the October Revolution Locomotive Works in Lugansk.

The second chapter, 'Der Lokomotivtyp T3109 – Keimzelle der V300-Familie' provides a detailed account of the Russian-built T3109 type diesel locos in their various forms. Also included is a reproduction of an advertisement for the type from the Soviet Export Organisation V/O Energomach.

'Beginn der Lieferungen an die DR' covers the start of deliveries to the DR of classes 130 – 142, with

extracts from official manuals and tables giving technical details.

The next chapter, 'Messtechnische Untersuchungen zum Nachweis der Eigenschaften', covers tests carried out on these locos and features graphs showing power unit output and electric brake performances.

'Die Technische Beschreibung der Lokomotiven' provides schematic drawings, and technical details are thoroughly described and illustrated. There are close-up views of bogies, cabs, power units, traction motors, and cooling fans.

'Änderungen und Umbauten an der Baureihen 132/232 bei der DR und DB AG' includes numerous tables with statistics giving a full account of all the alterations and rebuilds. There is a useful table for modellers showing all the different styles and positioning of bodyside air intake grilles.

The next chapter, 'Umbauten an Lokomotiven der V300-Familie außerhalb von DR und DB AG' is similar but centres on locos which been altered or rebuilt for operators other than DR and DB AG. This includes companies such as Adtranz and Wismut GmbH, and there is a table showing details of all twelve of the Adtranz locos.

The next section tells the story of proposed rebuilding projects by the DR and DB AG for classes 130, 131, 232, and 234 which did not come to fruition. Among these was a plan for a single cab Class 234 to work both long distance and local passenger services in push-pull mode with driving trailers.

'Weitere äußere Details und Unterschiede der Lokomotiven' is a thorough examination of all the many external differences of classes 130/230, 131/231, 132/232, 142, 233, 234 and 241/241.8. Almost a hundred black & white photographs clearly show the detail differences – perfect for modellers.

The final chapter, 'Die Farbgebungen der Lokomotiven bei DR und DB AG', consists of colour photographs showing all the liveries carried from DR to DBAG. Among them is one of 232 100, which was



repainted in two-tone green for a film. Also included is a table giving full details of all the liveries carried by each individual loco.

As expected from this well-known publisher, this is a well-researched and expertly written history of these popular diesel-electric locos, and comes thoroughly recommended to all those with an interest in diesel locos and their development in Germany.

A good knowledge of the German language will be required to get the best from it as it does contain a lot of technical information. However, the wealth of photographs (some 528) more than adequately shows the varied and changing story of this locomotive type and are particularly useful for the modeller. A must for all "Ludmilla" fans!

European Steam in the 1960s

by Peter Waller

Unique Books

3, Merton Court, The Strand,

Brighton Marina Village, Brighton, BN2 5XY.

www.uniquebooks.pub

270mm x 235mm 160pp

Hardback £29.99

ISBN 978-0-9957493-8-2

At the end of the 1950s, steam was still the primary motive power on most of the railways in Europe. Diesel and electric traction was already significant in some countries, notably Switzerland, Belgium, and The Netherlands, and becoming increasingly common in places such as West Germany and Austria, but through the 1960s – especially in eastern Europe – it was still possible to see steam locos of all types, on standard and narrow gauges, hauling normal services. By the end of the decade, however, withdrawal was well under way, and many relatively modern machines went for scrap alongside older examples. Fortunately, this period also saw overseas travel start to become more affordable and so an increasing number of British railway enthusiasts went to Europe in search of steam. This book showcases some of the results.

The selection is drawn from the extensive collection of the Online Transport Archive and includes some two hundred and twenty images, all in colour, the great majority never before published. It makes no claim to be comprehensive or even in its coverage. It is essentially a simple photo album, with one or at most two images to the page, so each appears quite large, reproduced as well as the originals will allow. Inevitably some of the images are technically better than others, due either to the age of the negative or slide or the quality of the camera and lens, and a few have been presented just a bit larger than the image quality really merits. A couple have been enlarged and placed across the page join, which jars. Most seem to have been

taken in reasonably good weather (film was not as fast in those days to cope well with poorer light), but even in sunlight black locos do not make the best subjects! And bright light brings its own problems of contrast and deep shadow.

While steam locos are naturally the centre of attention, these are not all simple roster shots – there is lots of incidental detail for the modeller to observe and absorb. Remember this was before zoom lenses enabled locos to be closely observed from a distance.

The pictures are accompanied by long and detailed captions, most dated to month and year if not more specifically, with a lot of background information on the history, routes, and loco classes.

There are a few minor typographical errors and the occasional mistake – for example, the loco in the lower photo on p.156 is clearly not as described.

Several photographers are represented, most not well known in British railway circles: Paul de Beer, Neil Davenport, Marcus Eavis, Charles Firminger, Les Folkard, Bernard Harrison, Roy Hobbs, Frank Hunt, Harry Luff, John McCann, Geoffrey Morant, Alan Murray-Rust, Phil Tatt, Geoffrey Tribe, and John Worley (in alphabetical order); some are responsible for just a few photos, others for quite a number. Some seem to have travelled widely, others have more limited experience – or particular interests. Some clearly travelled in organised groups, so some of the photos show special trains, but most record everyday activity.

The areas featured are:

Scandinavia – Denmark, Finland, Norway, Sweden.

British Isles – Great Britain, Ireland, Isle of Man.

France and Benelux – Belgium, France, Luxemburg, The Netherlands.

Central Europe – West Germany, Austria, Switzerland.

Eastern Europe – Bulgaria, Czechoslovakia, East Germany, Hungary, Poland, Romania.

The Iberian Peninsula – Portugal, Spain.

Italy and the Balkans – Greece, Italy, Yugoslavia.

More or less north to south, by a roundabout route!



The number of pictures for each area, and each country, varies considerably. In some ways the collection is reminiscent of photo albums from the 1970s and 1980s, with a few photos of many different locations/subjects.

As noted in the introduction, all the images are from the OTA, a charity set up to preserve and make available to researchers and publishers photo collections from enthusiasts; proceeds from the book will go to support its work, a commendable aim, while its very existence may encourage other enthusiasts to deposit their collections for posterity.

The photos are augmented with the occasional ticket, timetable brochure, or period advertisement.

As much a trip back in time as a journey across the continent, this is a wonderful reminder of a lost era.

Railway Centres of Austria Graz

Compiled by Stephen Ford

Austrian Railway Group

Marketing Officer, Howard Lawrence,
14, Wheatfield Way, Skegby, Sutton-in-Ashfield,
Nottinghamshire, NG17 3EU.

www.austrianrailwaygroup.co.uk

207mm x 143mm 136pp

Softback £7.50

No ISBN

New to the range of publications from the Austrian Railway Group is a guide to Graz in the 'Railway Centres of Austria' series.

The work begins with advice on travelling to the region and planning rail journeys in Austria before offering a summary of the history of the city and surrounding area. The development of the railways serving the city is explained and the current routes explored. The still independent Graz Köflacher Bahn (GKB) naturally features prominently (with a long section on locos and stock, not forgetting the buses) alongside the lines which are now operated by the ÖBB, the Südbahn and the Steirische Ostbahn. There is a separate section devoted to the history of the Hauptbahnhof.

The Koralmbahn project to link Graz to Klagenfurt via major new tunnel (under construction) is also mentioned, and the industrial Andritzer Schleppbahn is not forgotten.

While the railways through and around the city get most attention, the city tramways are also covered, along with the museum dedicated to them.

We also discover the Lieboch railway technical museum, and local specialties such as the Schlossberg funicular and lift, the Märchenbahn, and the Pflalzberg Feldbahn, plus the miniature line of the Dampfbahnclub Graz. The coverage is rounded off with a brief look at available models and the layout of the local model railway club.



There is useful tourist information, in the form of the sights which might appeal other than those of railway interest!

The book concludes with a page with information about the ARG and the group's other publications.

The account is illustrated with colour photos by various ARG members, most from the past few years, plus some archive black & white images. The standard of reproduction is good. There are several computer-drawn maps, not of the highest resolution but quite adequate, and some route schematics from official sources.

The page layout is straightforward and without frills.

Note that the contents list has the wrong page numbers between 67 and 87.

Once again, the ARG has produced an informative and interesting guide: anyone contemplating a visit is recommended to read this first to aid planning, and take it along for reference.

The price quoted above does not include postage: please add £2.00 within the UK, £4.00 to Europe. Cheques should payable to the 'Austrian Railway Group', or pay using Paypal via the website.

Zeunert's Schmalspur Bahnen Band 45

Edited by Dirk Endisch

Verlag Dirk Endisch

Yorckstraße 12a, D-39576 Stendal, Germany.

240mm x 165mm 96pp

Softback €18.50

ISBN 978-3-947691-45-6 German text

This issue is not dated, but the reports cover up to September 2019.

There are twenty pages presenting brief news items from all over Germany, including the Döllnitzbahn, Mansfelder Bergwerksbahn, Mecklenburgische Bäderbahn Molli, Museumsbahn Schönheide, Wim Pater's private collection, Sodabahn Stassfurt, Parkeisenbahn Plauen, Preßnitztalbahn, Rügenische Bäderbahn, Sächsische Dampfeisenbahngesellschaft (Fichtelberg, Löbnitzgrund, and Weißeritztal), Schwarzbachbahn, and the Stiftung Deutsche Kleinbahn at Klutz, plus six pages devoted to news from the Harz.

The Austrian section occupies six pages, and encompasses reports from the Achenseebahn, Bregenzerwald, Taurachbahn, and the Pinzgauer Lokalbahn (SLB), plus twelve pages on the SteyrtalBahn past and present on the occasion of its 125th anniversary, with reports from the jubilee event.

There are no reports from Switzerland in this issue.

The reports have been contributed by several well-known names (such as Gunter Mackinger and Markus Strässle) augmented by others not so familiar.

There are two longer features, both by the editor.

The lead article describes the slow decline of narrow gauge railways under the Deutsche Reichsbahn, with a lot of tabular information (twenty pages). Many of the lines were closed, but several have survived.

The other substantial article (twelve pages) looks at

Reisezugwagen der Deutschen Reichsbahn 2 – 1932 bis 1937 Regelspur

by Joachim Deppmeyer

Eisenbahn Kurier Verlag,

Lörracher Straße 16, D-79115 Freiburg, Germany.

www.eisenbahn-kurier.de

210mm x 295mm 248pp

Hardback €49.90

German text ref.6415

ISBN 978-3-8446-6415-7

This new landscape format album documents the standardised designs of standard gauge passenger coaches (including special types) developed and introduced by the Deutsche Reichsbahn with the aim of attracting passengers with better facilities, more comfort, and faster schedules.

It is in fact a new much expanded and updated version of a book which first appeared in 1988. At that time it was thought that much of the relevant information had been lost in the war, but after German re-unification it slowly became apparent that much had survived in the archives of the DR – and indeed some of the stock had survived quite a long time in the service of the DR – but accessing that information and sorting it did not prove to be a quick process. The author acknowledges that it was very much a collaborative effort, and several of the leading authorities who assisted did not live long enough to see the result.

A short introduction explains how the Deutsche Reichsbahn came into being, initially constituted as effectively a government agency, and how it was soon transformed into a wholly government owned commercial company (the DRG).

The benefits of standardisation had soon become apparent, in the light of the experience of the First World War, even though the German equivalent of a railway clearing house had enabled a degree of inter-operability. Accordingly the DRG embarked upon a wide-ranging programme of standard designs for locomotives, goods wagons, and passenger coaches to replace a varied and often venerable collection of equipment taken over from the independent state railways, with the advantages of economies of scale of construction, the ability to use various suppliers, and the simplification of spares and maintenance, with interchangeability of components. It is perhaps a measure of the quality of the designs (as well as historical circumstances) that these vehicles were widely distributed throughout Europe and many lasted well into Epoch III, and some even later as service stock.

The book begins with a look at the development of the various coach types, and there is detailed analysis of the amounts and weight of the materials used, down to the types of timber – the financial aspects of construction could not be ignored at this period.

Common components and equipment are then considered, including an interesting analysis of various bogie types. No detail is omitted – from the wheel to the roof ventilators, via the contents of the wash-rooms!

The main part of the book provides descriptions of the various coach types. For each there is a representative photo (often but not always a works record), a detailed description, and a dimensioned drawing (all reproduced to 1:100) from official records, with side and end elevations, and a plan showing the internal layout.



A comprehensive contents list at the start facilitates reference to specific designs.

The book includes a list of orders, giving year, builder, type, quantity, and running numbers. Mitropa dining and sleeping cars and Post vehicles are included.

The work is illustrated with an excellent collection of historic black & white photographs, well reproduced, and diagrams from the archives. It is rounded off with a list of abbreviations, and the sources and references.

In short, an absolutely essential work of reference for modellers of the German scene.



the Gernrode Harzgerode Eisenbahn four-wheel railcar T1, later DR VT 133 522, now preserved on the Harz system, and recently modelled in HOm by Tillig.

There is also background information about the type RK3 mobile crane (used by the DR for loco coaling) and a detailed review of the new HO kit by Auhagen.

There are four further pages devoted to modelling, reviewing locos and rolling stock from major manufacturers and small specialist suppliers, compiled by Heinz Hofmann. Two pages present reviews of books of narrow gauge interest.

The work is copiously illustrated with black & white and colour photos (one of the latter as early as 1955), all well reproduced on high quality glossy paper.

Presentation is straightforward: there are one or two pictures on each page, with brief but informative captions adjacent. One image forms a double page spread (to introduce the main article).

The strong pictorial element means that even those with little German should be able to enjoy this book.

There are just three pages of advertising for other Endisch publications, and one page previewing the next issue.

As always, an excellent source of information and inspiration for modellers. Warmly recommended.

Loco-Revue Hors Serie 71 MFAO3

Edited by Alexis Avril

Éditions Loco Revue,

BP 30 104, F-56401 Auray Cedex, France.

www.locorevue.com

297mm x 210mm 100pp

Softback €15.00

ISSN 0024 5739 French text

This new special from the leading French model railway magazine *Loco-Revue*, dated February-March 2020, is the third concerned with computer-assisted railway modelling. If that does not appeal, fear not: it is not about the use of a computer as part of a digital control system but is concerned with how a computer can help create particular models of bridges and viaducts, producing components from computer drawings and designs by numeric milling, by cutting with a plotter or laser, and by 3D-printing. The role of simulations to check a design or concept is also briefly mentioned. The only potentially relevant technique which might have been expected to be featured is the use of a computer drawing program to make the artwork for etching metal.

The first section (eighteen pages) considers the wide variety of bridges and viaducts found on French railways, some typical and some very specific.

The general principles of the three computer based ways of producing parts are then explained (twelve pages) before individual examples are described.

Five very distinctive and different models are featured in some detail, some using combinations of the production methods, and we follow them from prototype inspiration through design and drawing, production of parts, assembly, and setting in a scene. All the parts are shown in diagrammatic form, and in some cases the drawing files are available from the LR Modélisme on-line shop.

Four of the five are by François Fouger (one with the collaboration of the book's editor), the other by Jean-Pierre Schenfele. The features occupy between six and twelve pages.



The presentation is clear and straightforward, with restrained use of different fonts and colours for the chapter titles and subheadings. There are occasional tinted panels with details of suppliers of the materials mentioned, and a few points of interest highlighted on orange circles.

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

This is an interesting collection, with projects that could be followed exactly or inspire an approach to another situation.

A reasonable grasp of French will be needed to get full benefit.

The book includes just two pages of advertisements for other LR Presse publications.

Modelling the New South Wales Railways Budd Rail Diesel Cars

by Ian Black

Published by the author.

295mm x 210mm 36pp

Softback A\$15.00

No ISBN.

This interesting and informative booklet is a development of a background study for a workshop at the Modelling the Railways of New South Wales convention in 2018. For over forty years there have been occasional articles in the Australian model railway press on adapting models of American Budd RDCs to represent the five railcars built under licence by Comeng in Australia for the New South Wales Railways in 1960-1961. However, the NSW Budd cars were different in almost every respect from the American originals – they were shorter, lower, and narrower, with longer roof blisters, more rounded ends, gangway connections, and deeper windows. In fact, very few parts of an American RDC can be used for the NSW variant, as the author demonstrates. He describes his models as a five hundred piece jigsaw, and most of the pieces have to be scratchbuilt before they can be put together! This booklet provides the plans, templates, dimensions, and procedures for making accurate models of all three types. These are no simple and speedy conversions of proprietary products that are close enough. The process will take time and patience, though there is nothing inherently difficult about it – and certainly not with a guide of this calibre.

The book takes us through the tools required and provides a list of materials before proceeding methodically with the actual work, in convenient sections: the sides, the roof, the cab ends, sprung corridor connections, the roof blister, detailing, the underframe (powered and unpowered), underframe detail, the skirts, glazing (using polycarbonate sheet, to overcome the various failings of both injection moulded and vacuum-formed 'flush' glazing), adjustable coupler mounts, bogies, three-point suspension, interiors, and painting and decals.

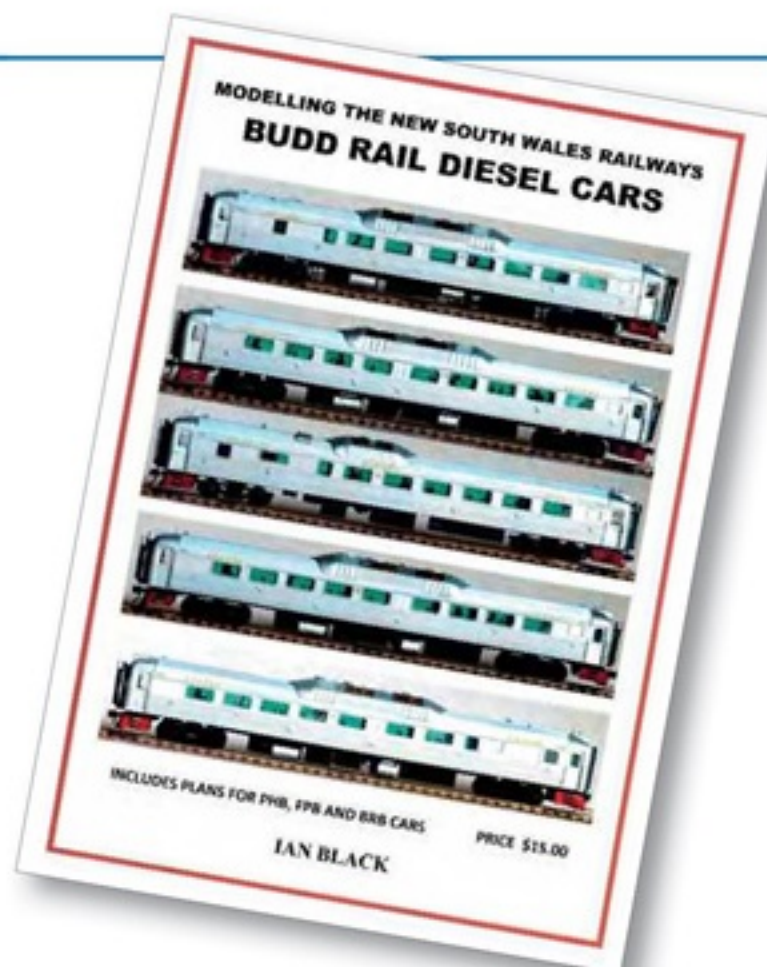
All this is based on real experience and illustrated with examples of the author's work – this is no theoretical treatise but a very practical guide.

While much of the information is very specific, some of the techniques developed by the author and explained here could have wider applications.

This booklet, like the author's previous publications, clearly demonstrates that even with the ever-increasing quality and detail of ready-to-run models, there is still scope for individual creativity improving older models to match, adding specific detail, ameliorating compromises, correcting errors, and creating variants not (yet) offered by commercial suppliers – it is likely there will always be gaps in the range which it would not be cost effective to fill.

The presentation is simple and straightforward, without use of colour, fancy fonts, or graphic devices. The photographs are all in colour, and reproduced well, generally just inserted at the appropriate point in the text at a sensible size.

The material is supported with excellent plans and line diagrams (part templates, etc.), reproduced actual size and fully dimensioned to assist modelling.



The work concludes with references to relevant books, magazines, and websites.

The booklet is available in model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:

Stephen Johnson Models, P.O.Box 31, Red Rock, New South Wales 2456, Australia.

www.ajrm.com.au

Airmail postage for a single copy is A\$5.00.

Payment can be via PayPal.



Eisenbahn Video-Kurier 143

EK-Videothek DVD c.60mins + 60mins Bonus ref.8543 €19.80

Die Baureihe 152

The main topic of this DVD is the Class 152 electric in service with both DB Cargo and Germany's private rail operators. Coverage begins with scenes filmed from the lineside of DB Cargo 152s on a variety of different freight services. Siemens 'Dispolok'-liveried examples are also shown, as well as one belonging to ITL. At Seelze DB Cargo 152 025-0 is seen departing the yard with a heavy mixed goods.

At Nürnberg Rbf. depot, where all DB Cargo 152s are allocated, we see examples on shed, including 152 004-8, which is later seen being turned on the turntable. The loco carries the earlier Railion lettering on the bodysides. Further scenes are filmed from inside the cab of a 152, plus freights filmed from the lineside. Double-headed 152s are seen on a container train and another pairing is seen at the head of a train of bogie hopper wagons.

We next see 152 023-8 being shunted into the workshops for a general overhaul. 152 006 is seen undergoing an overhaul inside the works. Also seen here is the silver-liveried 152 041-1 with 'PORSCHE' lettering. Further 152s are seen at the head of freights, including 152 035-2 passing through Rüdelsheim. Also observed is 152 007-1 in the Rhine Valley and an ITL-owned unit is seen in the 'CAPTRAIN' livery.

The next subject is a visit to the narrow gauge (900mm) railway on the North Sea island of Borkum. A Schöma diesel is observed, and then visiting steam loco 99 331 from the Molli is seen in the workshops. The loco is then seen moving off shed and coupling up to its train from Borkum Bf. to Borkum Reede. We also see this loco being delivered to the line on a low-loader lorry, and there is footage from the lineside and from the air of 99 331 with a passenger train en route to Borkum Reede.

The next section takes a look at the Bombardier-built electric multiple units of classes 442 and 1442 at work with DB Regio and other operators. At Trier Hbf. DB Regio 442 001 is seen departing and then inside the Bombardier plant at Hennigsdorf a 442 for DB Regio is seen being lowered onto its bogies. At Halle (Saale) 1442 661 is seen on an S-Bahn working in the silver livery with green passenger doors. Other members

of this class are seen at Elster (Elbe) station and in Leipzig. An Abellio-owned 442 is then seen, filmed from the lineside, followed by one operated by National Express in Wuppertal.

Next there is film of MAN railbuses. KEG VT 2.17 is seen arriving and departing with a local passenger service at Luckenow station. Archive black & white and then colour film then shows these vehicles in service. At Gottenheim we see passengers changing from a Deutsche Bundesbahn (DB) V100-hauled train of Silverfish coaches onto a waiting MAN two-car railbus operated by SWEG, with 'Jägermeister' advertising. Further scenes of this train were filmed from the lineside. Another KEG MAN railbus is then shown from the lineside, passed by a Bordeaux red Deutsche Reichsbahn 155 electric on a freight. KEG VT2.15 is then shown on the Unstrutbahn in Thüringia with some shots from inside the driver's cab. A red-liveried MAN railbus is also shown operating on the Hamburger Hafenbahn.

In the *Erinnerungen* section we see film of preserved DR 2-8-4 tank loco 65 1049-9 on passenger services, including some scenes in the snow. We see the crew on the footplate, with further scenes from the lineside at the head of a train of DR green & cream Halberstadt coaches. Another passenger service is seen formed of two DR green-liveried suburban coaches.

Among the subjects covered in the *Bahn News* section are the enthusiasts' specials hauled by Krupp-built Pacific 01 118 and the special run over the Gotthardbahn in Switzerland in October 2019 using three preserved SBB 'Crocodile' Ce6/8 electrics.

In the final *Rückblick* section archive colour film shows a DB steam-powered rail crane being used in the repair of a railway bridge.

A certain amount of background music is used on this production, but it is not too intrusive and mainly restricted to the archive material.

Trailers for other DVDs from Eisenbahn Kurier Verlag last for about five minutes.

In the *Bonus* section, Video-Kurier 71 is featured which includes: 'Farewell to steam in the Thüringer Wald', 'The return to scheduled service of the Ferkeltaxe', 'The new high-speed line from Ingolstadt to Nürnberg', 'Memories of 01 137', and a look back at the Class 03 Pacifics in scheduled service with DB.

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



Verkehrsknoten Wuppertal einst & jetzt

EK-Videothek DVD c.58mins ref.8473 €19.80

Wuppertal has been connected to the railway network since the middle of the 19th century. Its main station building at the Hauptbahnhof dates from 1848 and is one of the oldest in Germany. Around 40,000 passengers use around 1,000 trains which make a halt here every day. However, perhaps the most famous landmark of this city is its *Schwebebahn*, a suspended monorail hanging above the streets and the river Wupper. Camera teams have recorded the railways in and around Wuppertal and archive material from past decades is also

shown. A visit to the Bergischen Straßenbahn-Museum (tram museum) is also included.

The programme begins with scenes shot from inside the driver's cab of a *Schwebebahn* car, with further scenes filmed from the street. At Wuppertal-Oberbarmen station we see trains on the standard gauge railway network with DB Regio class 1440 electric multiple units on regional passenger services, and a DB Fernverkehr ICE is also seen passing through.

Next we look at Wuppertal Hbf. and the arrival and departure of an ICE bound for Köln Hbf. Further local passenger services are seen arriving and departing, including some worked by DB Regio 1440s, including 1440 810-8 on a train to Mönchengladbach. Also seen is a Class 146 electric on a double-deck IC service and a DB Regio train formed of double-deck stock is seen behind 111 191. Archive colour film from the 1990s taken here shows preserved DB steam loco 042 241-0 departing the station with an enthusiasts' special, and a couple of 143 electrics are shown working local passenger services. At Wuppertal-Steinbeck station a class 420 e.m.u. is seen arriving and departing on an S-Bahn service, with further film of these trains filmed from the lineside. At Wuppertal-Zoologischer Garten station preserved DB 4-6-4T 78 468 is seen passing through with another enthusiasts' special, with further footage filmed from the lineside.

Back to the present day we see new rolling stock on the *Schwebebahn*. At Wuppertal-Vohwinkel station we watch passengers boarding the light blue-liveried train and then it departs, with further scenes filmed from street level and from inside

the cab. Archive colour film then shows the 1970s-built orange & blue-liveried vehicles at Wuppertal-Oberbarmen. The driver and passengers are interviewed and asked if they could imagine Wuppertal without its *Schwebebahn*.

This is followed by further archive material, this time in black & white from the 1950s, including trams. Scenes from the 1960s follow, showing the then new rolling stock. We then see colour film of the so-called *Kaiserwagen*, a preserved two-car unit, including scenes from inside the cab. At Wuppertal-Vohwinkel we take a glimpse inside the workshops as the *Kaiserwagen* is brought to a halt. Further scenes show vehicles from the 1970s in service filmed from the streets and from inside the cars.

Archive black & white film then shows Wuppertal trams, followed by colour film from 1964, including the last day in service of the metre gauge vehicles. A recent visit to the Bergischen Straßenbahn-Museum shows the vast collection of preserved trams on display and giving rides to visitors.

We then see an archive DB colour film of the opening of the S8 S-Bahn line, including views of Class 111 electrics in orange & pebble grey livery with matching coaches. Thirty years on and National Express Talent 2 units are seen on local passenger services at Wuppertal-Oberbarmen station. Eurobahn FLIRT type e.m.u.s are also observed, as well as a DB Regio Class 111 hauling a rake of double-deck stock. At Barmen the station building is shown from the outside and then an Abellio e.m.u. is seen arriving and departing with a service to Wuppertal Hbf. S7 and S8 S-Bahn services are also seen being worked by 1440 e.m.u.s with further scenes filmed from the lineside. At Wuppertal-Zoologischer Garten station a DB Regio 422 is seen arriving and departing, with further 1440s on S8 S-Bahn services. Two freights are also seen here, one being hauled by a DB Cargo 185 electric, the other by a Siemens Vectron.

The programme closes with aerial views of the container terminal at Wuppertal-Langerfeld, and ICE and IC services passing through Wuppertal-Steinbeck, including one IC train hauled by a 101 electric and another formed of double-deck stock with a 146, and further views of the *Schwebebahn*.

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

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

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



Die Bahnen der deutschen Seehäfen

EK-Videothek DVD c.58mins ref.8471 €19.80

Teil 2: Ostsee

Coastal ports are indispensable when it comes to the import and export of goods, and for Germany those situated on the Baltic coast are among the most important. This programme visits the ports at Kiel, Lübeck, Puttgarden, Rostock, Sassnitz, and Mukran. Whether now by containers or still in railway wagons it shows the variety of operations. Broad gauge locomotives are seen at Mukran, where Russian wagons arrive by ferry, along with both old and new shunting locomotives at the quayside. Historical scenes are also shown of train ferries.

The programme begins with colour footage from the present day showing Kiel harbour. We see the railways here and trains of tank wagons awaiting departure. At Suchsdorf station we see the arrival and departure of a DB Regio Class 648 diesel railcar bound for Kiel Hbf. This is followed by scenes at the container terminal at Kiel where we witness the transfer of containers using the overhead crane.

A visit is then made to the main station, Kiel Hbf. The terminus is seen from outside and inside, and an ICE 3 unit is seen arriving. The new overall roof is clearly shown before we are treated to archive colour film from the 1970s showing passenger services being worked by Deutsche Bundesbahn Class 218 and Class 220 diesel-hydraulic locomotives. Back to the present day and a Twindexx electric unit is seen departing Kiel Hbf. Over at the dockside DB Cargo Voith Gravita diesel-hydraulic 261 077-2 is seen on a train of low-loaders carrying lorry trailers belonging to LKW Walter.

Moving to the ferry port of Puttgarden on the island of Fehmarn, a BR605 ICE diesel unit is seen arriving and departing the terminus, and then film shot from inside the cab shows it moving onto the train ferry for the crossing to Rødby in Denmark. Archive colour film from the 1960s follows, showing the then newly opened *Vogelfluglinie* (bird's flight line). The terminus station is shown with a variety of passenger and freight services in the hands of DB diesel locomotives of classes V65, V100, and V200.1.

Aerial views then show Lübeck docks and some of the now disused dockside railways. Archive black & white film is also shown of ships being loaded and unloaded at the quayside. Back to the present and the *Rangierbahnhof* (shunting yard) is shown with further DB Cargo Voith Gravita class 261s observed on mixed goods trains, including 261 098-8 and 261 035-0. An NRS ex-Deutsche Reichsbahn V100 B-B diesel-hydraulic, V100 04, is also shown leaving on a train of low-loader wagons with LKW Walter trailers.

In the Main Valley a class 185 electric is seen from the lineside on another working with LKW Walter trailers. Further trains conveying this type of freight are also seen behind electrics.

Archive colour film taken at Wismar shows ex-DB class 221 diesel-hydraulics being unloaded from a ship on their return from Greece.

At the port of Warnemünde archive colour film of the docks area includes a DR four-car VT18 diesel unit inching its way onto the train ferry. Another passenger service is seen here, formed of DR double-deck coaches with a DR V180 diesel-hydraulic. More recent colour film shows another train of DR double-deck stock being propelled by a DR 243 electric in original Bordeaux red livery.

Back to the present day and at Warnemünde Werft station we see the departure of a local passenger service worked by a DB Regio electric unit. Aerial views of Rostock follow, showing the docks and its four terminals. Coal wagons are shown and ex-DR electric 114 703-2 in Bordeaux red is shown stabled in a siding. HSL Logistik's ex-DB 0-6-0 diesel-hydraulic 363 121-5 is seen running light, and later this loco is noted shunting. Archive colour film of the docks at Rostock shows ships at the quayside and a DR V60 0-8-0 shunter on a train of banana vans. The container depot is also shown, including a train of containers behind a V180. Film from the present day then shows lots of abandoned lines in the dock area, including further aerial views. Railion diesel 298 377-7 is shown on yet another train of LKW Walter trailers at the container terminal, and a similar working is seen arriving behind 363 121-5. 298 377-7 is then observed departing. Later this train is seen being worked by a DB Cargo class 145 electric, and Erfurter Bahn Service 142 110-6 in Bordeaux red is seen running light and then filmed from the lineside on a train of bogie tank wagons.

We then move on to the port of Sassnitz with archive colour film of the arrival of a ferry from Denmark. The ship's bow doors are opened and wagons are seen being shunted onto the ferry by an orange DR class 346 0-8-0 diesel shunter. At Sassnitz today a DB Regio FLIRT electric unit is seen departing on a local passenger service. The station still has semaphore signals.

This is followed by archive colour film of the port of Mukran, showing ships and various DR shunting locomotives at work. Trains are seen being moved onto ferries, with further scenes inside a signal box. Wagons are shown having the bogies exchanged. Present day footage shows disused sidings and lines of abandoned DB locos, units, and coaches, including classes 140, 151, 155, 232, 290, and 628.

Commentary, which is only in German, is both clear and informative. There is a certain amount of background music used, mainly during the aerial footage and towards the close, but it is not too intrusive. Around five minutes of trailers for other Eisenbahn Kurier DVDs follow this programme.

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



Das Schweizer Krokodil

EK-Videothek: Alpenbahnen DVD c.58mins ref.8460 €19.80

Die Ce6/8 der SBB

The SBB class Ce6/8 electrics, nicknamed 'Crocodiles', are known throughout the world. From 1919 to 1922 a total of 46 were placed into service, mostly for freight service over the Gotthardbahn. From the 1940s they were extensively modernised and the last one was not withdrawn until 1986. This programme presents historical film of these locos at work, and also shows the preserved examples 13302, 14253, and 14305.

It begins with colour film of 13302, 14253, and 14305 at the head of enthusiasts' specials over the Gotthardbahn. The oldest, brown-liveried 14253, is seen running light followed by film shot from the driver's cab as it runs on shed at Erstfeld. Other preserved electric locomotives are seen here.

At Göschenen, 14253 is seen again, this time arriving on an enthusiasts' special, with further footage filmed from the lineside. The driver is interviewed and he tells us all about 14253. Further scenes of this loco follow, filmed from the lineside and from inside the cab. Later we see the loco moving out of the shed at Erstfeld.

Further specials are then seen behind 14305 in green livery, filmed from the lineside.

Back at Erstfeld 14253 is seen coupling up to a 'Red Arrow' railcar and later we watch this combination filmed from the lineside.

At Glarus station 13302 is also seen.

Next archive black & white film from 1957 shows services over the Gotthardbahn, including car carrying trains. Old colour film from the late 1960s is also shown, with a brown Ce6/8 at the head of a heavy freight filmed from the lineside, including scenes

filmed from a road vehicle running parallel to the railway. Further examples are seen in green livery, including film from inside the cab. The locos are also seen shunting, and one is seen at a railway event at Würzburg in Germany, being shunted by Deutsche Bundesbahn Köf 323 781. 14267 is seen at Speyer in Germany, and in München Austrian ÖBB 'Crocodile' 1189.09 is spotted. Further footage shows these locos in service with ÖBB, including orange 1189.02.

Back in Switzerland, 14253 is seen again, filmed from the lineside on a train of green bogie coaches. Archive colour film from the 1970s follows this with scenes of Ce6/8 locomotives at the head of passenger trains on the Gotthardbahn, filmed from the lineside and from inside the cab. More recent colour material shows others on shed and at the head of specials as well as scheduled passenger and freight services. The metre gauge Rhätische Bahn 'Baby Crocodile' No.415 is also shown on a mixed train.

At Berlin-Wannsee station 14305 is seen on its way to a railway event in Sweden at the tail end of a passenger train hauled by Rail Adventure's ex-DB class 103 electric in two-tone grey. This is followed by further film of Ce6/8s on specials. We see 13302 in October 2019 on a two-coach passenger service at Cham station. Another special is shown with an SBB Re4/4 and a Ce6/8 at its head.

The programme closes with scenes filmed at Erstfeld on 19th October 2019: we see 14305 and 13302 being coupled up to Seetal small 'Crocodile' 15303 and the three preserved machines are then seen departing at the head of a ten coach special, with all whistles blowing.

Commentary, only in German, is both clear and informative.

There is a certain amount of background music used, but it is not too intrusive.

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

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

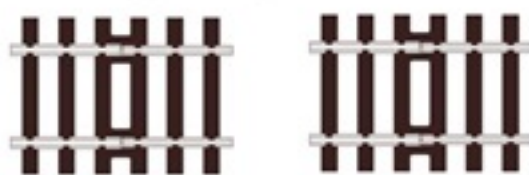


Peco Spring Report highlights

The Peco programme announced at the Nürnberg trade fair in the Spring Report includes an important new development in the American code 70 range – large radius #8 Unifrog right and left hand turnouts, with a frog angle of 7.15° and a nominal radius of 1,702mm.

The previously announced #6 Unifrog turnouts (nominal radius 1,092mm, frog angle 9.5°) should soon be available.

The Streamline code 100 range will be expanded with new small radius curved turnouts, also using the Unifrog, with a frog angle of 11.25° and 438mm/505mm radii.



There will be short transition tracks to connect Code 70 to Code 83, and Code 83 to Code 100.

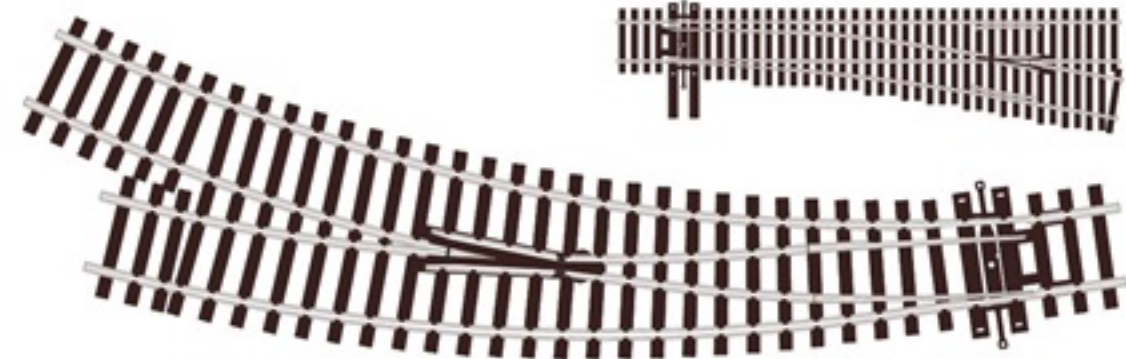
There is to be a new Setrack start set for O gauge featuring second radius curves (1,028mm): the pack will include sixteen 22½° ST-725 curves, five ST-700 standard straight (each 394mm long), one ST-U751 left hand turnout



(Unifrog), and on SL-740BH rail-built buffer stop.

The selection of photographic scenic backgrounds will be increased with three new images: ref.SKP-02 Plain Sky, ref.SKP-03 Sky and Clouds, and ref.SKP-04 Countryside Landscape.

Each consists of three 800mm by 320mm sheets that can be used individually or joined together seamlessly.



Australian Railway Models to be launched with NSW C38 Pacific

Southern Model Supplies, who distribute Peco products (among several other major brands) in Australia, are starting a new venture under the name of Australian Railway Models.

Their first project, revealed at the recent toy fair in Melbourne, will be a ready-to-run HO model of the iconic New South Wales C38 class express passenger 4-6-2, an Australian classic.

These Pacifics were commissioned by the New South Wales Government Railways to eliminate the expense and complications of double-heading heavy express passenger and mail trains on the demanding Main Southern line between Sydney and the Victorian border at Albury. Designed and built in Australia, the first of thirty appeared in January 1943. The first five were built with a streamlined cladding.

The first model release will be a non-streamlined machine, numbered 3806 (ref.87001). This is completely new



tooling. It will feature separately applied body detail parts, a detailed cab interior including floating footplate, accurately reproduced motion, a dual position drawbar for tender close coupling, and authentic knuckle couplers. It will be DCC ready.

The streamlined variant is planned for later production.

Perhaps most remarkably, the anticipated price is A\$299.00, more typical of ready-to-run diesels for this market – most of the available steam models cost rather more.

It should be available in August/

September, and we hope to review a sample in due course.

www.southernmodels.com.au



Soundtraxx announces new decoder

The latest addition to the range of 21-pin mobile decoders, the MC1H104P21, is now available. It provides high-performance operation and Hyperlight lighting effects in a variety of easy-to-use formats for models that do not exceed a 1 amp stall current. It uses the Soundtraxx 'Hyperdrive' technology so

is easy to speed-match with Tsunami sound decoders.

The MC1H104P21 (ref.852005, MSRP US\$23.95) plugs easily into many manufacturers' models equipped with a 21-pin socket on the main printed circuit board. It is DCC only and has four function outputs (each rated at

100mA), fifteen 'Hyperlight' effects, a 28-point speed table, and is compatible with NMRA DCC Standards and Recommended Practices. It measures 25.1mm x 15.6mm x 4.7mm.

These decoders are manufactured in Durango, Colorado, U.S.A.

www.soundtraxx.com



More motor upgrade kits for N from Tramfabriek



Arnold Kof II

The famous Kof II diesel shunter is a popular model. The smallest Tramfabriek motor, the 6 x 15mm, is ideal as a replacement as it not only makes the model run wonderfully but also takes less space, which means a decoder can easily be fitted – or you can see through the cab from front to the back for the first time! Another first: the motor comes with a worm fitted, so there is no need to remove the worm from the old motor. Just cut and re-solder the wires; no glue needed, close the model and it is done. The power of this little 12V motor is impressive, but if you use the freed space to add more weight it can be even stronger.



Minitrix V160 and BR216

There are also 12V coreless motor upgrades for models made from the 1970s until early 2000. If you have one of these models, remove the body to see which frame it is.

These motor upgrades deliver superior running and a much quieter drive. Extensive step-by-step text and photo instructions should make the conversion easy.

The conversion may also be suitable for other Minitrix B-B models.



Finally, also new is a simple brass adaptor 5mm long. For some projects this is an essential component to solve a technical issue. It fits on the shaft of the 7 x 16 and 8 x 16 motors so a worm with an inner diameter of 2mm can be used.

Tramfabriek, 2, Locken Cottages, The Walk, Eton Wick, SL4 6LN.
<https://tramfabriek.nl>

New Rhätische Bahn container wagons for Nm from AB-Modell

Under the brand *Die Güterbahn*, the Rhätische Bahn transports a wide variety of products on its network. This includes containers and swap bodies, which have replaced the classic general goods in recent years. In addition to vehicles specially created for the transport of standard containers, since 1997 the RhB has modified a series of old four-wheel wagons and fitted holding pins to their still useful chassis to make them suitable for swap bodies. These wagons are numbered Lb-v 7857 – 7881.

The swap bodies can be loaded and unloaded directly from a ramp, or transferred to a lorry by crane or mobile forklift. Final distribution usually takes place by road.

AB-Modell announced this model in 2019 to be released at the end of the year in several variants. Difficulties with obtaining Minitrix containers put this back, so to avoid further delay a first series is now available with swap bodies for Swiss Post, cargo domino, and three Co-op refrigerator containers.

A second series will then follow – at a time not yet known – of the outstanding containers, with the Volg motifs and Co-op refrigerators with orange and salad motifs.

A total of eight different models and eleven different numbers offer the possibility of attractive train consists.

The new models roll smoothly on metal wheelsets in bushes by Lok-



Schlosserei. The load is equipped with a magnet to hold the swap bodies on the wagon, which is equipped with Micro-Trains couplings.

These wagons are exactly to 1:160, can only be used on 6.5mm gauge track.

The swap bodies are mostly from proprietary sources (Fleischmann, Minitrix,

and Creanorm) and these bespoke versions are available only while stocks last.

Prices range from €153.00 to €197.00.

AB-Modell, Anja Bange
Modellbau, Im Stuckenbahn 6,
D-58769 Nachrodt, Germany.
www.n-schmalspur.de

New South Wales colour plates for framing new from Data Sheets



Following the publication of the book *New South Railways in colour* (see review in CM January 2020), Greg Edwards of Data Sheets has been encouraged to develop some of the illustrations prepared for the book into colour plates that depict the subjects in additional detail. There will also be drawings of subjects not included in the book.

The first four are now available. They show:

(C)38 streamlined Pacific 3801 as in service c.1947 in special green livery lined in straw.

G class 2-4-0 of 1865 No.16N as delivered in Brunswick green line in black and white.

T (254) class 2-8-0 of 1896 No.756 as in service c.1924 (when driven by future Prime Minister Ben Chifley).

Ashbury composite carriage No.44 of 1879 as delivered in dark crimson lined in gold.

Each sheet shows a side and both end elevations, or a cross-section in the case of the carriage.

They are available in several sizes and papers:

A3 on 200gsm smooth white heavy-weight paper, FSC certified, posted rolled in tube. A\$30.00 each; postage A\$13.00 per order within Australia; to UK A\$30.00.

A3 on 310gsm cotton semi-gloss paper, for mounting, posted directly from the printers flat in a heavy envelope with card stiffener. A\$60.00 + A\$9.50 postage (A\$14.50 express) each.

A2 for mounting, as above, A\$85.00 + A\$14.50 (A\$19.50 express) postage each.

Overseas postage on application.

Other sizes could be produced – ask for a quotation.

datashet@grapevine.co.au
http://iinet.net.au/~datashet_vdsl



Ferro-Train van variations



Austrian narrow gauge specialists Ferro-Train have a new batch of HOe bogie vans adapted for bicycle transport.

The ÖBB and later NÖVOG bicycle vans were modified so often that an unusual method has been used to model them. The basic van has no markings and the customer can choose one of several accessory packs to complete the model's identity. These add-on kits are free when obtained in combination with the van (priced at €90.00) but are also sold separately to allow prototypical representation of existing models. The nickel-silver plates are printed directly with a UV printer and have a very nice presence.

The van comes in Ötscherbär plain brown livery with one of the following packs:

ÖBB GGm/s 16824-0
NÖVOG GGm/s 16824
ÖBB GGm/s 16841-4
NÖVOG Gm/s 16824
NÖVOG G 16824
ÖBB 16824

ÖBB 16824 with its blue bicycle sign is a rarity, both in real life and as a model – very few models have been made!



There will also be a new edition of the Sigmundsquelle "Aqua Sanitatum" van III. A small series was designed and produced in collaboration with Kurt Wolfert, representing vehicles intended to transport the Mariazell medicinal water from the Sigmund spring. The first run sold out quickly, so the opportunity has been taken to produce a very few more. If you want one, you will have to hurry!

Ferro-Train
Leopold Halling Ges.m.b.H.
Leopoldgasse 15-17,
A-1230 Wien, Austria.
www.halling.at

BORHT appoints new President

Dr Michael Bailey has accepted an invitation to become President of the British Overseas Railways Historical Trust (BORHT). Dr Bailey was the Chairman of the Trust at the time of its Mode Wheel museum and tourist railway project at Manchester, and put in a great deal of work to organise that project and gain credibility for the Trust. When Mode Wheel was lost to Peel Holdings, he looked at a couple of other possible locations including Vulcan Foundry, without success.

Dr Bailey is an expert on Robert Stephenson and has done a number of

pioneering archaeological investigations of early steam locomotives. He was awarded a D.Phil by the Railway Studies Institute at York. He was created M.B.E. in 2010 for his services to industrial archaeology.

Dr Bailey's appointment was in time for the 35th anniversary of BORHT's incorporation on 9th November 2019, when he gave a presentation to a joint meeting of BORHT and the Stephenson Locomotive Society on "British-built Steam Locomotives Down Under".

For more information about BORHT, see www.borht.org.uk

BORHT celebrates 35 years

The British Overseas Railways Historical Trust (BORHT) was 35 years old on 9th November 2019. BORHT was incorporated in 1984 for the purpose of establishing a museum to tell the story of our railway export industry. This was to be at Britannia Park. Although this did not eventuate, over 35 years BORHT has built up a library and archive which has become a respected historical resource used by researchers from all over the world. The library and archive are at Greenwich, but they are looking for larger accommodation, preferably with space for a museum.

BORHT publish *The British Overseas Railways Journal*, devoted to the export railway trade in all its aspects from hardware to people.

The 35th anniversary was celebrated with a joint meeting with the Stephenson Locomotive Society at which our new President, Dr Michael Bailey,

gave an illustrated talk on "British-built Steam Locomotives Down Under" and Dr Oliver Owen and Seun Ajagunna gave a presentation on "Research and Restoration in Nigerian Railways".

A recent project by a BORHT team has been writing the 400 page book *British Military Railways Overseas in the Great War* (published by Mainline & Maritime), which covers all theatres where British troops built and/or operated railways in the 1914-19 War.

BORHT has helped a number of organisations to repatriate British-built locomotives from abroad, including the Pakistan SPS class 4-4-0 and South African GL class 4-8-2+2-8-4 Garratt at the Manchester Museum of Science and Industry (MOSI), as well as the Sentinel steam railcar at Quainton Road; BORHT also owns a 60cm gauge four-wheeled diesel.

www.borht.org.uk

Coming next month

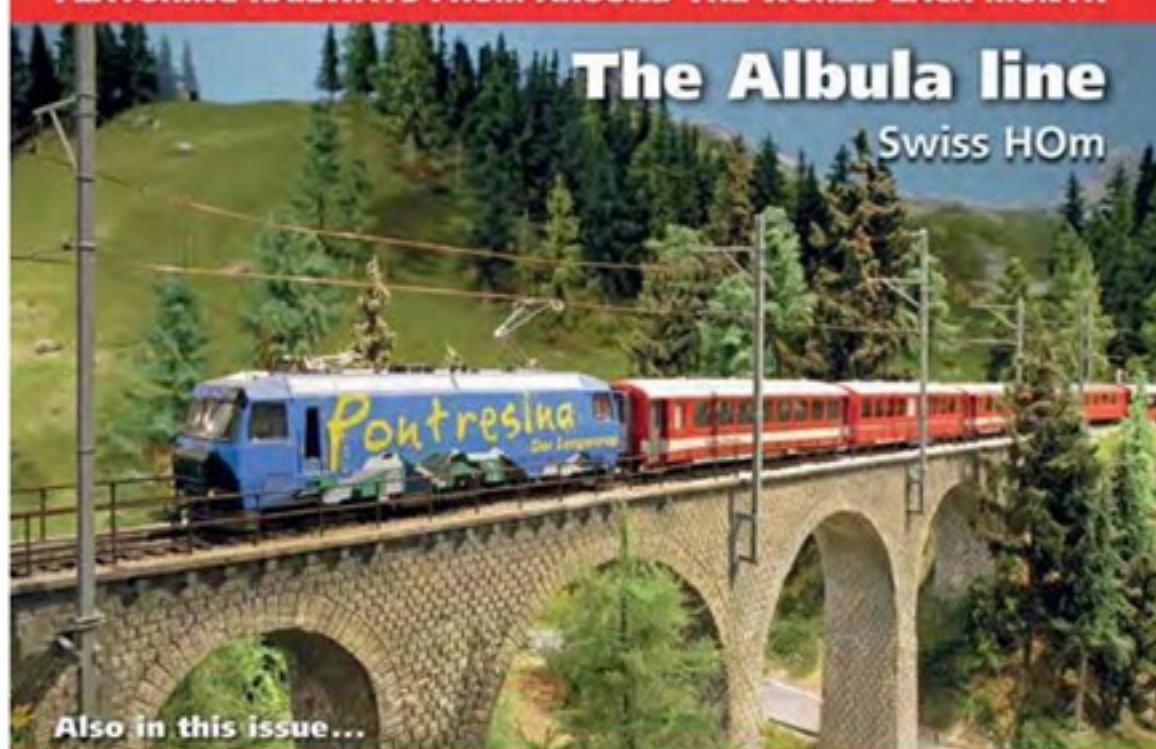
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GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A63 and A102, Garstang, Lancashire. **CANCELLED** Tel: 01282 439 009.

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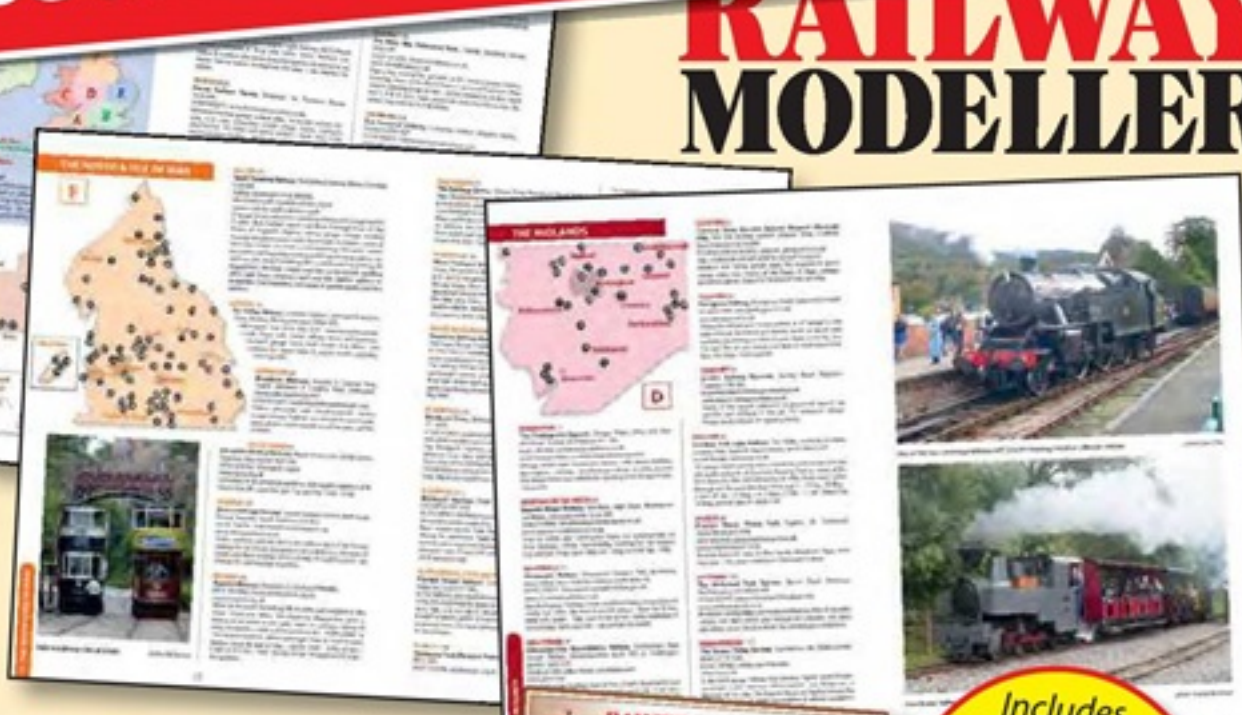
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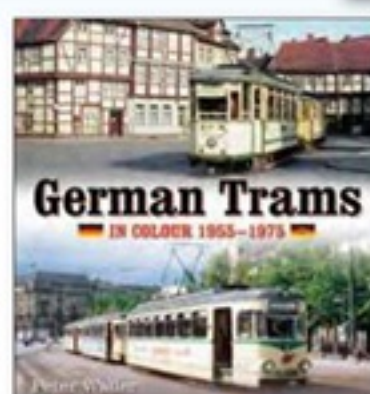
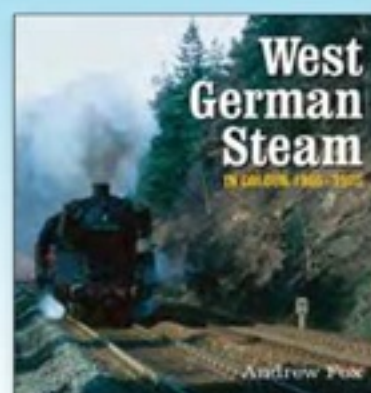
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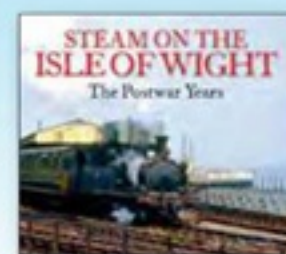
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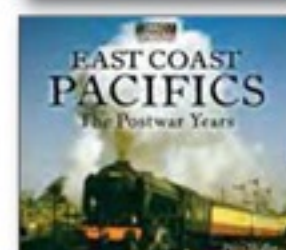
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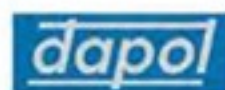


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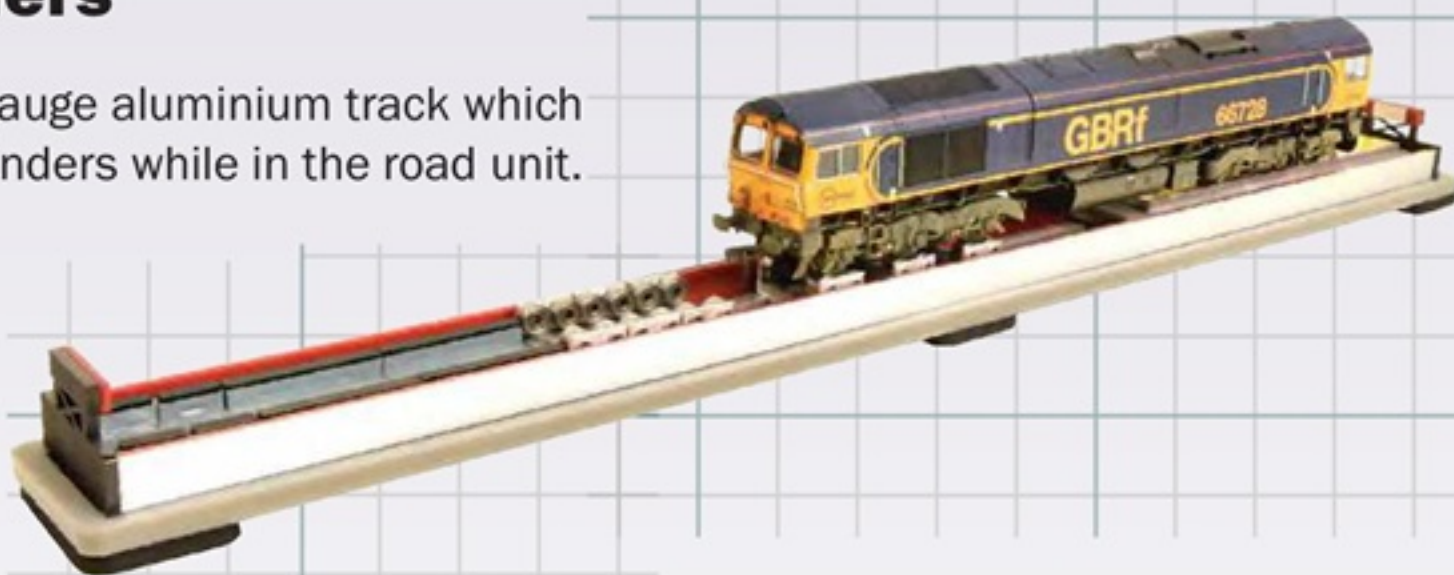
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