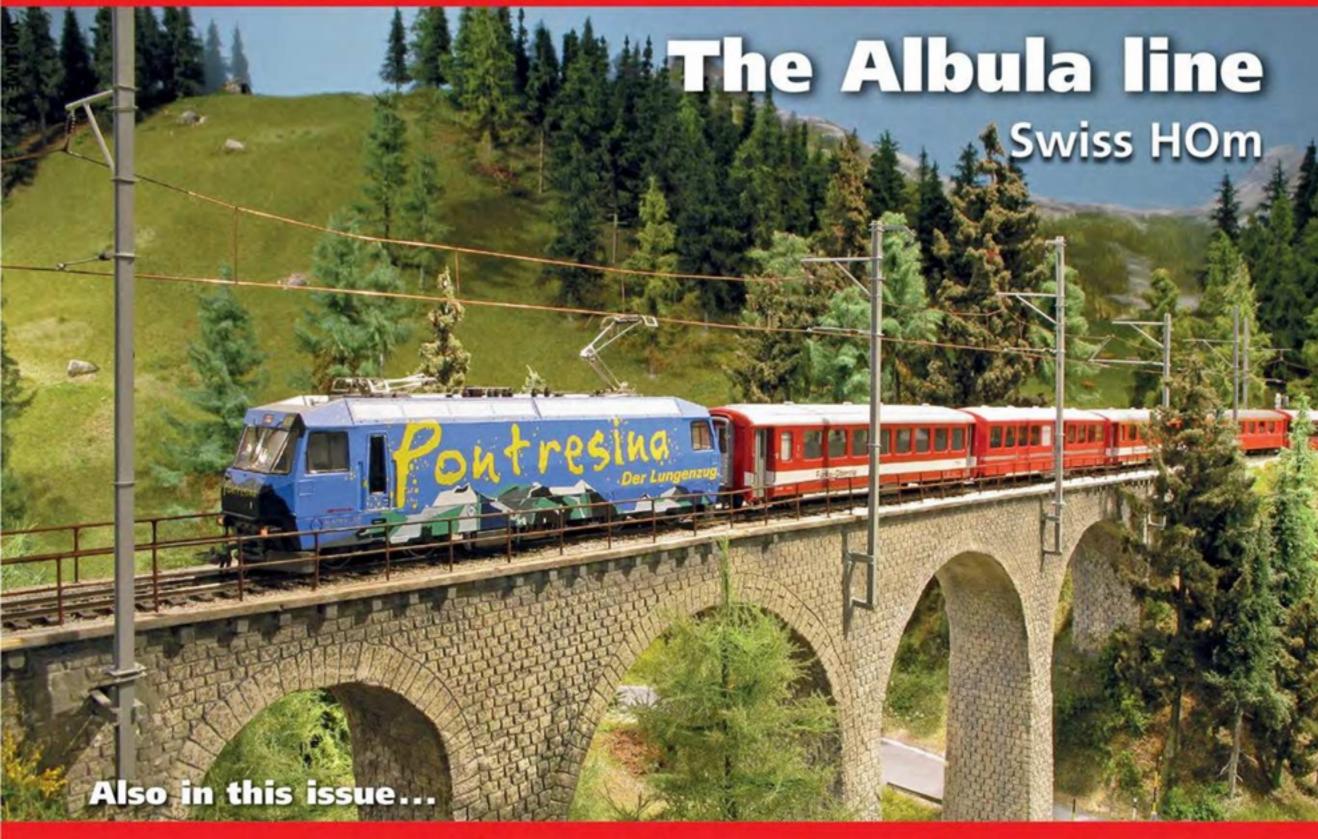
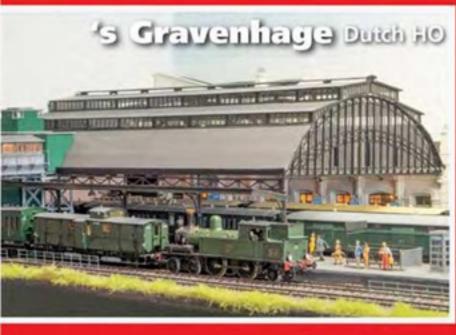
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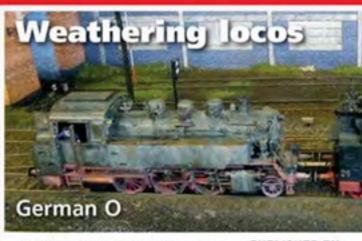
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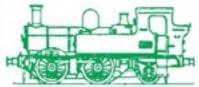












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June 2020 Volume 42 Number 6

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Direct Subscriptions ALICIA FLINT

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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.

William Gibbons & Sons Ltd., P.O.Box 103,

26, Planetary Road, Willenhall, West Midlands, WV13 3XT.

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

#### RAILWAY MODELLER

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



Cover

Rhätische Bahn Ge4/4III 651 at the head of a Glacier Express crossing the Albula II viaduct on the extensive HOm layout built for Pierre Denis.

Photo: Yann Monbaron.

#### What did you do in the lock-down?

'e hope all our readers, contributors, advertisers, and suppliers are keeping well. Once again we join in thanking health service personnel and all those in essential occupations for their continuing efforts.

At the time of writing, production at Peco is being resumed on a limited basis and with strong protection measures for staff. This is in response to demand: with so many staying at home, it is clear that a lot of modellers have used the opportunity to get on with something positive. We have noted before how our hobby can be beneficial in difficult times.

For the time being the magazine team will continue to work from home as the technology makes this – for the most part – quite feasible. It is not ideal, but it is possible.

We are pleased to hear that the magazines have been getting to subscribers, albeit with some understandable delays in the post in some areas, and can also be found in some shops (newsagents and supermarkets that have been able to remain open). We would like to think purchasing a copy could be justified to aid general well-being, and the walk to collect it could be part of essential exercise!

It is also likely that many of us will be watching more television than usual to keep us entertained while going to the club or exhibitions is not possible. Ostensibly rail-themed programmes are in vogue – as long as they involve a 'personality' or 'celebrity', and contain as little direct reference to the railway or the train as possible. Producers and broadcast channels know that if they put 'railway' in the title, it will attract a certain audience - and we admit to falling for it time after time, though now more in hope than expectation! At least they offer the chance to see something most of us will not be able to experience personally. Key aspects seem to include gazing wide-eyed at the scenery – often with good cause, it must be admitted! - visiting nearby attractions, meeting the locals, and attempting to participate in their activities. Coverage of the trains often makes use of stock material provided by libraries or the railway companies, which can lead to problems of continuity and accuracy (for those of us who notice and care about such things). Sometimes the programmes seem like little more than promotions for luxury trains or upmarket tours, which may or may not accord with the celebrity's persona ...

With so many repeats filling the schedules at the moment, we wonder whatever happened to the spirit of the original BBC Great Railway Journeys, which included most of those elements but much more genuinely? They were made by directors and cameramen who understood and were interested in railways, and fronted by well-known people, yes, but who seemed to have a real interest in and knowledge of the railways and routes they were traversing. Or were they just better at simulating it?! Granted that in subsequent series it became obligatory to have even better known faces, not necessarily noted for their railway interests, and to involve personalities from overseas, especially America, no doubt to try and enhance international sales of the programmes. Does success inevitably lead to dilution to try and widen the appeal even further? Must we have bread and circuses?

By way of contrast, in Germany there is the long-running Eisenbahn Romantik, produced weekly by a major regional television company and shown nationally; it includes reports from major model railway exhibitions as well the real thing, in Germany and beyond. It eventually made something of a celebrity of its presenter, Hagen von Ortloff, trained as an engineer and already working as a broadcaster, rather than engaging a celebrity to present. It may be indicative of a general attitude to technical matters in Germany, where model railways are never dismissed as toy trains. Perhaps the hobby's standing elsewhere will be more appreciated as a result of the present situation.

Enjoy your modelling. Stay safe, and keep well.

JUNE 2020 3a

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June 2020 Volume 42 Number 6

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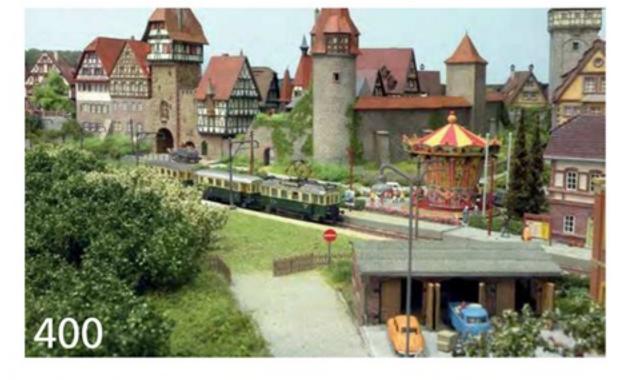
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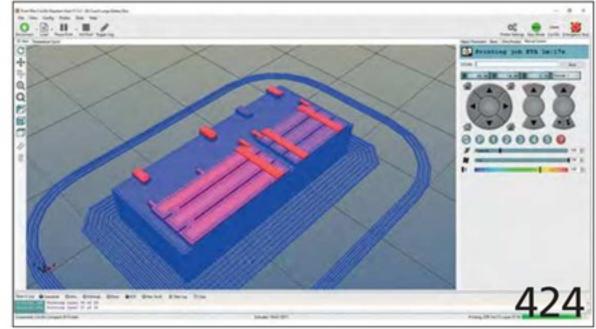
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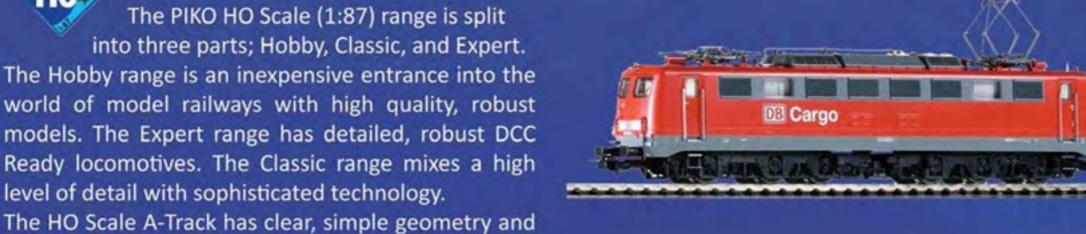
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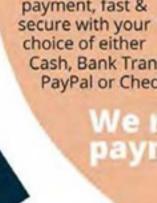
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5193 2 axle Open balcony coach green	€20.00
5194 2 axle Open balcony coach brown	€20.00
5197 Decauville bogie open coach blue/white	£32.50
5198 Decauville bogie open coach red/white	£32.50

#### GOODS WAGONS

GOODS WAGONS	
3111 4 tipper wagons 2 with brake platforms, 2 w/o	€32.00
3113 4 trash wagons 2 with brake platforms, 2 without	£32.00
5109 4 off 2 axle Log carriers w. brake	£36.00
5136 Bogie open wagon wartime grey livery	€17.00
5137 Bogie covered van brown livery	£20.00
5138 Bogie flat wagon brown livery	£17.00
5145 Bogie open wagon brown livery	£17.00
5147 Bogie van green w. brake platforms	£20.00
5185 2 off 2 axle Sugar cane cars	£28.00
5201 HFB bogie water tank black	£30.00
5202 HFB bogie water tank grey	£30.00

#### **HOBBYTRAIN HOm**



43100 Zugspitzbahn AEG Valley-Loco + 2 coaches £360.00 43101 Zugspitzbahn 2 extra coaches blue/white, lights £145.00

#### HOBBYTRAIN HOe

43102 Zugspitzbahn AEG Valley-Loco + 2 coaches £360.00 43103 Zugspitzbahn 2 extra coaches blue/white, lights £145.00

#### BACHMANN/LILLIPUT

#### **HOe LOCO'S**

L141487 Austrian U class 0-6-2 tank DRG
L142108 D15 B B Zillertal diesel "Black Beauty"
L142126 O&K Diesel V 13 Rhein Seig Eienbahn Ep3
£138.00
£127.50
£95.00

#### **GOODS WAGONS**

240000 Steyrtalbahn 2 axle "Fassl'wagen" Ep4 £28.00 240001 Zillertalbahn 2 axle "Fassl'wagen" Ep4 €,28.00 240127 Pair 3 axle Olm/s open stake wagons OBB Ep3 £85.00 240128 Pair 3 axle Olm/s flats + stakes OBB Ep3 £85.00 €28.00 245401 OBB 3 axle open wagon with stations Ep4 245410 OBB 3 axle flat wagon with stations Ep4 €,28.00 €28.00 245405 DR 3 axle open wagon with stations Ep2 €32.00 291919 RSE standard gauge transporter wagon Ep3 294231 "Linz" 2 axle van DR brown Ep2 £29.50

#### COACHES

340500 Rake of 3 "Ochslelbahn" 2 axle coaches £84.00 340501 "Zillertal" VS7 and B4 34 driving trailer + €,95.00 coach €95.00 340502 "Pinzgauer" driving trailer + coach Ep6 €32.50 344350 Zillertal, open balcony 2 axle coach red Ep6 344351 Zillertal, open balcony 2 axle coach red Ep6 €,32.50 344352 Zillertal open balcony 2 axle Coach red Ep6 €32.50 €32.50 344353 open balcony 2 axle coach green OBB Ep3-5 344355 open balcony 2 axle coach green OBB Ep3-5 €32.50 £32.50 344356 open balcony 2 axle coach StLB green Ep3-5 £35.00 344357 Zillertal, open balcony 2 axle coach red Ep6 £35.00 344358 Zillertal, open balcony 2 axle coach red Ep6 £35.00 344359 Zillertal, open balcony 2 axle coach red Ep6 344400 DR 3 axle baggage van green Ep2 €49.50 344401 Mariazellerbahn 3 axle baggage van brown Ep3 £49.50 344410 NOLB museum open coach 3 axle Brown Ep5 £35.00 344411 Pinzgauer Local open coach 3 axle green Ep5 £35.00

#### 370401 OBB open balcony 2 axle coach green Ep5 £28.00 BACHMANN NARROW

370307 Waldvietel 2 axle open balcony coach green Ep5 £28.00

#### **GAUGE 009**



391-031 DS Baldwin 10-12-D Welsh Highland Sound	€,245.00
391-032 Baldwin 10-12-D E 673 Sid SR	€.140.00
393-025A Bogie Covered Ambulance Van WD Grey	€35.00
393-027 Bogie van Lincolnshire coast light railway	
crimson	€35.00
393-029 Bogie Van "Express Dairy Company" Blue	
livery	£33.60
393-050A Open Bogie Wagon WD Grey livery	£23.75
393-051 D class bogie open wagon Nocton Estates	£21.75
393-052A Open Bogie Wagon Ashover L. R. dirty grey	£27.00
393-053 D class Open Bogie wagon Welsh Highland	£25.00
393-055 D class Open Bogie wagon Ashover Light	
Railway	£26.00
393-075 Set 3 2 axle Slate wagons grey loaded	£42.00

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CSD Reihe 324.1 Steam Locomotive HO-023/2

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



K.K.St.B. Reihe 56.41 Steam Locomotive HO-023/7

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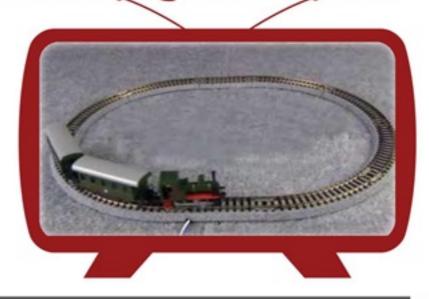


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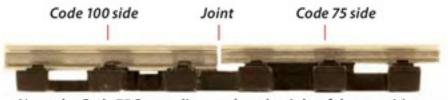
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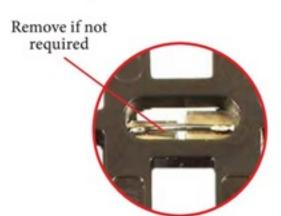
... and remember, if you prefer to model in Code 100 you can still use the Code 75 SL-E199 and move seamlessly between finescale and traditional track using our fully compatible SL-113 Transition Track.



This special Transition Track takes all the hard work out of mixing the two standards on one layout. The Code 100 and Code 75 rails are held firmly in alignment, keeping the tops of the rails level so your trains pass smoothly over the joint, at any speed.



Note: the Code 75 Streamline track to the right of the transition will require between 0.015in and 0.020in packing locally.



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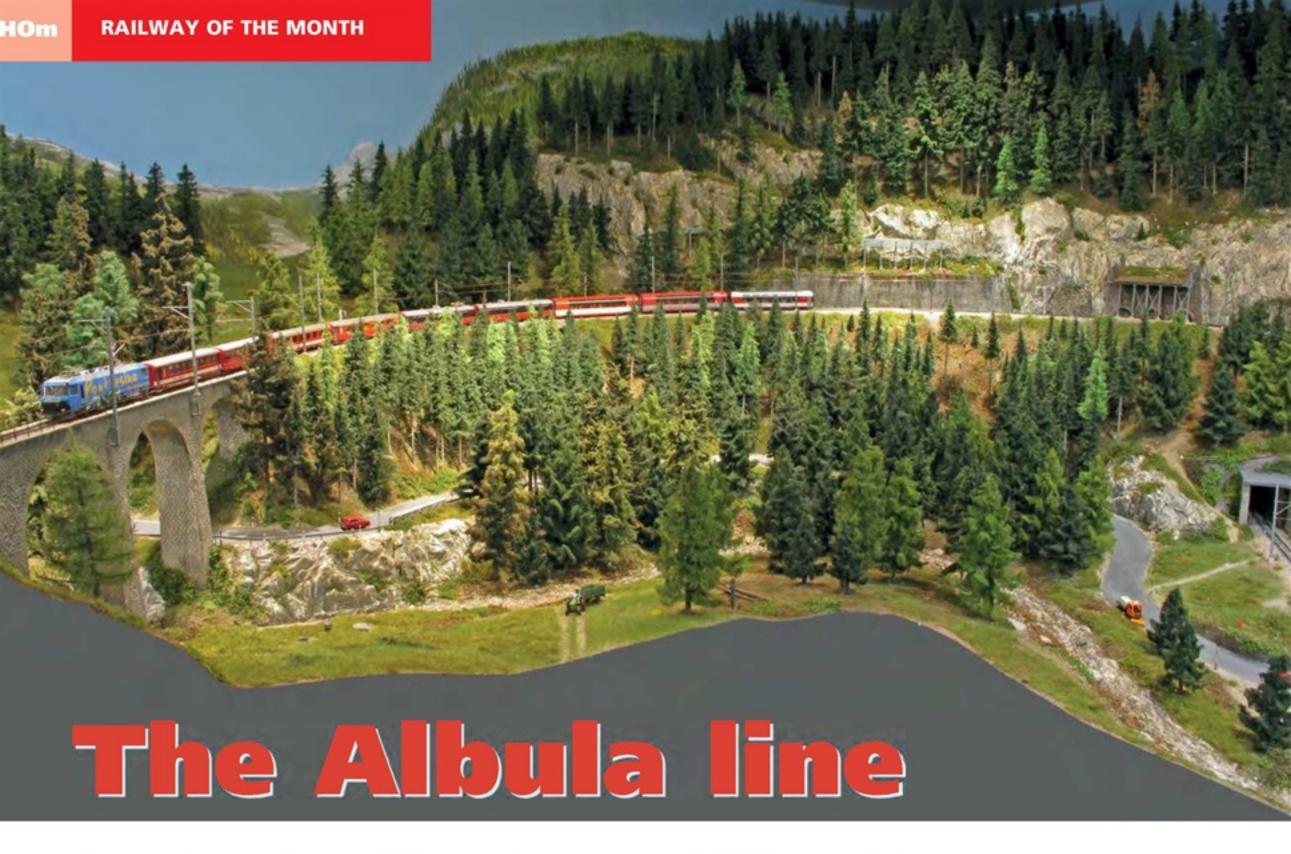
The unit is supplied with the rails pre-wired for a live connection. To create an isolated section, simply cut and remove one or both of the wires.

**SL-113** 

**TRANSITION** 

TRACK (pack

of 4 supplied)



#### A classic section of the metre gauge Rhätische Bahn

**Yann Monbaron** reports on an extensive layout built for Pierre Denis, the third in series of increasingly ambitious installations on the same theme. This first instalment looks at the background and the earlier projects to set the scene.

As often with the passion for trains, it started very young: it was at Christmas at the age of 5 that Pierre first saw a miniature train on an oval of track with a few houses and a tinplate train. This train set had been built by his father and his uncle. He was forbidden to touch it (there were other gifts for him!). A few years later, with the great desire to see these trains running again, Pierre decided to go back to the attic and build a layout with that old equipment.

he birth of a passion

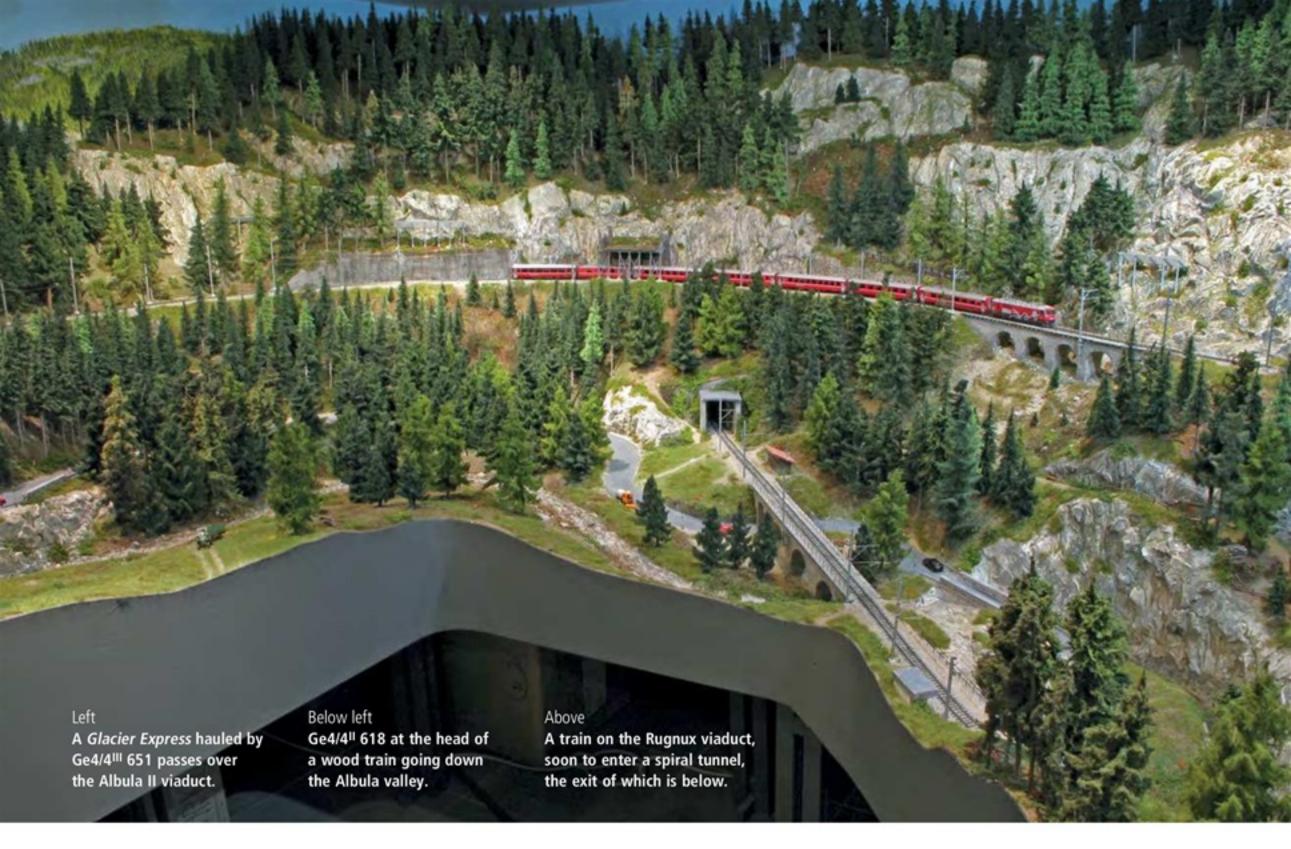
This lasted a few months but he liked the toy aspect less, and as he was not allowed have another train he returned track and the trains to their boxes.

During a school exchange trip to Germany, Pierre dis-

covered Märklin trains which were very easily available in the various toy shops there. The family with which he was staying had a Märklin train set and the children as well as the father often operated it, so Pierre imagined what he could do with a Märklin train and accessories. All this was going through his mind and he hoped to persuade his parents, but the years passed and still no Märklin. Then one Christmas, a friend gave him a Märklin locomotive and three coaches. His parents then offered him a set of track.



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Years later, travelling near the Swiss border, he saw a poster for the Swiss Museum of Transport in Lucerne where a model railway exhibition was taking place. He decided to visit and discovered HOm, as Bemo and Ferro Suisse presented layouts showing off their products. That was it – a dream come true. He was impressed by the level of detail and the quality of the operation. That evening in the hotel, he started to draw plans, and this was how the first layout started, in his house in Rueil.

#### Below

A busy time at Filisur – on the right, an Allegra unit bound for Davos, while on the left the Ge4/4<sup>III</sup>-hauled service to Chur can now depart as the train in the other direction has arrived.

#### The layout in brief

Theme: Rhätische Bahn Albula line

- Filisur, Landwasser, Bärentritt, Brombänz, Cruschetta.

Scale: 1:87 (HOm)

Room dimensions: 7.5m x 8.5m

Track and points: Peco, Shinohara (Bemo),

Walter Weiche Number of points: 72

Point motors: Tortoise, Viessmann

Signals: Microscale

Catenary: Art & Web (Ueli Tscharner)
Foliage: GPP, Noch, MiniNatur, Heki
Trees: Silvia Decor, Faller, Uwe Teichmann

Backgrounds: Didier Lemaitre

#### DCC

Central unit: ECoS (ESU)

Point decoders: SA-DEC-4-DC (Littfinski DatenTechnik)
Signal decoders: LS-DEC-SBB and LS-DEC-DB (LDT)

S88 feedback: RM-GB-8-N (LDT)
Number of feedback contacts: 126
Interface PC <-> s88: HSI-88 (LDT)
Reverse loop module: LK 200 (Lenz)

Train control software: TrainController Gold 8

(Freiwald Software)



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Top
The Rueil layout was analogue
DC with section switches.

Above The goods yard section of the first freelance layout.

Below The passenger platforms and the station building.



#### First layout – Rueil

Not being a handyman, Pierre asked friends to help him. The first contacts came through Pierrot Venant, from the well-known Clarel model shop, who put him in contact with Jean-Pierre Laurent, who was interested in the project. A few meetings allowed them to finalise the layout plans. Pierre had very little involvement in the actual construction because the premises were relatively far from his home.

One of the benefits of HOm is the ability to use fairly tight curves (around 50cm radius) without it appearing to be a toy. Helical ramps, hidden or visible, can be employed without spoiling the landscape, since they are realistic.

The room available was 6m by 3m. It was necessary to have an access door, so two large helical ramps were installed either side of the door.

Unfortunately, in saving space Pierre went overboard packing in the features – a main station, sidings for passenger stock, a freight yard, two passing stations, a large sawmill, the Landwasser viaduct, a cement works, etc. He never went to Switzerland to see the sites, and just assumed that Switzerland was chalets and fir trees ...

The basic commercial trees used at first looked more like bottle brushes, and did not help the result, although adding some better quality trees at the edge of the forest did improve the overall appearance.

To run the trains, analog operation with several transformers was used. The track was divided into sections with three-position centre-off switches to make it possible to operate the trains. All the points were controlled manually. Later Heki electronic modules were installed to allow an automatic block system which made it easier for the operator.

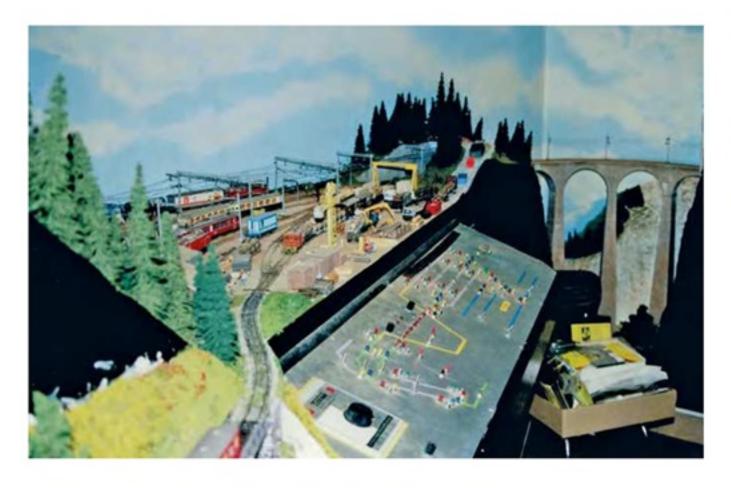
The layout was ready in the spring of 1989.

#### Second house, second layout – Crespières

The new house had room for a layout, so Pierre was able to be more directly involved. However, because of the amount of significant work that had to be done on the house, it was about two years before he could turn his attention to the new layout. He was able create space by transforming two garages and thus gained about 36m<sup>2</sup> for the layout. He determined not to repeat the mistake of piling up too much scenery. Also, to get a good idea of the sites to be built, he mad several trips to Graubünden, armed with his cameras. He also visited the specialist model railway exhibition in Bauma where he was able to meet practically all the craftsmen and small suppliers involved in producing Swiss trains. He is decided to look for specialised craftsmen for the scenic elements to make up the locations he wanted to reproduce: Filisur station with the Grischuna hotel, a small village of a few houses, various different typical viaducts, tunnel portals, etc.

In 2006 most of the work on the house was finished, and it was time to open the boxes. An additional trip to Switzerland was organised along with the person who was to build the basic of the layout. Another friend with electronics experience was to take care of the wiring, and programming with WinDigiPet, working through Uhlenbrock DCC equipment. He had a good knowledge of it but he came to regret it later ...

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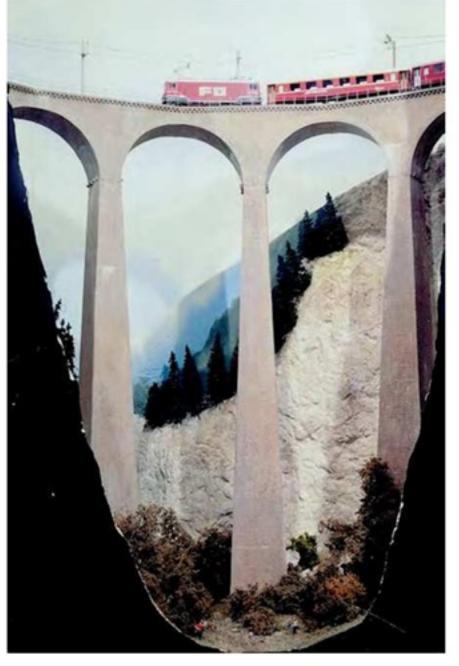


Top
The exit from the station
and the wood transfer area.

Above
The first layout was detailed
... perhaps too detailed!

Below
A Ge6/6<sup>I</sup> 'Crocodile' and others in the loco depot.



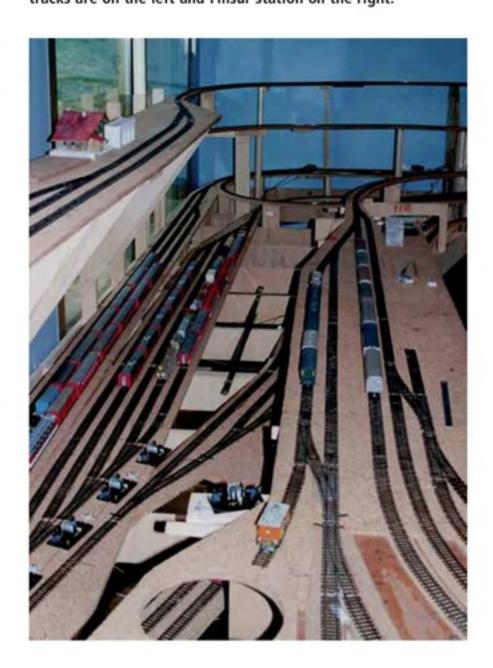


Above

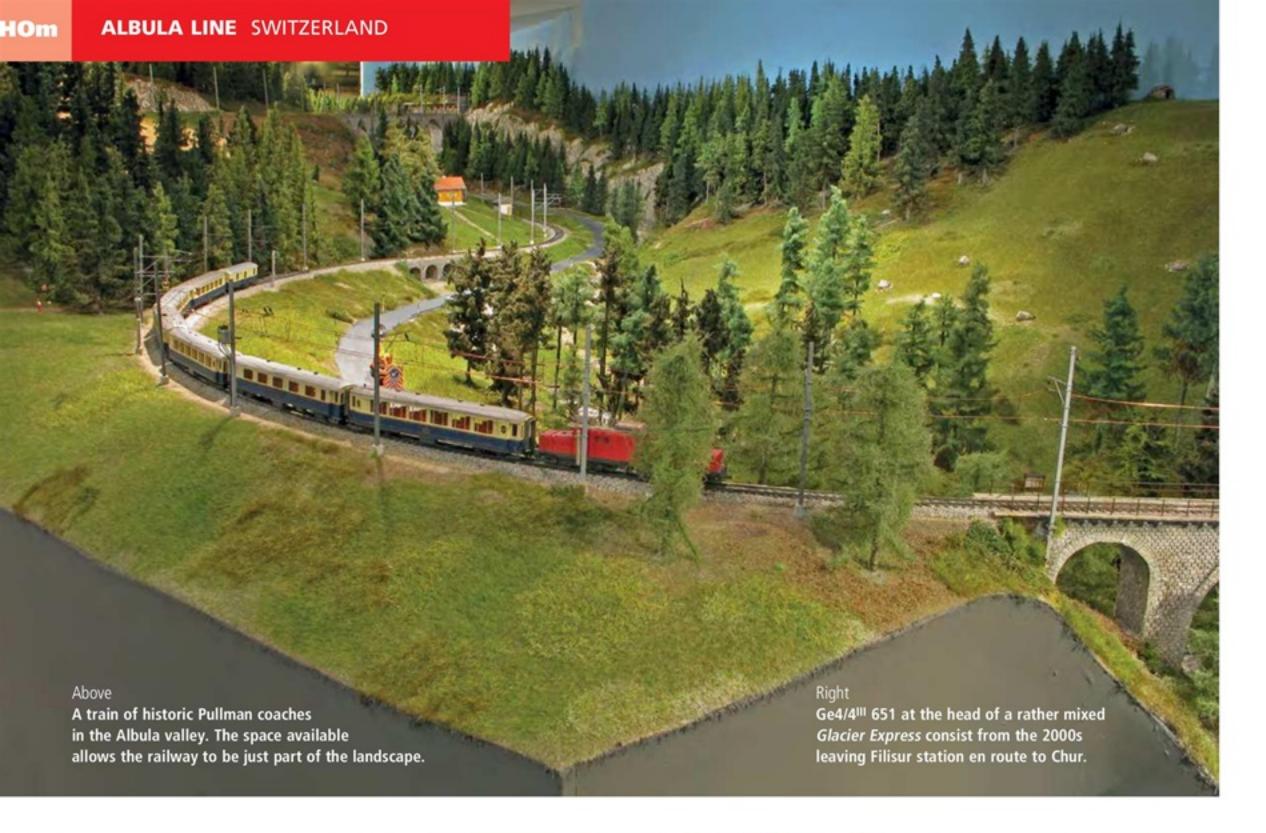
The Landwasser viaduct fascinated Pierre from the start, so it was logical that it appeared on the first layout.

#### Below

The Crespières layout under construction: the hidden storage tracks are on the left and Filisur station on the right.



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**Boyd Misstear** hopes that those who run fixed multiple unit consists might find this servicing bay suggestion of interest.

Photographs by the author.

## Servicing bay

#### An ingenious solution for modern image modellers

he challenge Without causing damage, how do you carefully service the new sophisticated 'fixed' multiple unit consists (in any scale/gauge) now being offered commercially market that have complex couplers and are not designed to be readily disconnected? Some manufacturers are offering modern models with sophisticated - and fragile - inter-vehicle couplings that may not be easily separated once joined due to their wiring looms. Unfortunately these are sometimes not designed to withstand the stress generated when separating units. So how do you easily and safely extract a closely-coupled 'fixed' consist from the layout onto a servicing workbench to receive attention? For two, three, and perhaps even four coach lengths in HO it is possible with two hands to carefully lift it off (providing there is no overhead catenary!) from an accessible siding and place it on a bench, but

the danger of dropping, twisting, or breaking increases with the number of vehicles. And once on the bench, how do you rotate in unison without causing undue stress?

#### **Background**

When deciding on the position for my modern BLS Tunnel Intervention Centre (see CM March 2017), space constraints were amongst the challenges to overcome. After all, the layout never started out with a grand comprehensive plan but was initiated by the desire to get back to model railways after a hiatus of many years focused on a busy married life with children, demanding employment involving frequent overseas assignments, and so forth. Time and finances did not permit, as many will know. But eventually the opportunity and encouragement arrived to start a new layout.

Below

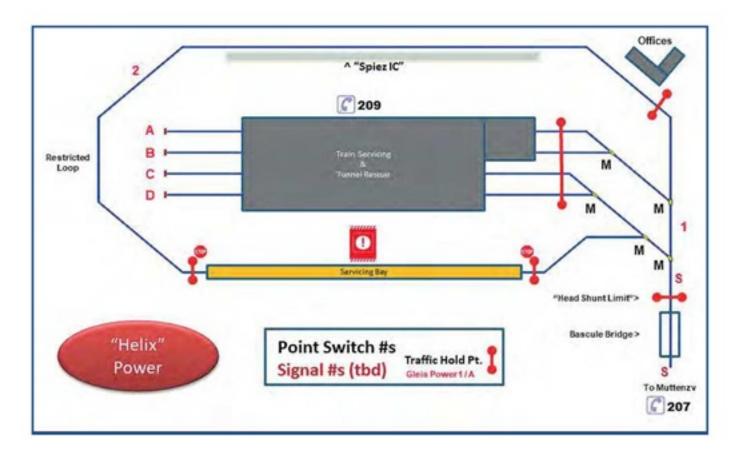
A representative consist entering the lift-out section.



Seeking inspiration, and wanting to focus on European railways, I read the description of Bahnbetriebswerk Mayfeld by Peter Martin in the June 2002 CM. Here was a way to start simple, housing multiple generations of equipment as a museum, with the opportunity to grow should the flames of enthusiasm be ignited! Unbeknown to Peter, he should take credit. One board has led to a second, and so forth. As teenagers departed the home nest, the 'land grab' technique was quietly employed – i.e. use the space and ask permission afterwards!

#### Research and thought

There are commercial products which enable train consists of varying lengths run into a holder that can then be carried and or stored, sometimes as a display. While expense may be one limiting factor, they also do not allow access for maintenance to all parts of the consist. The top is straightforward even as units are on the layout, but what about sides or, even more importantly, underneath for wheel cleaning, fixing a bogie, mounting couplers and so on – no easy task. Or when need arises, separating units and dismantling for full internal access.



Above Tunnel Intervention Centre schematic diagram.

Below Planning sketches.

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#### 'Light bulb' moment

While working on the positioning of the Tunnel Intervention Centre, a building that is approximately 2m long, I determined it would be really helpful to have an reversing loop (albeit tight radius) around the building (see diagram). To achieve this it would be necessary to extend the width of the existing shelf. But instead of extending the shelf width to accommodate the loop track as it ran down the long side of the building, I could make this into an easily removable lift-out section. This would facilitate much simpler access to the building and vehicles on the four long sidings within. Then came the proverbial 'light bulb' moment: why not use the lift-out as a multiple unit transport and servicing bay?

#### Phase 1 - lift-out bridge

My layout is located in our basement, and one thing layouts do not like is variation in climate, specifically humidity, if constructed with 'living' materials such as wood. Humidity must be carefully controlled; it is normally sufficient to keep changes within certain parameters, ideally perhaps between 30-50%. If it is too low, you are in danger of causing harmful static discharges between human and model, and if too humid, dampness can affect electronics and (in severe cases) induce mould and creating a habitat for small creatures.

So when constructing lift-out sections with a wood (pine/ poplar) base, the sides take on a three-way role – protecting stock from falling off, stopping or at least minimising any warping, and last but not least acting as locating 'pins' or guides at each end to hold the lift-out bridge securely in place. Mounting the wooden track base roughly in the middle of the sides where possible has proved to meet these three important criteria.

With cedar lengths available in my scrapbox for the sides, I chose to maximise the length of the lift-out so a long consist can be accommodated.

I normally lay track on a sound-reducing base, but in this instance it has been omitted to simplify close fitting. A simple two pole plug/socket wire loop was fitted to connect power when in place, and an optional LED was felt helpful to remind me when power is connected. Isolating sections were made in the track either side of the lift-out to prevent accidents while the bridge was away at the servicing bench.

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The construction was tested and trains happily negotiated the lift-out bridge.

#### Phase 2 - from bridge to servicing bay

Once the lift-out was completed, thoughts moved to achieving the servicing aspect, namely:

- 1. How to 'lock' in a consist without damaging fragile parts.
- How to transport to the work bench without the train falling out.
- Once on the work bench, access to the sides and more importantly underneath.
- 4. Reverse the process and return the unit to the layout easily and safely, with automatic re-railing?

A mock-up of sufficient length to accommodate longest



coach (315mm) was constructed using foamboard, cardboard, styrene strips of varying widths and thicknesses, and (to hold everything together) T shape art pins (which come in varying lengths). This proved to be a very valuable exercise and resulted in the decision to leave the cork roadbed off the bridge as it introduced some unhelpful height unevenness.

To assemble the mock-up, more rough sketches were drawn to consider the following aspects:

- How to secure vehicles without damage in both lift-out and inversion modes.
  - 2. How to re-rail after an inversion.
- Not to interfere with through train operation when the servicing bay is being used as a simple bridge.
  - 4. Easy storage of any removable components.

My layout uses Märklin C-Gleis (three rail) and this complicated matters compared to two rail when it came to achieving the best re-railing after servicing.

Taking each of these aspects in turn:

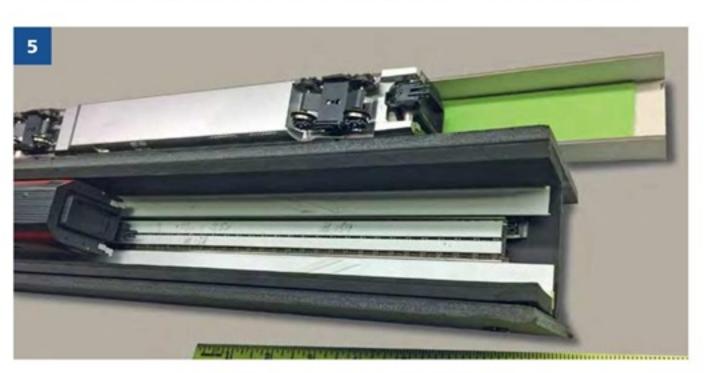
1a. For lateral fit I decided to use firm foam glued to the inner side walls, choosing very carefully the thickness that would allow free through train movement and also secure an inverted U shaped hood or lid that would be placed over the consist once it had been driven onto the lift-out section. Mock-up showing the bridge, track, and lid concept.

 Inserting styrene strip sides to aid re-railing when stock was turned the right way up after servicing.

 Re-railing remained something of a challenge.

 Part of the solution was to refine the thickness and height of the outer guides.

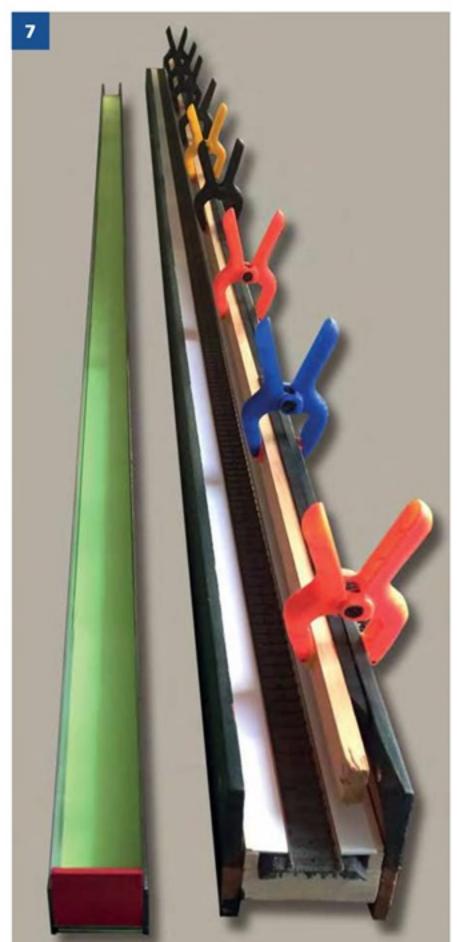
Extra strips were added inside the rails to help guide the flanges. Two strips were used to allow separate adjustment each side.











The lift-out lined with foam and the U-shaped lid. The foam thickness was carefully chosen to allow for the sides of the lid.

7.
Assembling the lift-out and the lid on a flat surface.

 A fixed position end stop, held with a long bolt and wing nut. The tube is the centre of a till roll.

 A floating end stop, secured with an elastic band.

10. Fixed and floating end stops.

Hinged sides were considered but discounted as adding complexity. The hood, like the base bridge, needed to be absolutely straight, rigid, light, and fit snugly but without interfering with the small details or catch the pantographs of electrics and restaurant cars. While for the mock-up it was firm cardboard and foam, the eventual solution for the U shaped lid to fit over the consist and bridge sides came in the form of a piece of discarded aluminium shower door frame found in a friend's renovation discard pile. The measurements were very close in suitable width and length and experiment helped to choose the firm foam thickness for the inner lining of the sides and roof.

1b. The mock-up demonstrated the importance of secure ends. I put a coach on the bridge, placed a lid on top, then lifted – only to realise I had a 'runaway' and was about to see a prized piece of rolling stock fall out of the end and smash on the concrete floor. Removable ends were critical. Inspiration came while collecting groceries in our local market. The checkout assistant apologised for a delay as she needed to change the printer roll, and I realised it could be sized perfectly to act as removable ends for the bridge.



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1c. To secure the lid to the bridge, the issue of holding without undue pressure had to be considered. Not all consists have the same height even though to a common loading gauge. I decided on flexible bands but rather than simple elastic bands, which tend to decay and loose strength, by experimentation hair band loops were chosen. Linking two or three together achieved the desired length and 'firmness pressure'. I made up a number to match the length of the servicing bay with one about every 15" or so. This proved to be a simple workable solution and to date not one set of bands has had to be replaced because of stretching.

1d. After carrying the protected servicing bay to your work bench, inverting, removing the hair bands and lifting the bridge base off exposes the underside held snugly in place by the lid, making servicing. If uncoupling is necessary, it can be done carefully without undue strain on the interconnections.

1e. Once servicing is completed, with the end stops in place, the process is reversed and the inverted lift-out bridge can be placed carefully over consist, the lid and base reconnected using the hair bands. The servicing bay is then turned upright, carried back, put in place, hair bands are removed, lid lifted off and stored (simply hung under the lift-out bridge), and track power connected. The servicing bay has now reverted to bridge mode!

2. If the train it is to be able to move off the bridge under its own power after being replaced, it must be re-railed. Achieving this required very careful measurements of the roadbed, rail height, skate clearance (for three rail), and the varying tyre profiles of NEM compliant equipment. For three rail I used angled styrene between the rails and along the sides with strips of angled styrene to guide the wheel 11.
The lid is held very simply with elasticated straps.

The lid is also fitted with

an end stop, which also

holds the sides square.

flanges back off smooth sides into the track well. For two rail, commercially available in-track re-railers should work and would be simpler.

3. Having got the re-railing working, when the unit was returned to the normal bridge run-through mode, a small snag was discovered. Some locos intermittently lost contact with the rail as the tyre, not the flange, was riding up by a tiny amount on the styrene side surface which as placed to facilitate re-railing. The amount proved to be minuscule when measured, yet sufficient to cause the unacceptable intermittent running. Just having a slope which encouraged the rim to find its way back to the rail was not enough; the styrene had to be fractionally beneath rather than level with the top of the rail top. Here we are talking thousandths of an inch. Talk about the devil being in the detail!

4. Finally, where to store the lid and removable end stops? By simply slinging the lid beneath the bridge and locating the two end stops with the one bolt and elasticated strap in a suitably positioned container, salvaged from packaging.

#### How the servicing bay is used

- 1. Drive a train onto the lift-out section/servicing bay.
- 2. Place the lid on top.
- 3. Position the fixed and floating end stops in place.
- Using the elasticated straps, wrap over the lid and attach to the sides.
  - Disconnect the track power and verify LED extinguished.
- Isolate track power to both bridge approaches (whether automatically or manually)
- Making sure the destination workbench is clear, lift the whole servicing bay off carefully.
  - 8. Position on workbench.
  - 9. Invert whole unit and release the elasticated straps.
- Lift off the inverted bridge to expose the securely located inverted consist offering easy access.

When finished, reverse the procedure.

#### **Dimensions (adjust to suit)**

Bridge lift-out: length 207cm, height 7.5cm, width 6.5cm (external).

Lid: length 207cm, Height 2.5cm, width 4cm (external).



#### Lessons learned

Has the servicing bay proved useful? Absolutely, and on more than one occasion.

It would have been very difficult otherwise to service a consist without separating the vehicles with possible detrimental effects. In another instance having the servicing bay enabled me to test the whole consist connected, find easy access to a hatch in a driving trailer, exposing a decoder where a wiring fault was readily identified and fixed. The whole consist was back working on the layout within 30 minutes without having to separate it.

It is very important to keep both bridge and lid as light as possible to avoid unnecessary pressure on the vehicles within. If doing this again, instead of using wood I would seek out light but strong aluminium as an alternative material. It should work equally well if not better achieving strength and linearity.

#### **Materials**

Timber and screws, or aluminium

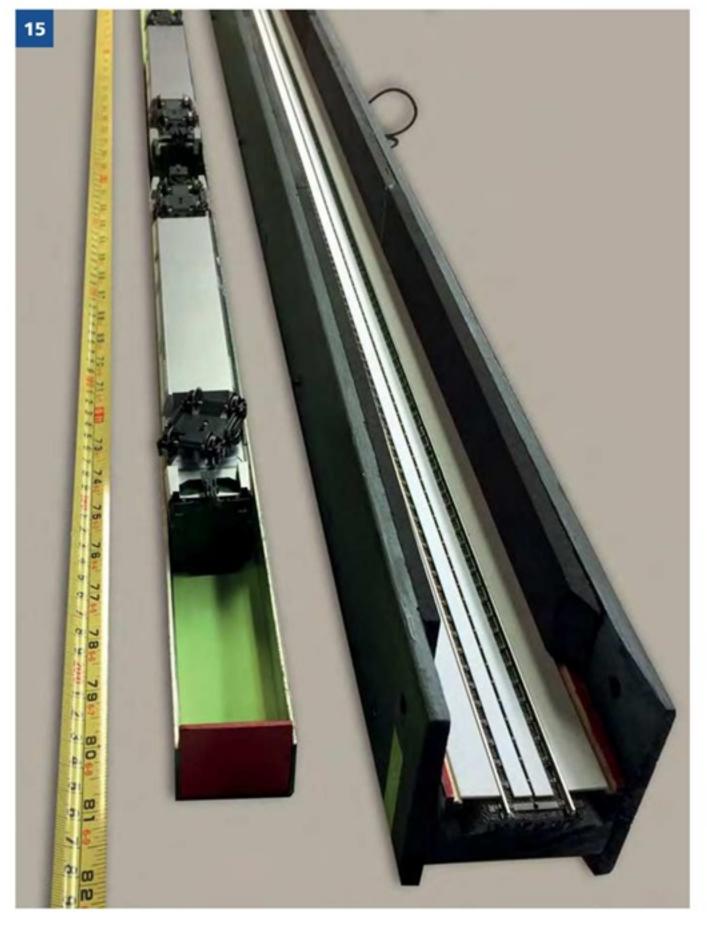
Firm foam sheets, size and thickness to suit,

from craft stores

Hair bands – Scunci or similar Aleene's Original Tacky Glue all purpose adhesive (or similar foam-friendly glue)

Evergreen or similar styrene strips Track, wiring, LED + resistor, paint





13.

A typical train entering the lift-out section/servicing bay. Note the lid simply stored by being hung underneath.

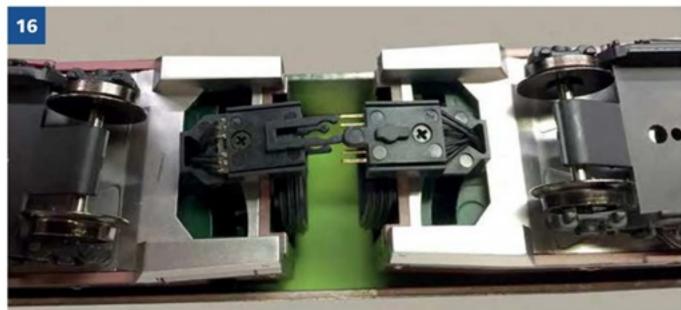
14.

It is the complexities of couplings like these on modern stock, on close-coupling mounts and often with electrical connections, that make it useful to handle a train without separating them. 15.

On the workbench, the train is held safely in the lid while any work is done.

16.

With stock inverted it is much easier to work on couplings and wheelsets.



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When a 5m x 2m room became available at home,

**Pim de Moed** of the MSC Driebergen took the opportunity to create a new layout. Photographs by Evert van den Born, unless noted otherwise.

### 's Gravenhage Centraal

The atmosphere of Dutch railways in the 1950s

ecause the number of residents in my house has fallen considerably in recent years, due to children leaving home, etc., a room 5m by 2m became available. My wife agreed that I could build a layout there. The space was thus determined. The only thing to think about was what to build in 1:87.

The Dutch railway photographer Luud Albers took many

Amsterdam Central Station is of course far too big to build in a room of 5m by 2m, so a compromise had to be made to try and achieve the atmosphere of a large station in the 1950s and 1960s.

Below A 3700 class 4-6-0 is at the platform with an express, as a 5500 class 4-4-2T arrives with a local.



As far as I am concerned, the elements that determine that atmosphere are:

- a station building with overall roof and an old gate to the platforms.
- three platform tracks and a through line under the roof.
- a signal box with signal gantries.
- electrified tracks with overhead wires.
- bridges over roads and canals.
- viaducts over the railway.
- backs of houses.

**JUNE 2020** 

- a city wall with gate.

Because space is limited and the chosen theme of a large urban station requires a lot of room, only the railway and its immediate surroundings are shown on the layout. The city is depicted with a narrow strip of half-relief houses against the background, and the station building is just the façade on the platform side.

#### Substructure, background, and lighting

The base consists of three modules constructed from 12mm plywood. As a result, the layout could be moved if necessary, although I did not intend it to be exhibited. The three modules have a background, painted white with a light blue area at the top, and a valance with fluorescent tube lighting.



#### Above

NS 4-4-2T No.5555 was built by Werkspoor of Amsterdam (works number 156 of 1905) to a Sharp, Stewart design for the HSM; it was the last of the class, in use until 1954. At the far platform is a Mat '24 'Blokkendoos' set, one the of the first series of NS steel bodied electric trains.





#### Track plan

The plan includes a double track main line and a single track main line. In addition, there are various sidings for goods wagons and passenger carriages.

A through track, mainly for freight trains, also runs under the station's overall roof.

At both ends of the layout, all through tracks connect to a single circle of track that runs along the walls of the room. A removable section across the door makes the model railway room accessible without bending down.

The track is Peco Streamline code 75. In some of the points, the plastic tiebar mechanism has been replaced by a brass wire and the point is operated by a servo under the baseboard. This looks very good but is susceptible to failure.

#### Station and overall roof

From 1863, railways in The Netherlands were built by the state. Not only the tracks but also the stations and other associated buildings were built by order of the state. The overall roof is a standard design that was widely used in state railway stations. These could be found at The Hague SS and Arnhem, among others. Under the roof there was usually room for two platforms and three tracks. Within the area covered by roof there is a goods lift and an elevated walkway for transporting goods, mail, and luggage to the platforms. Passengers must use the underground pedestrian tunnels.

The station building that is just visible behind the roof is the old Arnhem station which survived the battle in September 1944 but was completely destroyed during the liberation in April 1945.

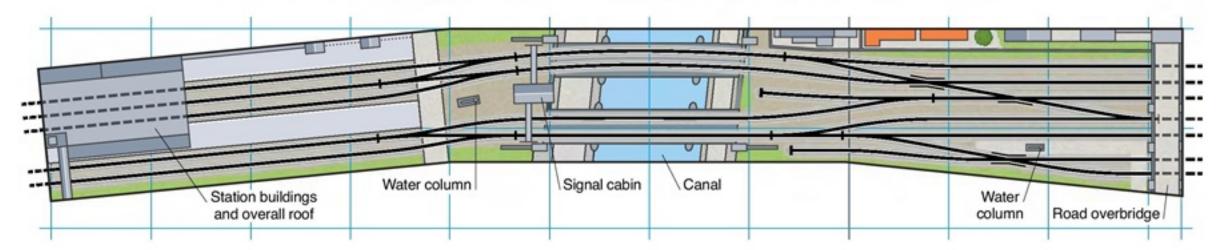
Along the platform is a wall and two gatehouses with an entrance gate. This was from the early days of the railways when a station was a closed area which you could only enter through a guarded gate. The platforms have now been extended and the gate has been taken out of use.





#### 's GRAVENHAGE CENTRAAL

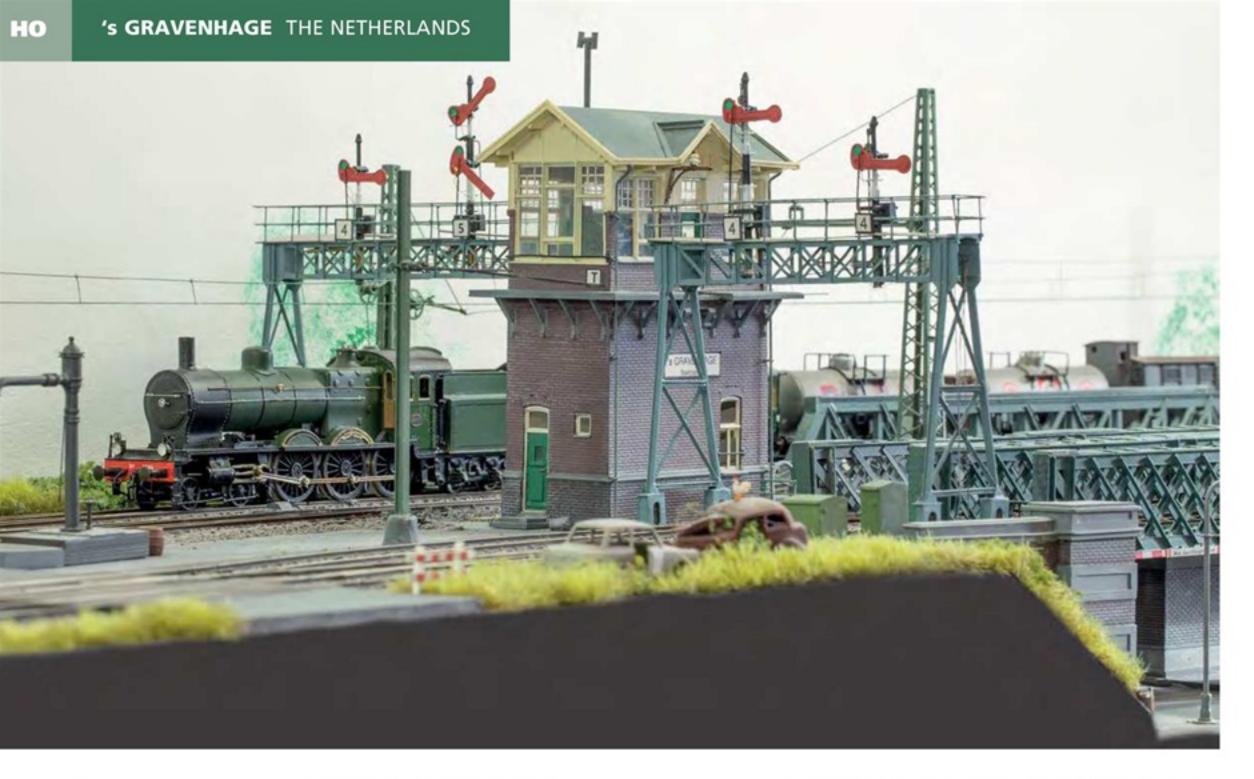
Overall dimensions: approx. 340cm x 50cm. Each grid square = 30cm x 30cm.



384 CONTINENTAL MODELLER







Above

NS 4-6-0 No.3737 comes off the bridge with a goods and passes the signal box flanked by signal gantries.

Below

The scratchbuilt signal box has a fully detailed interior.

#### Signals and signal gantries

The signal box is located approximately in the middle of the tracks, with signal gantries on either side. These gantries carry the signals that control the departure of trains from the station.

Small shunting signals are arranged between the tracks, to regulate the movement of vehicles in and out of the station. These 'shunting stop lanterns' have an orange cross and a

black arrow and are made of plastic sheet. The plastic block has a print of the orange cross and the black arrow. There is a miniature LED in the lantern; the white plastic and paper allow sufficient light to pass through.

The signal box and all the signals were scratchbuilt. The signals and gantries were made of brass sections. The signal box is built into the bridge abutment, and was made of Slater's Plastikard; it has a fully furnished interior.





The signals are operated by wires and springs that are connected to servos under the baseboard. The signal lamps are illuminated with small incandescent bulbs, as I found the light from LEDs to be too white.

#### Overhead catenary

From 1924, railways in The Netherlands began to be electrified with 1,500V DC, with double heavy copper contact wires. In large stations, the contact wires were often hung from wire crossbeams mounted on large truss masts at the side of the trackbed.

On the layout, these spans are made using Viessmann masts carrying cables of 0.5mm thick steel wire from Sommerfeldt. The contact wires should be as thin as possible, but strong enough so it is possible to run with the pantographs touching the wire. The contact wires are made of 0.3mm bronze wire, tensioned with springs. This gives a nice fine construction that is relatively sturdy.

#### **Bridges and canal**

Trains enter the station on steel bridges over a canal. The bridges have been laid over the canal at different angles, to create a more interesting picture with regard to abutments and pillars.

Many photos from books and the internet were collected for the design. Based on these photos, a design was drawn that fitted the track.

There are models of two truss bridges and two girder bridges.

Lattice bridges are made up of many steel strips riveted together to form a beam that resembles the bars of a fence. It is an old type of bridge that was used a lot in the early days of the railway construction. I scratchbuilt these bridges with strips cut from 0.5mm Slater's Plastikard. The strips were glued together with ordinary plastic solvent (Faller Expert).

The abutments and pillars were also made of 0.5mm Slater's Plastikard, surfaced with brick and trimmed with dressed stone embossed plasticard. The abutments were painted with matt Humbrol colours. The bridges were painted with Revell satin finish paint.

The water in the canal is simply a board painted dark brown with three layers of transparent boat lacquer on top. The ripples in the water were formed in the wet paint with a brush.

A system of wooden barriers was installed to prevent ships from hitting the bridge piers.

On both sides of the watercourse are roads with a limited clearance height (3.5m).

#### Above

The roads either side of the canal have limited clearance under the railway bridges. Photo: author.

#### Below

The backs of the houses alongside the railway were modelled following prototype photographs.



The end of the layout on the right is masked by a masonry viaduct and a steel bridge, both made of plasticard and coloured with Humbrol matt paints.

#### Houses and city gate

On the right of the layout in the background there is a piece of historic city wall. In addition, there are a number of building backs, often a feature along the track in urban areas.

The gate and two houses were based on a 19th century painting by Jan Weissenbruch. The story goes that he painted the outside of the gate on the inside of the city wall; I have reversed that on the layout.

The other houses were recreated from Luud Albers photos.

#### **Trains**

The layout is mainly operated with Dutch equipment, mostly ready-to-run models from Roco, Fleischmann, and Artitec. There are also models made from kits by Model Loco and MK Modelbouw.

All locomotives and multiple units are equipped with DCC decoders. Older locos and units which did not come with a socket for the easy installation of a decoder can usually have one installed with some simple soldering; several sites on the internet offer advice on how to do this.

For control I use a Roco Multimaus.



Above

Apartment blocks alongside the line.

Photo: author.

Below

An 1100 class Bo-Bo electric, in original condition and livery, has taken over the express.





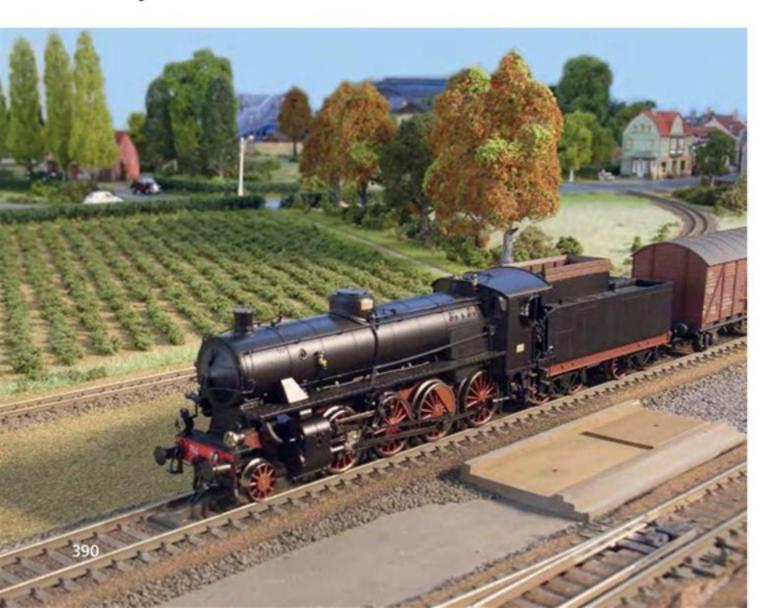




**Warren Miller** describes his layout, a flexible generic setting built to accommodate a range of rolling stock from around the world. *Photographs by the author.* 

### The romance of rail travel

A layout with a difference



Stations without names, a lack of signalling, a suspiciously flat landscape, and trains from many countries: my layout would fail most of the criteria of modellers who seek to recreate a specific place and time, but it gives me a lot of enjoyment, as well as prompting memories of rail travel over the years.

#### Layout design

The objective of the layout was primarily to provide an environment to run my varied collection of trains in a plausible setting. Since I have collected trains of numerous nationalities and eras, the layout could never aspire to represent a specific place or time. In fact, it is more easily described by reference to what it is not, rather than what it is! It is not a re-creation of any specific town or region, though the buildings have a European, perhaps French, flavour. It does not facilitate operation to a timetable or pattern that represents real railways, and there is limited scope for shunting. Light engine movements between the loco shed and main line are possible, but that is about as complicated as it gets.



#### Above left

At the station is a vintage New South Wales class 17 with a train of non-corridor 'dogbox' coaches. The station building is the Jouef 'grand gare'.

## Below left An Italian Gr.744 2-8-0 (Rivarossi) heads into the country with a freight train.

Above

Indian stock at the station – a WP Pacific in the main platform, while on the narrow gauge a Darjeeling C class Pacific waits to depart while porters hurry along with passengers' bags and a B class 0-4-0T sets off back to the shed.

The main aim is to allow the 'romance of rail travel' to be captured in model form.

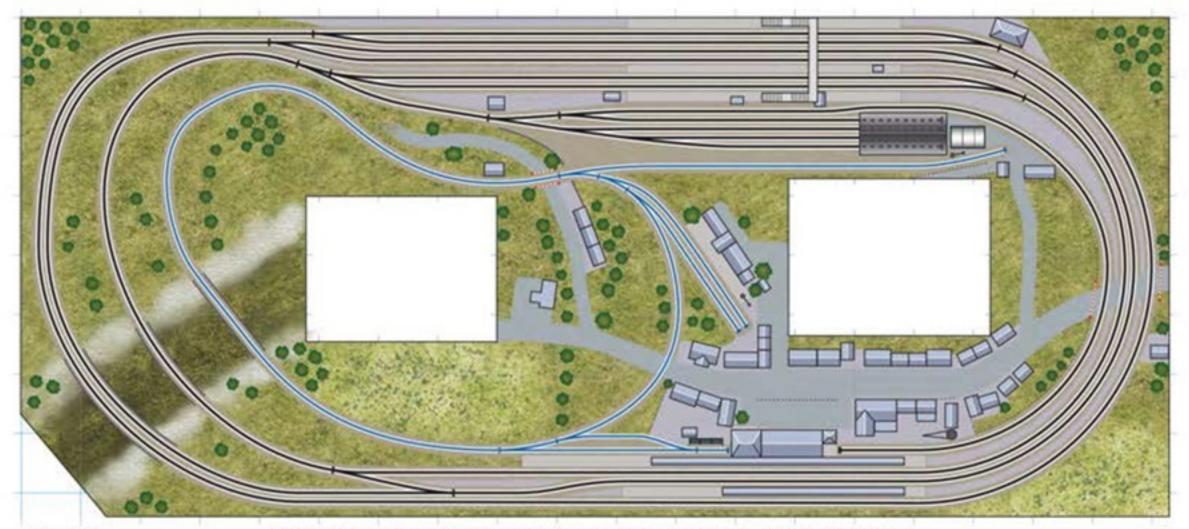
Thus the track plan includes three main line circuits: a double track main line with a relief line in one direction. There is a main line station at the front, and each track has a loop at the rear of the layout, long enough to hold the longest train I am likely to run (a nine car Lima 'Cisalpino' set).

The outer track is run counter-clockwise (left-hand running) and the inner two tracks clockwise.

The loco shed is accessed from the inner circuit, and also has a line leading to a bay platform in the main station.

I have some Darjeeling models, and German narrow gauge models, so a 9mm narrow gauge line has been included, running from the main line station to a narrow gauge terminus, but with a connection back to the main station to allow a continuous run as well as end-to end. The narrow gauge line also has a branch into the loco shed.

The layout has two openings in the middle that give access to the back and right-hand corner.





In the absence of a permanent backscene, it is fun to try and superimpose suitable photographs. Here a mountainous background has been provided for the town square and station approach – appropriately French as it is from Plan du Var on the Chemin de Fer de Provence.

#### Below

The town centre includes a little light industry beside the line, and a main street running past the station forecourt. At the station a New South Wales 36 class 4-6-0 arrives, while an express hauled by a 38 class Pacific moves off past a waiting freight headed by two 45 class diesels. The local train just pulling in on the far track is hauled by a 30 class 4-6-4T.



Above

Several of the buildings have interior details where this can be seen through large windows. The Jouef 'Hotel du Départ' kit includes a nice interior which benefits from lighting.

#### Control

I happily run trains on DC as I could never convert my large collection of locos to DCC. The power is provided by four old (over fifty years!) H&M 'Clipper' transformer/controllers. They get a little warm, and one makes a noticeable hum, but they work well and seem to accommodate all types of motors within their two resistance settings. Each track is powered via a heavy copper cable with power feeds at four points around the circuit.





The main road through the town is crossed by the narrow gauge line at an unguarded crossing. Services on this line are infrequent, and the train travels very slowly with much whistling. Here a Darjeeling Himalayan train brings traffic to a halt. The B class loco is a Langley kit and the coaches are from Worsley Works etched kits.

#### Below right and below

The station has a buffet on the terrace, and in the forecourt a good collection of (Indian!) taxis wait for business as the Darjeeling C class Pacific moves over the level crossing.



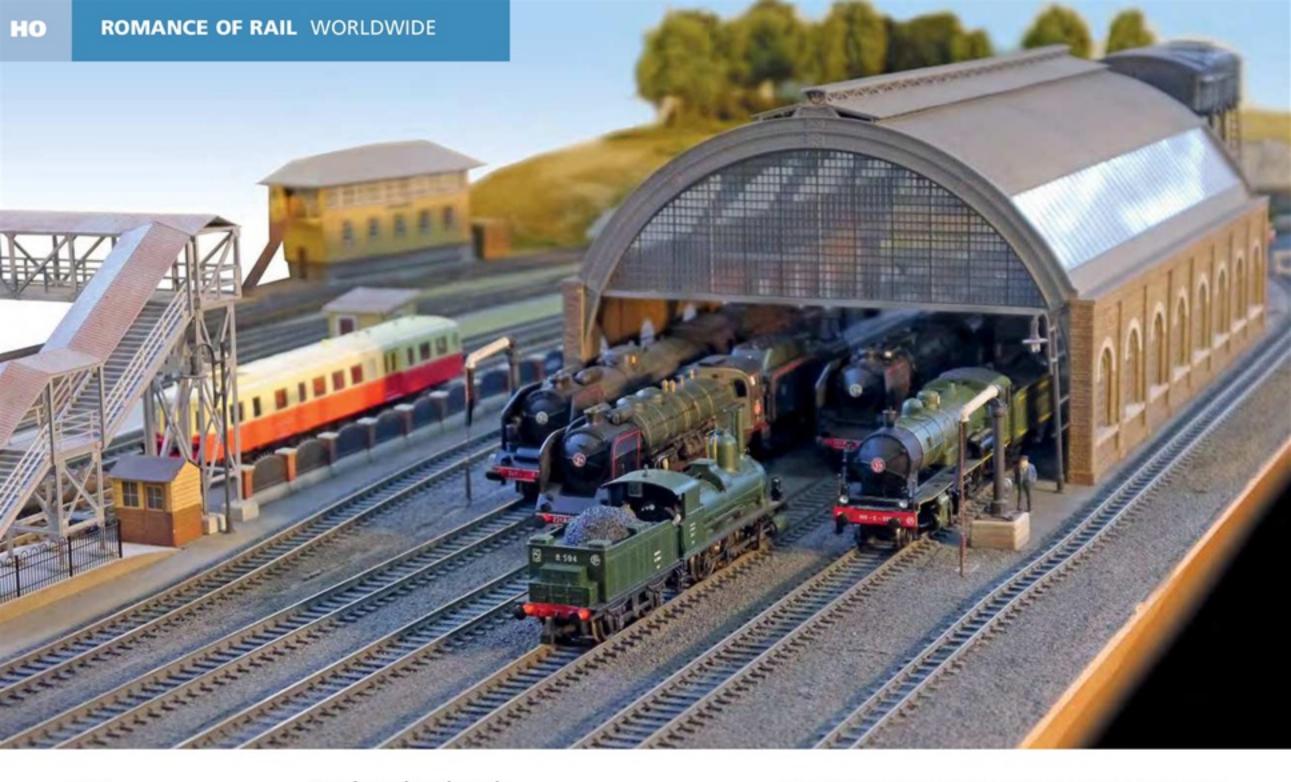
The layout is not sectioned, but the isolating points, with 'dead' sections before each crossover, allow enough facility for trains to change from one line to another. I confess that turning locos and most marshalling of trains is done by hand! However, locos can move from the shed to take up a train in the loops or station.

In hindsight I should have wired all tracks with a common return; at the crossovers from one line to the next, both rails have insulating joints, which means that locos with a staggered pickup (one side on the loco and the opposite side on the tender) will not run across without manual assistance. I may yet do some re-wiring to deal with this limitation.

The layout is housed in a room above our garage, which is upstairs away from the living areas of the house and can be kept closed. Thus dust is not a major concern, though a yearly clean-up keeps it looking reasonably fresh.



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The loco shed hosting a varied assortment of French motive power.

Below

British HO models are rare, but I have a small selection. A brass 'Flying Scotsman' hauling Playcraft coaches overtakes a Lima 4F 0-6-0 with a short freight.

#### Baseboard and track

The baseboard embodies the old fashioned 'flat earth' concept. I was never very interested in, or skilled at, landscape scenery, so the layout is recognisably of the 'table top' variety, mostly on 9mm five-ply on 19 x 40mm timber frames. The layout is accessible on only two sides, so there are two access voids to get at the more distant parts, all within a (stretched) arm's reach. Clearance to duck under the layout is 970mm.

The layout is 'permanent', but to facilitate any future need for dismantling: it consists of six separate boards, bolted together and supported by a ledge on the wall on two sides and legs elsewhere. The track is laid across the baseboard joins without breaks, but would be cut for dismantling. Importantly, where the wiring (and there is a lot of it) runs

under a baseboard joint, plug & socket connectors are used so that dismantling and re-assembly would not involve re-wiring.

The track is Peco Streamline, laid on Peco foam underlay – a surprising choice for a 'serious' layout, perhaps, but I had no enthusiasm for ballasting by hand despite the realism this brings. I also like the quieter running that it gives. After tracklaying, ballast was glued along the edges of the foam ballast and the finished track, rails and all, was sprayed with brown track colour. This gives a fairly good appearance without the labour of ballasting by hand.

For the narrow gauge line, however, I was obliged to add ballast by hand, foam underlay not being available for that track. I initially laid the narrow gauge track directly on the baseboard but found that the noise level was quite high. The solution was to lay the track on strips of thin closed-cell foam sheet, of the type used in packing fragile items, and then ballast (by hand!) using acrylic PVA glue. The result looks good and runs quietly.

#### Scenery

The scenery on the layout requires some 'suspension of disbelief' on the part of the viewer. It is not too bad in the town area, but the near-flat countryside combined with the deep gorge spanned by three bridges is a bit improbable. The shallow hillsides and cuttings are the usual styrofoam slabs carved and covered with plaster gauze and scenic material – nothing surprising there. I wanted a dramatic bridge, and the Faller 'Bietschtal' kit was perfect. To fit it to a curve I had to shorten it a little by removing the centre two sections of the girder framework, and skew the approach spans a by a few degrees to give a curve. I subsequently realised that the prototype is actually curved as well – Faller had 'straightened' it for model purposes and my modifications had returned it to nearer the original.



## Right An SNCF 4-8-2 races an express through open country. The superimposed background may eventually provide the basis for a permanent backscene.

#### Below

The New South Wales 17 class sweeps around the curve approaching the station as an ancient class 19 0-6-0 potters along the branch. Beyond the trees a game of pétanque is being played – who knew it was popular down under?!



The rock walls of the gorge are a mixture of Noch stonework and handcarved plaster, with a dry seasonal river bed of gravel and boulders. If it reflects anything in reality, it is probably the Khyber Pass! The proliferation of railway bridges across the gorge can be explained as an original single line bridge which was replaced with a double track bridge when the line was upgraded, the old bridge being retained as a relief line. In the background a lighter narrow gauge bridge carries a branch line which heads off from its terminus at the main line station to a rural destination.

The foliage and bushes are the 'usual suspects' (lichen, foam, etc.) and some are simply placed on the layout and not glued down, which allows easy cleaning or refurbishment.

In some areas, rather than attempt to replicate the natural landscape, I have taken the middle course of modelling agriculture. I find setting out long regular rows of some nondescript crop (grapes, cabbages, or whatever it may be) is much more achievable. In the approach to the loco depot, I have simply opted for waste land, with some rocky, sandy ground.

The absence of a backscene reflects the difficulty in finding one that does not clearly look like the Swiss alps, English countryside, or anything else that is too specific to a given area. Also, many backscenes challenge the laws of perspective unless viewed from the correct direction. I will probably opt for something showing very distant countryside and low hills, but I may have to paint it myself.



**Peter Smith** shows how he enhanced an excellent Lenz model of a BR64 2-6-2T. Photographs by the author.

## Weathering a steam loco

#### Creating even more realism with techniques for any scale

resisted buying a Lenz BR64 2-6-2T for a long time after it first appeared: the first batch, with riveted side tanks, came and went; then the version with welded tanks came out and they were selling well too. The problem was that I already had a Kiss model of the class made to 1:43.5, while the Lenz loco is 1:45, so I would not be able to run them together. I looked at the Lenz 64 but I was strong, and resisted. For over a year ...

Then I reasoned it would be good to have a back-up in case any of the other locos on my Schwachhausen layout developed a fault. It would be good to have one steam loco with the Lenz automatic uncoupling. It would be good ... I could find lots of reasons why it would be good, but the truth is I just wanted one: it was such a cracking model!

The BR64 was the first steam loco Lenz produced after doing several diesels. It was the perfect German prototype to choose because almost any layout can justify one. Following the consolidation of the independent state railways into the Deutsche Reichsbahn in 1925, new standard locomotive types, the *Einheitsbauarten*, were designed to replace many and varied older types and one of the first in this plan was the BR64. Between 1928 and 1940 520 were built by most of the locomotive manufacturers in Germany.

The loco was capable of a top speed of 90km/h in either direction so was widely used on passenger trains, but it was equally at home on freight, particularly on branch lines. The locos could be found all over Germany until the last ones were retired from service in 1974; twenty are preserved, and they are ideal for tourist lines.

The model has all the features already introduced on the diesels – working lights, digital sound, remote uncoupling, electronic power storage to allow for momentary power loss, superb running, and excellent detail and finish.

However, as with any proprietary model it is clean and shiny as though it had never been steamed: fortunately that is not difficult to put 'right'.

Hardly anything needs to be added to the loco in terms of detailing, but (unlike the diesels) it does not come with a crew, so a set of Preiser figures was purchased. To me that is a good thing as the figures in the diesels were pretty rudimentary and needed replacing anyway.

However well it is done, moulded coal always looks like plastic, so some real coal needs to be added to the bunker when all the other work on the loco is finished.

It is possible to remove the Lenz couplings and use scale ones, but on *Schwachhausen* the pleasure of using the automatic couplings outweighs their appearance. Even Lenz have not yet worked out how to make scale screw couplings automatically uncouple themselves!

Adding crew and some coal is fine, but the loco still looks like it is in a museum. Locos in service never looked like this; it had to be weathered. My Kiss model is quite clean, so to Below

Before and after weathering

– well, almost! On the left,
a pristine Lenz model;
on the right, a Kiss model,
lightly weathered.



provide a contrast I had a look through my books to find a colour photo of a really grimy BR64. I found just what I was looking for in the MIBA book *Das Dampflok Bw.*. Locos on branch lines were kept fairly clean but my layout is very much urban so I can get away with the odd really mucky engine, which as fortunate because I love weathering them. The MIBA books are a superb source of pictures like this.

If you cannot find a colour picture of exactly the class you are modelling, do not worry, just use something similar.

The weathering process does not take long and does not need any fancy tools or materials, just some old paintbrushes and some Humbrol matt enamel paints. I use acrylics for most jobs these days, but they dry too quickly for weathering; the enamels give you time to work the paint before it dries. Then it is really just a case of copying what you can see in the picture.

Locos in service were never black; that is one thing that spoils 'straight from the box' models – they are black when they should be various shades of grey. As soon as the loco left the paint shop, the environment was working on it, the sun bleaching the paint, the rain running down it, the smoke, steam, and heat affecting the surfaces. Add to that the crew clambering over it to get to the sandboxes, to oil it, coal it, and water it, and the colours soon begin to change.

The red underframe on German locos was introduced by the DRG in the hope the cracks would show up better than on a black painted surface but by the 1960s this was a forlorn hope as so much of the red was covered in grime. The wheels and chassis became oily, coal dust stuck to the oil, grime from the track was thrown up as the loco was running until there was not a lot of red to be seen until the loco was cleaned again. Our models have to reflect this reality if they are going to look convincing.

There is a simple way of knowing whether this has been achieved or not: photograph the model. If it looks like a model in the photograph, it is not right, if it could be mistaken for the real thing, you have cracked it. I defy anyone to take a picture of a model straight from the box that could be mistaken for the real thing.

Achieving this is not so difficult once you have plucked up the courage to have a go; obviously you do not begin with a nice new engine, you start with some old wagons until you are confident with the technique and gradually move up to doing a loco. The method, though, is exactly the same.

I do almost everything with the paint; I have tried chalks, powders, crayons, you name it, but I always come back to the simplest materials, enamel paint and old brushes. The brushes need to be old ones because you are going to ruin them by the time you have finished; brand new sables would do the job perfectly well but it is not very economical!

Some people use an airbrush but to me the finish is too smooth and even; with brushes you get that subtle variation that makes all the difference. Brushes are cheaper too!

When I weather a loco I do not dismantle it; the weather works on the whole thing, not parts of it, and the model needs to be treated as a whole. If paint gets on the wheel treads it is easy enough to clean it off with white spirit before it dries and then give the treads a polish once the job is finished. The wheels themselves need weathering of course, as does the valve gear.





#### The chassis

I begin with the wheels and chassis as the loco can be held by the body while this part is being painted. The first thing I do is brush some grey over the red. I do not specify which shade of grey because it depends on the finish you want; for a fairly clean engine a very dark grey is suitable, for an older, dirtier, engine the grey gets lighter as the paint is more bleached and faded. For my 64 I used Humbrol matt 32 on the chassis, a medium grey that is ideal for the base coat. The intention is not to cover up the red, but to tone it down. The paint is not applied in the usual way but dabbed and scrubbed into the red – which is why an old brush is best – so

#### Top

The bright red chassis has been toned down and the first paint wash applied over the whole of the body.

#### Above

Building up the effect in areas of more wear and where dirt accumulates.

#### Above

Specific areas of heavier rust have been developed.



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Two pages
Various views of the model
with weathering complete
– a heavy treatment which
may not be to all tastes but

shows what can be achieved.

that it covers the surface but the red still shows though. The finish should be patchy, blotchy, everything a normal painted surface is not. Very little paint is used, worked into the red surface and spread out as far as possible ... the brush can be wiped on a tissue if too much paint is loaded onto it to begin with. The brush is used vertically, with the engine lying on its side on a piece of foam or tissue. The brush should not be too small; I used a Humbrol No.4 for this part of the work. Work in good light, ideally daylight, as there are lots of nooks and crannies that have to be reached. You will find a smaller brush useful for getting behind the spokes to paint the frames – no good having bright red behind the wheels and dirty grey everywhere else.

You may find that the red of the chassis needs to look lighter rather than darker where the loco is reasonably clean but the paint is faded and bleached. For this I use the same technique but with white paint, rubbing it into the red so that it lightens the colour but the red still shows through ... it can at times be almost pink. The greys and rust colours can then be added on top of this in smaller quantities. Very little red remains visible on the BR64 but I did lighten the red of the buffer beams with some white paint to reduce the brightness of the colour.

When both sides have been done – there is no need to wait for it to dry, you are putting on so little paint that it dries almost at once anyway – stand the loco up and treat the remaining red areas in the same way, which will mainly be the buffer beams.

At the end of this process all the red, the wheels, the chassis and the buffer beams should have a coating of the grey paint.



#### The body

With the loco standing on its wheels, repeat the process over the whole body, using a little paint at a time and scrubbing it into the surface so that the black still shows through. I used a slightly lighter grey for this, Humbrol 27. Where there is lettering, work the paint into the surface so that the lettering still shows through; if it does get covered, use a little white spirit to remove the paint and try again; you will not damage the lettering or the paintwork underneath. Even on a very dirty loco like mine the lettering and the loco number show through the grime. As with the chassis we are not trying to put a smooth layer of paint on to cover the black but to tone it down so that it still shows through. The surface should no longer be a uniform colour but very slightly patchy and uneven in tone with subtle differences, especially across large areas such as the tank sides.

After the whole loco has been treated it needs to be given time to dry; it does not take long as very little paint is being applied.

#### Variation

Once the grey paint has hardened off it is time to add a little variation to the colours; again beginning with the chassis and using the same technique, use some lighter grey, some rusty orange, some darker browny orange and a little black to add variation to the chassis and wheels, all the time copying your colour picture. The idea is to use all the colours at the same time, just wiping the brush on a tissue between colours so that they blend together as they are applied. Very small amounts of paint are being added, but they gradually begin to add variations in the colours on the chassis. Do not overdo the rust, just small amounts, as the chassis was generally darker and covered in oil and coal dust. The cylinders can be done at the same time, generally lighter shades here with rusty orange front and rear. On the cylinder sides I used a lighter grey with brush strokes running top to bottom where water runs down. Leave the valve gear for later.

With the chassis done stand the loco up again and turn to the body; using the same colours and the same technique, working the paints into the underlying grey to vary the tones and colours, again referring to colour pictures. Do not overdo the rust – the loco is in service, not the scrapyard – it is just to work into the grey to slightly change the colour in some areas such as the tank tops where water might gather.

When this is finished, again give the paint time to harden off – it will not take long.

#### Valve gear

I now turn to the valve gear which on new models is usually very bright and shiny, which the real thing never was. Valve gear was wiped over with an oily cloth, oiled at all the joints, and of course in just the right place to collect all the muck from the track. I like the red in the fluted rods to show through the grime, but that chrome plated metal has got to go! I use a smaller brush to paint it with Humbrol gunmetal metallic paint which gives a lovely steely finish; this is then weathered as before to tone everything down. Around the joints I dab on some matt black as that is where oil collects, and when the model loco is oiled following all this weathering it will give a shine to this paint at the joints which looks great.

#### Highlights

The loco should be looking pretty good by now, but we need to highlight that lovely detail, which needs a different technique. The loco needs to be standing on its wheels for this as our brush strokes need to follow the action of water running down the surfaces. Using white, cream, silver, and gunmetal paints I dry brush the detail to highlight it and bring it to life. This technique uses a largish brush – No.4 again – and tiny amounts of paint ... the brush is wiped on a tissue until it is almost dry and then it is flicked against the detail so that tiny amounts of paint catch the edges and raised parts. The brush strokes should follow the direction of the running rainwater; never along the cab roof, for instance, but always down from the centre towards the edges. Vary the colours, look at where the real loco has highlighted detail ... silver or gunmetal for the tread on steps, for instance, and white where water has run and lime scale has collected. I must emphasise that these are tiny amounts of paint; we are not painting in the normal sense at all, just catching the edges and highlighting them. The photo I was following showed the top of the side tanks had a distinctive light edge, so this was done by dry brushing light grey, then the same paint as used for the vertical stripe where water had run down from the tank filler, but diluted with white spirit so that it ran down the tank side itself. A little rust colour was painted along this once it had dried.

#### Toning and blending

For this stage I do use acrylic paint, simply because it will not affect the enamels already applied. I give the whole body a wash of diluted Tamiya matt black acrylic which tones down the colours, blends everything together, and settles where on the real thing soot and dirty water would collect. I put it on with a big brush and just let it run down and cover everything, soaking up drips with a tissue where necessary. It dries within half-an-hour.

Finally, a slight departure from how things have been done up to now; to represent the build up of sooty oily gunge around the coupling hook, brake pipes, on the chassis, and so on (look at photos to see where this happens on the real thing) I use black weathering powder stippled into wet black paint so that it forms a sludge which hardens off as the paint dries and looks most convincing.

The buffer heads were painted gunmetal, and then the white rings hand painted ... it does not matter if they are not too neat as the real thing naturally got a bit of a battering.





#### Conclusion

The most important thing with weathering is knowing when to stop, when to stand back and say that is enough – if I do any more, I will spoil it. That comes with experience, so do a little, stand back and look, do a little more ... perhaps take a photo and look at that to see how the model is coming on. With digital cameras you do not have to keep the image – just delete it when the model is finished.

When I am happy with the look of the loco, I mask the cab windows with Blu Tack and spray the whole thing with Testor's 'Dullcote' from an aerosol, a lovely matt finish lacquer which seals everything and protects the paintwork.

The wheel treads will need to be polished with a fibreglass pencil, and then I oil the valve gear to give that nice shine on the joints.

Lastly I added the crew to the cab and stuck a thin layer of real coal onto the bunker top using Evo-stik.

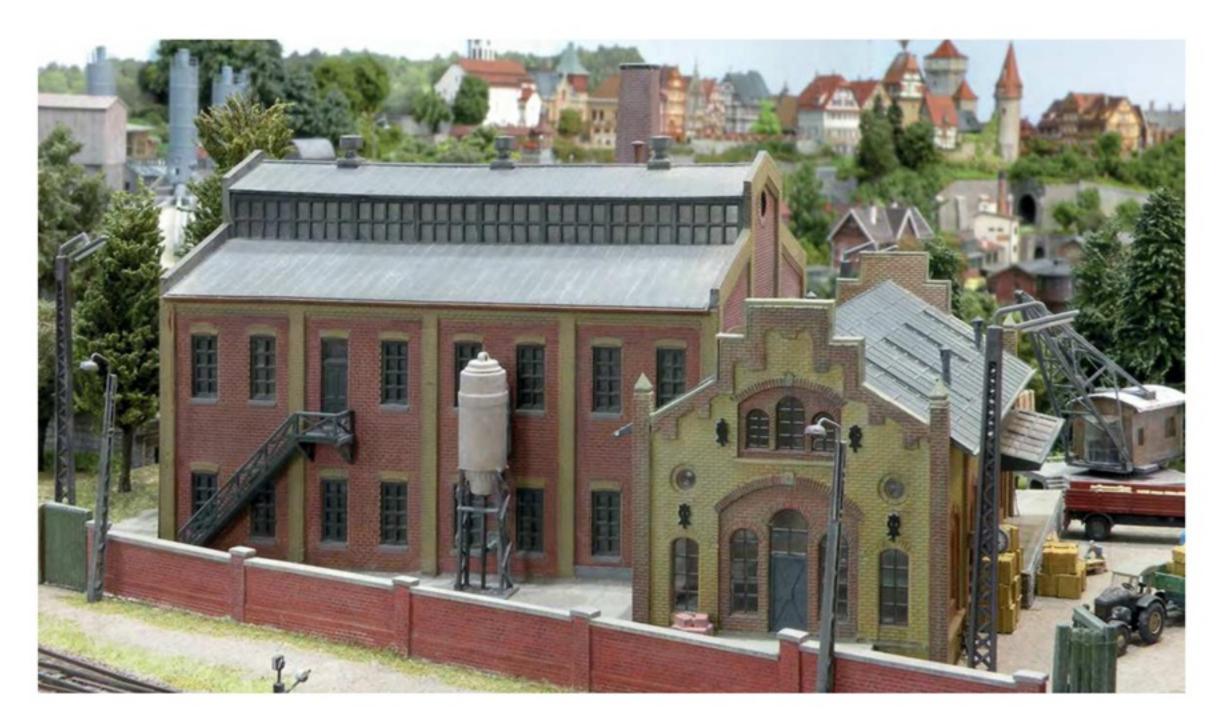
I did not bother dismantling this model to weather the cab interior – so little can be seen it did not seem worth it, and the cab was usually kept cleaner anyway.

I hope the photos show how a loco comes to life as the weathering is developed, and that the finished model looks a lot more like the real thing than it could do straight from the box.





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# Langental to Unterlenningen

2 - Unterlenningen industrial area and Gustavberg



Above

One of the factories in the industrial area adjacent to Unterlenningen station yard.

Above right

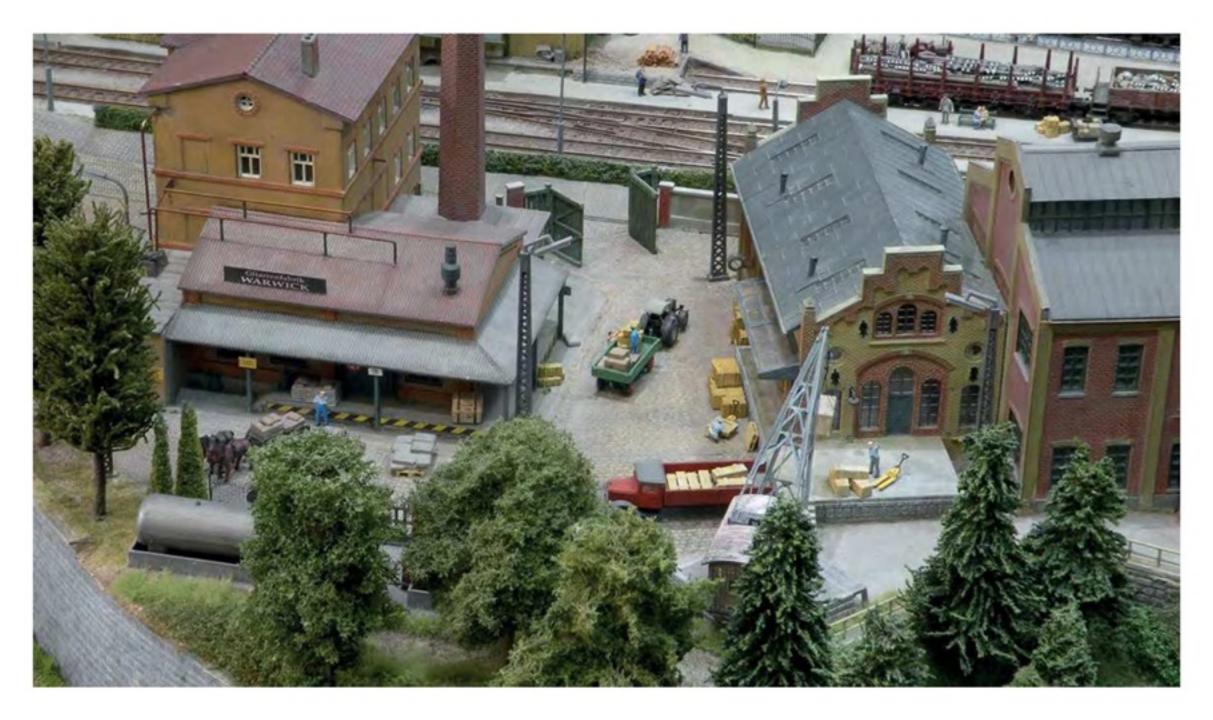
The factory premises seen from the other side.

Left

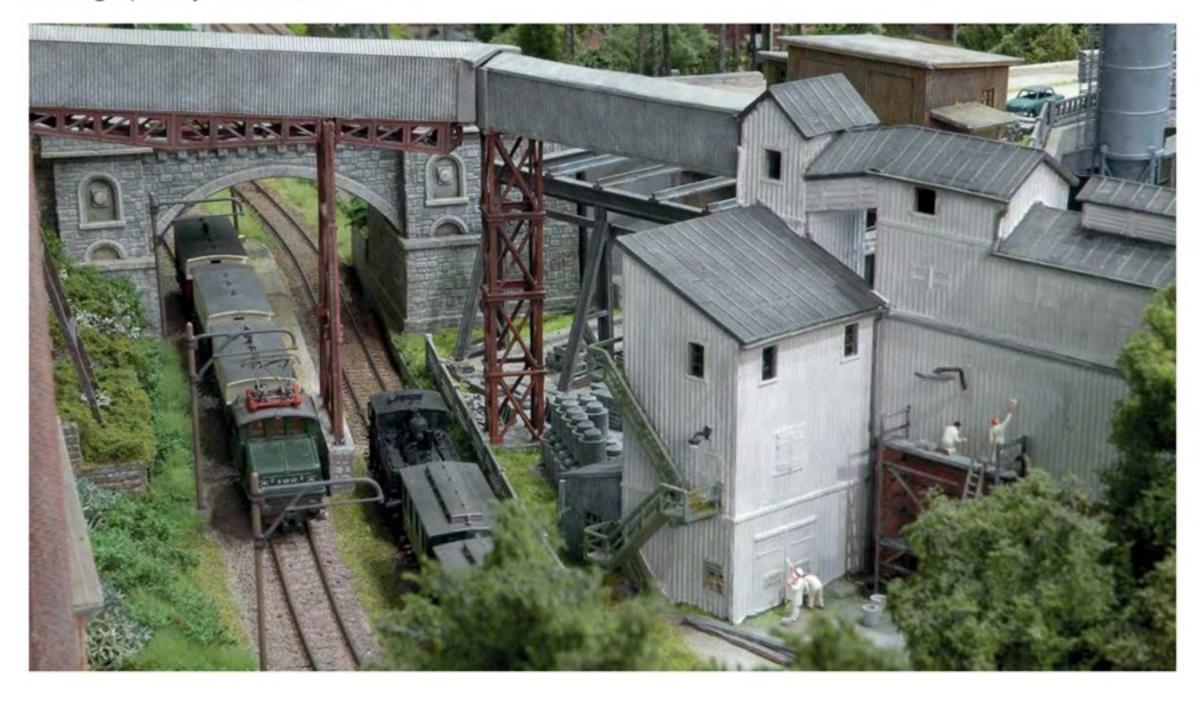
The sawmill is served by a long siding from Langental station.

Right

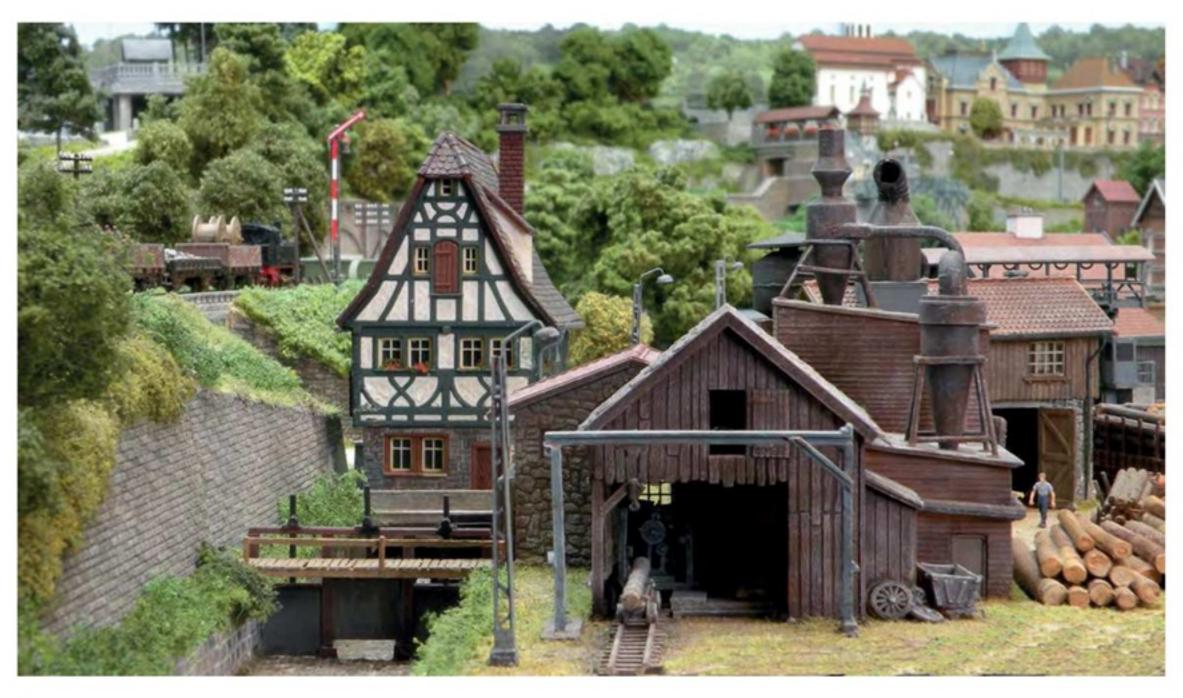
A covered conveyor belt brings stone and sand for the concrete plant. Notice the workers repainting the buildings. Today the electric tram between Unterlenningen and the old town of Gustavberg has been replaced by a small steeple cab loco and coaches.



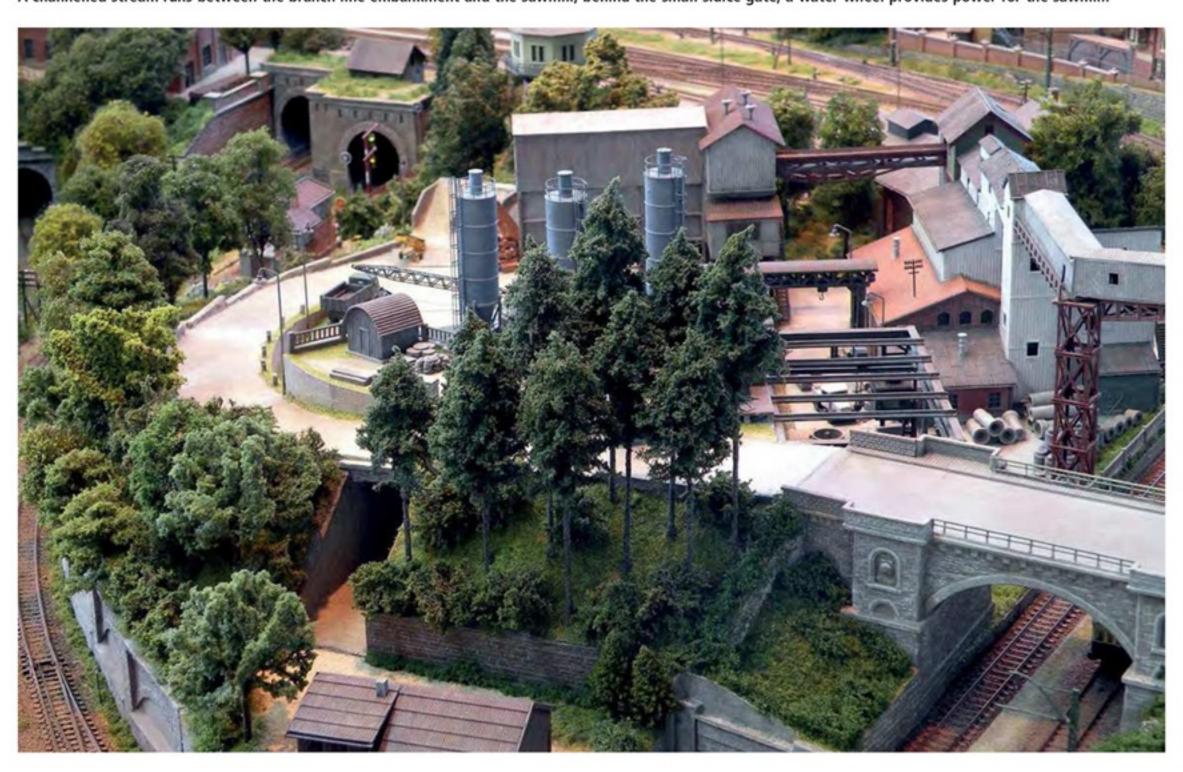
**Paul Peeters** started with a modest layout but designed it for expansion. See the May 2020 issue for a full description and a detailed plan. *Photographs by the author.* 



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Above
A channelled stream runs between the branch line embankment and the sawmill; behind the small sluice gate, a water wheel provides power for the sawmill.





A carousel (from Faller) adds movement to the layout. The city wall was modified from Kibri kits.

#### Left

The entire concrete factory can be removed so that the tracks beneath it remain accessible.

#### Right

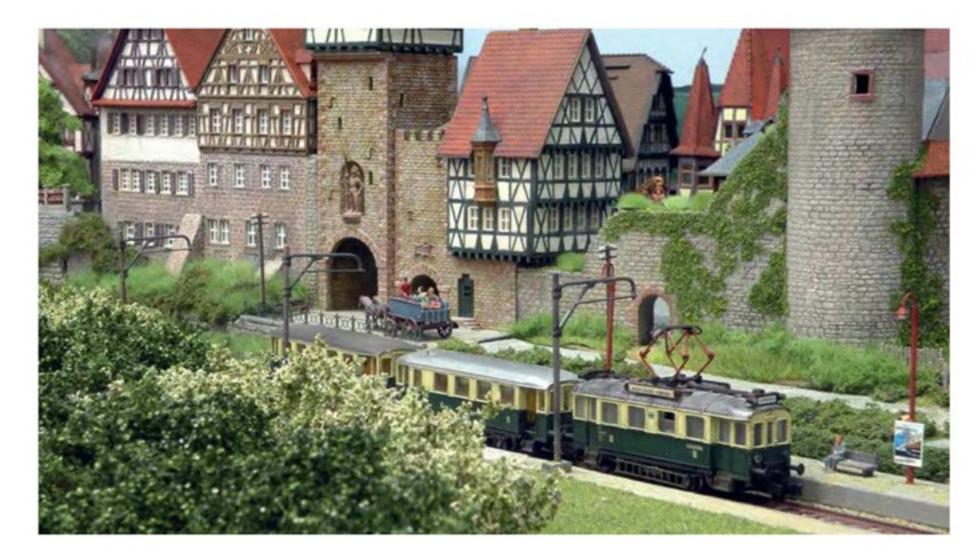
The single track line ends at a simple platform, here unusually hosting a rare loco-hauled train.

#### Below

Outside the medieval wall there are 'newer' houses by the end of the line.







Left
The tram stop is a simple platform by a single line; the tram shuttles to and from Unterlenningen.
Another conventional station with a run-round loop and sidings was planned for this part of the layout, and some track was even laid, but it was changed

to allow greater scope for the old town buildings.

Right

The tram stop at Gustavberg with some of the city wall towers in the background.



#### Below and below right Most of the town buildings are the products of different

well-known brands.

However, in many cases
a lot of modification
has been done so that the
origin can hardly be seen.







This page
Gustavberg market place,
fully detailed even though
behind the station building
and facing away
from most viewing angles.
The maypole has been
'planted' by the fountain.
The 'Alpenrose' band
accompanies the festivities.







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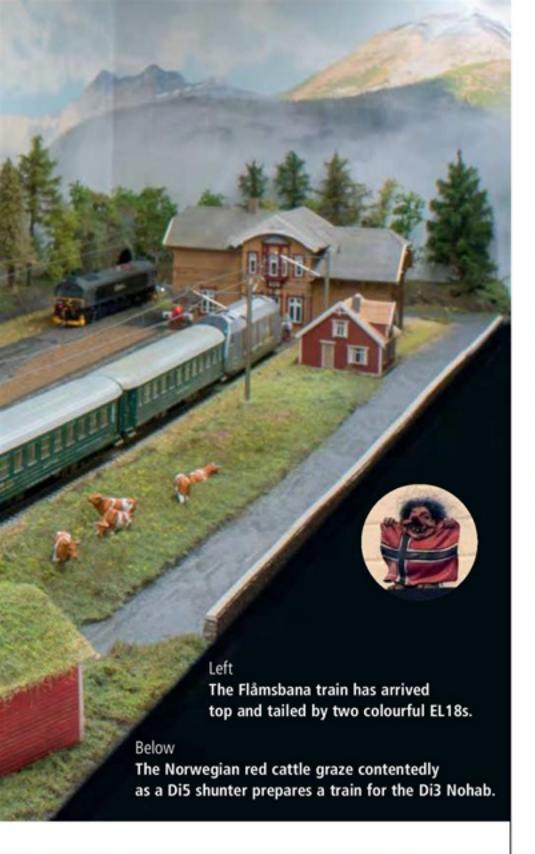
**Mike Carter** continues the account of his new Norwegian layout, commenced in the May issue.

#### Structures

I love building structures, whether kits or scratchbuilding. I thought long and hard about what I would like to depict on Norge. With just fifteen square feet to play with, it was a hard choice of what to model. While on the cruises I had taken lots of photographs of interesting buildings and scenery. I decided to try and populate the layout with examples of architecture from various parts of Norway and not just represent one place – the concept of "all the right notes but not necessarily in the right order", with apologies to Morecambe and Wise.

There are very few kits for typical Norwegian buildings. NMJ have a few on their website but apart from Hell station none caught my imagination. Hell is 30km from the city of Trondheim. ('hell' means 'cave' in Norwegian.) NMJ offer a very nice resin ready-to-place building. Unfortunately, I was only able to obtain the 1950s version which was finished in a drab cream with blue window frames. As I wanted to model the present day, I had to repaint it. I found I could push out the metal windows and save most of the glass (acetate). I sprayed the windows white and the building walls Humbrol 63 sand. I finished the structure by re-painting the frames maroon with Phoenix Precision P116.

With the station building anchoring the right-hand side of the scene, I decided to scratchbuild a scene from Bergen for the left board. This resulted in a shortened version of the Bryggen, which was described in CM September 2019.



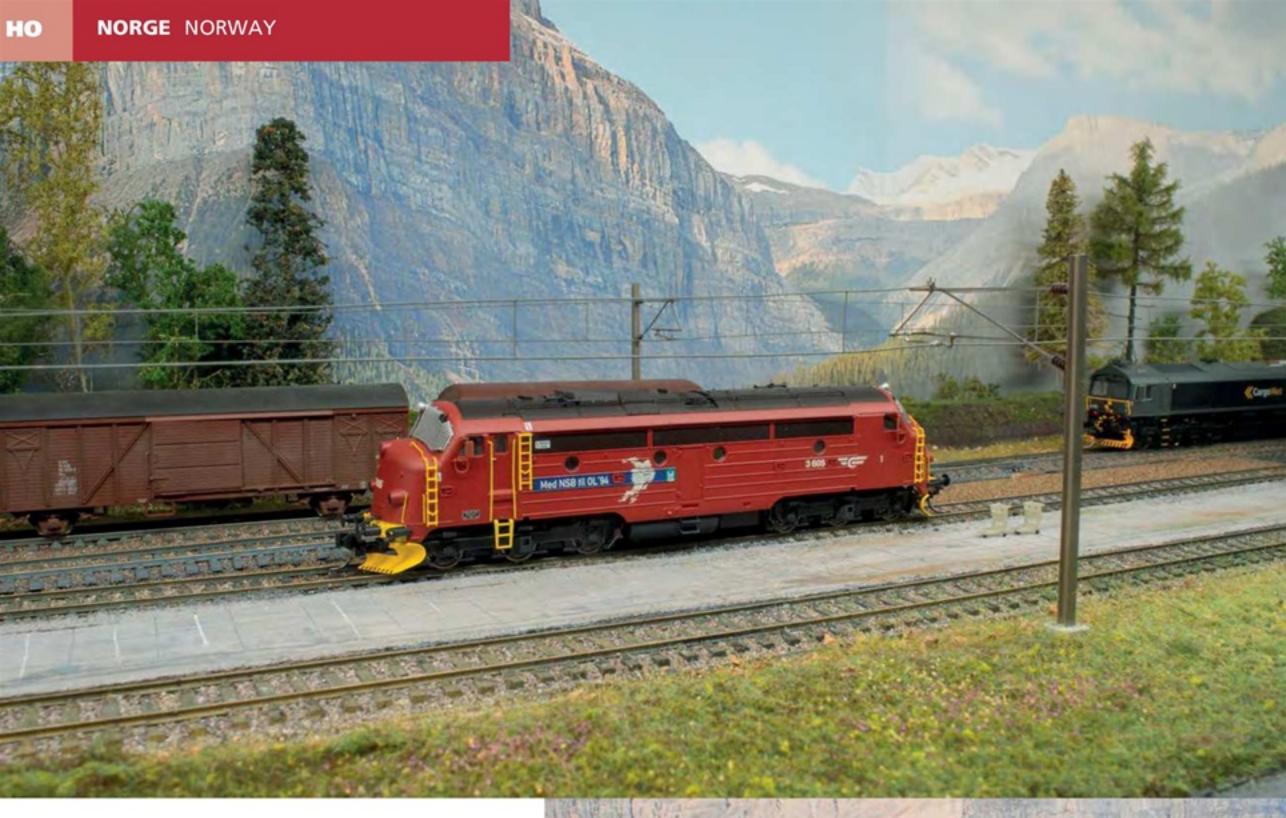


The large station building was a ready-to-place model by NMJ which had to be repainted to bring it to the correct period.

The typical Norwegian house was scratchbuilt from photos.

This features a Magnorail peddling cyclist which is certainly a crowd pleaser at exhibitions. This was built as a self-contained module due to the complexity of ensuring the reliable running of the cyclist. As a result, I had to cut the baseboard with a jigsaw to fit the module. Bearing in mind the module is 12" deep this left only 6" for the track at the rear and a harbour scene at the front.





After some head-scratching, I decided to make the harbour L-shaped with an inlet which I planned to surround with some fishing huts and a lighthouse. This gives it a bigger impact. I cut the piece removed from the baseboard into an L-shape and then glued this into position. This resulted in a frontage of 30" by 3" with an inlet of 9" by 6" – more than enough space for four or five fishing vessels. The gap between the road and the seabed was then filled by some harbour walls. These were made from 5mm foamboard covered with a skim of DAS modelling clay and then the stone walling was scribed by hand. Stone capping was fashioned out of thin card, suitably scribed.

In order to replicate the seawater, I used four acrylic colours – titanium white, cerulean blue, medium green, and black. I painted the deepest part of the water black using a 2" brush. I then stippled green and blue into the black before adding a little white. After this had dried, I stippled on several coats of Mod Podge Gloss-Lustre over the surface. This goes on white but dries clear overnight. Mod Podge leaves the surface sticky to touch and in order to seal the surface I sprayed the entire area with a clear lacquer varnish. This adds a nice shine to the surface. Pilings were made from wooden dowels suitably weathered with an alcohol/ ink wash.

Alesund in Norway is renowned for its colourful art deco buildings. To the left of the harbour scene I decided a row of brightly coloured shops modelled on those at Alesund would look appropriate. Most of the structures in Alesund are germanic in character and I decided to use some kits from the Polish manufacturer Stangel. These kits consist of laser-cut card parts, some thick acrylic for window glass. and some paper tiles for the roof.



Left
GM-EMD diesel power
of two generations –
to the fore, NSB Di3
built under licence by Nohab
(model by NMJ) and beyond
a Class 66, operated by
Cargonet (model by ESU).

The tower on the corner shop was a bit of a problem. As it was much too large for the building. I cut down the walls and formed a new conical tower roof using DAS modelling clay.

These kits are very nice but because of the paucity of instructions and drawings (which show where the parts go but not in what order), they are not for the beginner. What I have learnt is the following:

- a) Leave parts in the sheets until you need them. Some parts are not needed as some of the sheets appear to be generic.
- b) Fit the window sills before adding the windows as it helps to line them up correctly.
- c) The roofs supplied are invariably too large and need to be trimmed to fit.
- d) The doors need to be glued in higher than ground level in order to leave room for the steps.
- e) Paint both sides of each part of the main walls of the structure to avoid any warping.

I added interiors to several of the shops and used Northeastern fish-scale shingles on three of the structures as they are very common in Alesund. I found the acrylic supplied for window glazing was too thick so I used some thinner material instead. Around the inlet are a collection of small huts replicating the little fishing villages so prevalent in the Lofoten Islands. These were kit-bashed from an old Canadian wooden kit I bought on a bring-and-buy table at an NMRA meet.

Further back is the Naco Fisk fish stall. This was kit-bashed from a JL Innovative vegetable stand kit. Naco Fisk are one of the major players in the Norwegian fisheries industry, and I created the signs on my computer.

To complete the scene, I decided to scratchbuild the Kjeungskjaer lighthouse, as described in full in the March 2020 edition.

A Danish Farm kit by Heljan (ref.204) was found on a bring-and-buy stall for less than £5. The architecture is very similar in both countries, so I thought a little farm scene with some Viessmann 'pecking chickens' and some Noch 'mooing cows' might be fun. I always repaint plastic kits to achieve a nicer finish. I used a white render paint from Green Scene for the walls of the farmhouse. This gives a nice texture to the walls. The wooden beams were given a spray of matt black. I painted the plastic roof the colour of thatch. I then painted full strength PVA on the roof and sprinkled Woodland Scenics 'Harvest Gold' static grass on it. Finally, I used a Peco layering spray before applying more flock.



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Right
Nohab TMY 101 is a former
Danish loco now owned by
Tågåkeriet i Bergslagen AB
and hired to NSB Baneservice.
Photograph by Day Bint.

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The little red barn received the sod roof effect found throughout Norway. Grass growing on roofs is very common – it is long lasting and good cheap insulation. PVA and static grass were added to the roof as before.

The three wooden houses were scratchbuilt in slightly different sizes to a standard Norwegian design. The only thing of note are the windows. No manufacturer makes anything that closely resembles a Norwegian window, so I studied a photograph and made them individually from scale wood.

#### Track

Copper-clad ties were used at the joints of the three boards. The boards themselves were aligned using cabinet makers' dowels. This ensures the tracks line up perfectly every time. I then painted the rail sides and ballasted the track.

A tip I have learned is to plug the holes in the baseboard that I made when I fed my track droppers to the bus underneath. I just use masking tape. This prevents the loss of a lot of ballast. Next, I add some tape to each edge of the track, so I have nice ballasted shoulders. I then mist water on to the ballast with a mixture of water and 'hydrous wetting solution'. A little goes along way.

Then, using a pipette, I carefully add diluted PVA to the shoulders of the ballast and this wicks through leaving a well-groomed piece of ballasted track.

#### Catenary

I bought a Peco OO Catenary System pack of twelve masts (ref.LC-100). Peco currently only offer single masts so I decided to just 'wire' the two outside tracks for now. The inner track will be the domain of diesels. The masts are made from nickel-silver by Sommerfeldt for Peco and are very strong once they are planted. The wires were easily soldered to the masts. The two sections that cross the board joins are removable. This is my first attempt at fitting catenary and I am really pleased with the results.

#### Scenery

The station platform needed to be curved between the two tracks. My solution was simply to use draught excluder tape for the edging. This can easily be curved into the shape required. I then filled in between this with a fine skim of all-purpose filler. The plaster was then painted shades of grey and scribed. Both products came from my local pound store which resulted in the platform costing just £2.00!

The harbour area features cobblestones. These were made using DAS modelling clay. The method is very simple. First, paint the area to be covered with neat PVA. Then roll out some DAS clay with a rolling pin. Then cut the clay into nice rectangular strips. These are then bedded down on the surface. Then using the point of a ball point, with the refill removed, press into the clay. The surface now looks like round cobblestones. Once the clay has dried, the stones can be painted various shades of grey. To save time check the footprint of each building first and only "cobble" the areas around the structures.

The rest of the scenery consists of banking made from Cellotex insulation foam, walling made from foamboard covered in textured 3D paper, sea foam trees, some fir trees from MBR, and a smattering of static grasses using a French product called 'Magigras' by Microrama.

In Norway tunnels are everywhere and on our last trip to Norway we also found reindeer blocking the roads. So, I could not resist a little cameo of a tunnel leading off-scene with some reindeer causing a traffic jam.

#### **Details**

In the harbour are HO scale models of fishing boats cast in resin. They are made by an American company, Rusty Rail (www.rustyrail.com). In my opinion they are very reasonably priced, ranging from US\$17 to US\$25. The kits themselves require very little work apart from cleaning up a little flash and painting.

Above

The end of the line.
The building is from Hell,
a one-piece model by NMJ.
The buffer stops, with
working lights, are by Proses.
The catenary was made from
Peco OO components;
so far only the outer tracks
have been 'wired'.

Right

The reindeer have caused the traffic to come to a halt before the tunnel.

The fine fir trees on the right (from MBR) unfortunately block the view of road signs warning of a tunnel and animals on the road.

Photographs by the editor.

The market stalls and bicycle racks are by Scale Model Scenery.

I have always admired the ingenuity of some of the European modellers with their animations. So, I have tried to incorporate several cameo scenes to interest the public at exhibitions. These include the peddling Magnorail cyclist, a flashing lighthouse simulator from Layouts4U, pecking chickens by Viessmann, mooing cows from Noch, lighted cars by www.railroad24.com, and lighted buffer stops by Proses.

Added to this is a radio-controlled Volkswagen camper van by Carson. This had a very positive review in CM. I bought two and when the exhibition day starts to wind down, I invite junior visitors to try their hand at driving the VW along the front road of the layout from the harbour to the station and back. Great fun!

Underneath the layout we play a Fantasonics CD entitled 'Quaint Fishing Harbour'. This has a nice soundtrack which includes some noisy seagulls!

#### Presentation and backscene

The backscene is by id Backscenes from their premium range entitled 'Rockies' (refs.P259 and P260). It is self-adhesive and printed on water, scratch, and tear resistant polypropylene. It comes in lengths of 3m, in two sections, 38cm high. I used both Pack A and B which are compatible. I have one unused section left over for a new project. I rate these photographic backscenes very highly and I think this really sets off the layout. The combination of the three elements – the style of baseboard, the bright LED lighting, and the backscene – really makes the layout stand out at a busy exhibition.

#### Locomotives and rolling stock

Since my first purchase at Flåm in 2015, I have managed to accumulate a wide collection of motive power. Most of this is either by NMJ or Roco, either acquired on holiday in Norway or from NMJ's Cologne-based website. The electric fleet includes classes EL13, EL17, EL18, BM69a, and BM73.

Diesels, either NSB or Cargonet, are represented by Di3, Di5, Di8, and class 66. A Trix EL12 heavy ore locomotive along with a Roco LKAB IORE duo were probably unwise purchases as there is very little scope for their operation on this layout! All the locos are fitted with DCC sound decoders.

Rolling stock includes nine passenger coaches and about a dozen freight wagons – this allows quite varied operation at exhibitions.

All stock has been fitted with Kadee couplers, and magnets buried underneath the track allow hands-free uncoupling.

The layout is controlled by DCC using a 5-amp Digitrax DB150 command station together with a couple of DT402 handsets. The eight points are operated by Cobalt digital IP motors, allowing them to be controlled from the handsets.

#### Conclusion

The 'armchair' planning on this project took far longer than previous layouts, but once I had decided on the theme it all came together over a period of nine months.

I am very pleased with the initial reaction to *Norge* at exhibitions and it already has several invitations for 2020 and 2021.

My thanks to my dear wife for putting up with the mess while I was building it, and for making some very nice trees.



The portable Gauge 1 layout by large scale specialist **Michiel Stolp**, featured in the May edition, was extended by 2.9m to incorporate a quayside cold store and two more sidings. *Photographs by Gerard Tombroek*.

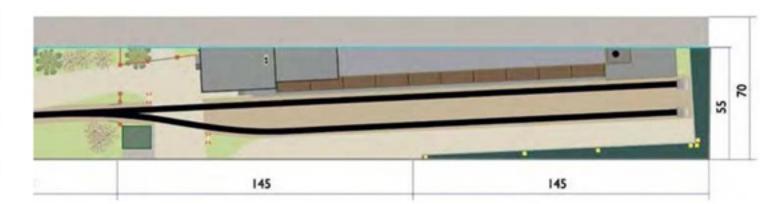
### Vierheim Industrie

#### Part 2 – the extension

Because the layout is made up of separate sections, based on the module system by Modellbau Atelier Ernst Jorissen. it could easily be expanded when Michiel wanted to add to the diorama.

The segments can be described as a large square C where the base, background, and sky with valance form a whole.

You can find more beautiful examples of Michiel's work on his website: http://becasse-weathering.blogspot.nl











#### Left

The maintenance man from Metallbau Müller must wait as the Köf extracts a wagon from the siding.
The unusual triple silo was made with parts from two twin silo wagons.

#### Right and below right

The long cold store was built to justify running a few new wagons which Michiel had super-detailed that did not really suit the industry depicted in the first section. The corrugated steel walls and the water also allowed more experiments with other scenic techniques.





Note how the quay is not parallel to the edge of the board.





**David Jane** has based his new layout on a real location, a wayside station on the Étival – Senones line.

## Moyenmoutier

#### A French standard gauge byway

his layout is significant for me chiefly because it is the first time I have modelled an actual location as opposed to a freelance setting. This does, of course, impose it own set of disciplines in what can be achieved on the layout, and it soon became clear that to a certain extent it had to be a compromise.

This the second layout I have constructed in a sort of modular style as it makes use of the same legs and fiddle yard end boards as my previous *Ménage-Artois* (CM September 2018). This is principally for storage reasons – I have only a limited amount of space to store my layouts, so this is a practical solution. I have just completed a third layout (7mm scale narrow gauge) which uses the same legs, though does not need the end boards as it is self-contained.



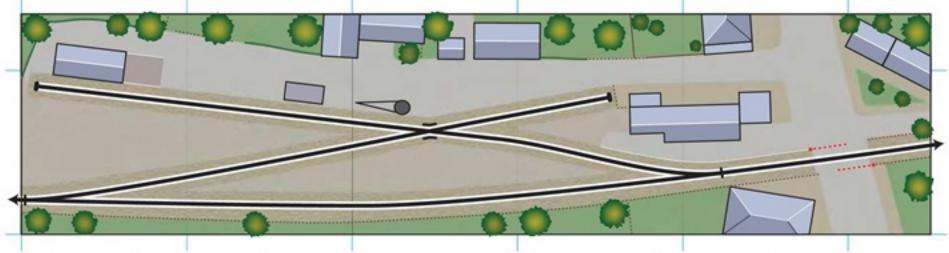




The period passenger train, vintage four-wheel coaches headed by 020T No.2 Le Rabodeau. So why Moyenmoutier for my first real location? It is the only intermediate station on a short light railway in eastern France, the Étival – Senones. Opened in 1885, it was built to connect various industries along the valley of the River Rabodeau to the main line at Étival. Only 9km long, it had a surprisingly long existence due to the amount of freight traffic, despite being badly affected by both world wars. It finally succumbed to closure in 1975.

Although always predominantly a freight line, in the early years a passenger service was provided, using an assortment of old cast-off four-wheel coaches of increasing decrepitude. This situation was transformed in 1934 by the acquisition of a brand new Billard *autorail*. Unfortunately this was destroyed by fire on Christmas Eve 1946, and thereafter the line was freight only.

After closure there was a brief attempt to turn it into a heritage line, but this came to nothing.



Moyenmoutier Overall layout size 5' 7" x 1' 4". Each grid square = 1' x 1'.

Left
The main motive power
for most of the line's life
was a Krupp 0-6-0T, while
passenger traffic was carried
in a Billard autorail.



I was inspired to model this location by the chance purchase some years ago of some old issues of *Loco-Revue* magazine which just happened to include a series of features on the history of the Évital – Senones, and these certainly stirred my interest. In particular, there was a track plan of the station at Moyenmoutier which has a possibly unique arrangement of two points and a double slip: it just seemed to say "Build me!".

A search in books and on the internet turned up some more useful photographs, and with the aid of Google Earth I was able to see what the site looks like now. The station no longer exists, not surprisingly, and the site is now a car and lorry park, but the buildings around the station are still there (in varying states of repair).

Planning the layout involved compromises right from the start: I managed to make the site about scale length, as far as I could tell, but visually the interest is at either end with not much in between the goods shed at one end and the station

building and its environs at the other. This would not have made a very attractive scene, so I added some structures in the middle to link the two ends and make the composition more interesting.

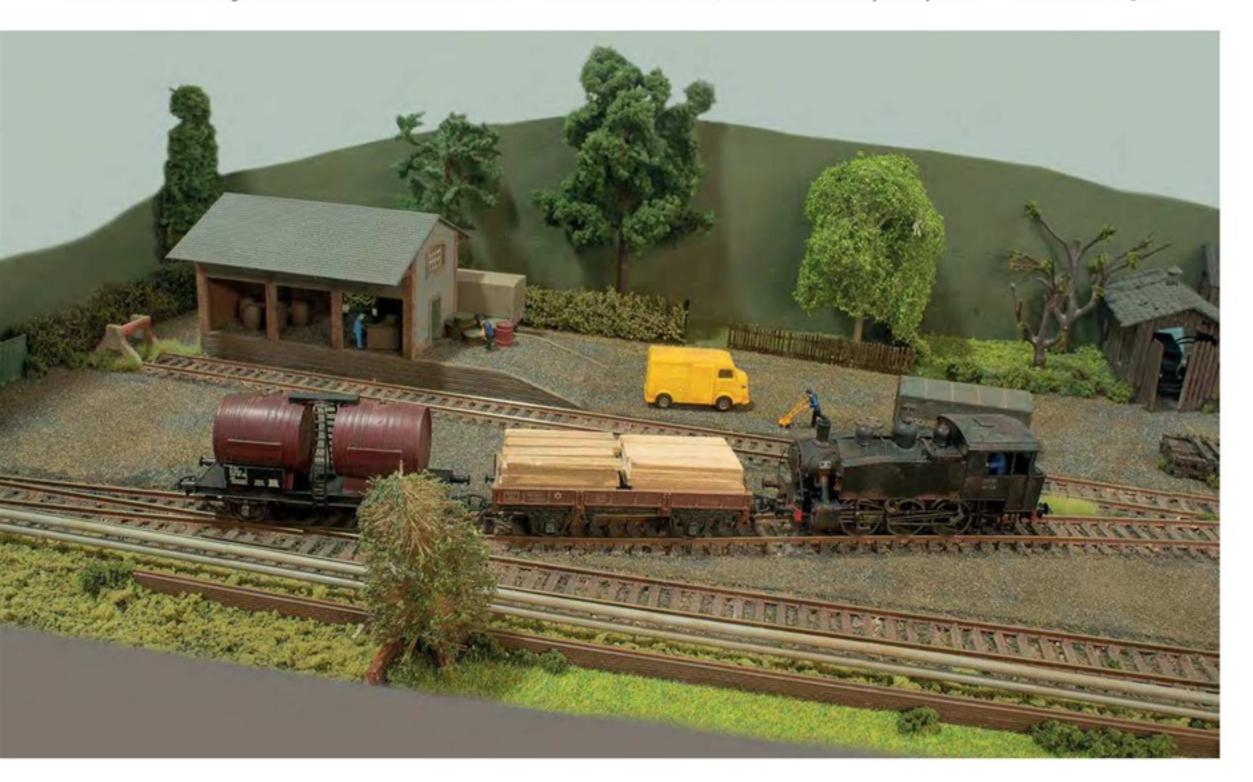
The stylised plan in the *Loco-Revue* articles shows the road crossing the railway at almost 90° whereas it is clear from Google Earth that it was a much sharper angle, about 40°. Here too compromise was necessary, as this would have taken too much space, requiring either a longer board or moving the station to the left, with consequent compression of the rest of the site; this was a possibility but instead I decided to have the road crossing at about 60°, which at least gives an impression of the situation.

While the first compromises related to the setting, the next involved the period. What era to depict? It rapidly became clear that I could not be too specific about this. The line appears to have been run on a 'one engine in steam' basis for most of its existence, and for the last thirty or so years of Above

The entire layout, without the fiddle yard end boards. The site is about scale length, and the buildings added in the centre of the scene form an important part of the overall picture. The Krupp 030T is shunting a couple of wagons.

Below

The 030TU enters the yard with a short freight.





its life the only loco in use was a Krupp 0-6-0T (030T to the French). In later years there was also an 030TU (USA S100 tank) but it was hardly ever used and kept as a spare. The E-S never had any diesel locos. So I elected to show the layout with anything that could have been seen after the war up to closure. This allowed me to include the *autorail*, which looks wonderful and just had to be modelled! I have assumed that passenger services survived and the station is still open; the goods shed is also still in use for local traffic.

#### Construction

The layout was built in exactly the same way as its predecessors, with the same type of sockets at each end which drop onto the standard legs. The top surface is 6mm ply on a perimeter frame of 2" x 1" with smaller cross-braces underneath. The only difference is that *Moyenmoutier* is 9" longer, so I added some simple diagonal braces which can be clipped in place underneath, just to be on the safe side! I put the layout up by first placing it upside down on the floor (everything is fixed in place!), dropping in the legs with their securing screws, then turning it the right way up. The end fiddle yard boards are then attached. The back and end walls have to be strong, so I used 6mm for the back and 9mm for the ends – these are thicker because they also carry the mountings for the end boards, which are cantilevered off them.

I have gone off the use of MDF for layout baseboards and much prefer good quality plywood – not the cheap stuff that splinters and de-laminates easily – as strength for strength it is lighter and more warp resistant.

The track is Peco, glued directly to the plywood surface and ballasted with cork chippings, but in a slightly different way: French light railway track is generally not shouldered and tends to look quite flat. My technique is to mark a line about 5mm from the end of the sleepers then lay a strip of 1.5mm thick cork sheet. The track then looks as if it is in a

Below
Two wagons of ballast
awaiting collection.



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shallow recess. The ballast is the added between the sleepers and over the cork sheet. Once the whole area has been tinted, weathered, and distressed to look old and poorly maintained, the effect contributes to the overall atmosphere.

The points and double slip are operated by the wire-intube method, with the operating knobs concealed by buildings at the back of the layout.

As with Ménage-Artois, the whole layout is supplied by a single power feed through sliding rail joiners at one end. The double slip is connected with two switches so the sidings can be isolated if required. Despite – or perhaps due to – the unusual track layout, it can be fascinating to operate, and it soon becomes obvious why the double slip is such a very useful feature.

#### Structures

As it was based on a real place, the buildings had to be scratchbuilt, or at least modified from kits.

The station building, bâtiment voyageurs, is a bit of an oddity as the platform is hardly longer than the building. It is basically a 'three door' type to the footprint and format found all over France, with a narrower extension at one end and a single storey addition at the other. The first floor was probably the station master's accommodation, and the single storey was the village café at one stage. There are photos showing the flat roof in use as a terrace with a veritable forest of greenery.

The buildings were constructed from 1.5mm thick card faced with embossed brick or stone plastic sheet where necessary, with details of card or plastic added.

The west end of the station displays the use of what seems to be a very French feature, seen all over the country – metal panelling applied as a form of weather-proofing or insulation. The panels actually have a faint decorative pattern but it is too fine to replicate in 1:87 so I simply scribed

panels onto plastic sheet and glued it to the building. These panels always look weathered or distressed to some degree, but I always treat model buildings with this effect anyway. Atmosphere is important; bright colours and unpainted plastic just look false and toy-like and it is much more realistic to show a bit of wear and tear and neglect.

The slate roofs are from the Wills range; as the buildings are longer than a Wills sheet, the joins had to be as neat as possible and the slate pattern sanded and tweaked to render the join invisible. Not easy ...

The station doors and windows were cut from a sheet of thin green plastic, which seemed a suitably typical colour, though I have no direct evidence.

I have only found one photo of the goods shed – one end is visible in the background of a view of the station. As such structures tended to be built to a similar pattern, the appearance is the result of a reasonable assumption.

The buildings around the station were modelled more or less as they are now, based on Google Earth images, with the exception of the house behind the station, which is now empty and derelict. I have modelled this as it appears in the photos in the *Loco-Revue* series; it is shown quite clearly in one picture.

I also weather road vehicles and accessories. They do not all need to be repainted, but a coat of satin varnish takes away the plastic shine, and bit of dirt on wheels and tyres makes them look a lot better. Conversely, touching up the lights and chrome trim adds to the effect, along with details such as authentic number plates.

#### Scenics

The ground is mainly level, except for the road which rises about 15mm from front to back. The lane behind the station slopes down to the goods yard; the gradient is almost imperceptible.

Above

The Billard autorail was scratchbuilt from plastic sheet and is powered by a Bachmann streetcar truck.



The Krupp 030T waiting in the yard as the autorail pauses at the platform for travellers to board or alight.

I could not find any suitable photographs for a backscene so I chose a more basic approach: I masked a horizon line along the plain pale blue backdrop and sprayed a 'greenery' colour below it, using an aerosol can. This gives an impression of territory beyond.

As far as I could tell from photos, there were almost no trees around the station site. All the trees on the layout were added to improve the composition, as I felt it would have looked bare and lifeless without them. Compromise in the interests of atmosphere again!

#### Motive power and rolling stock

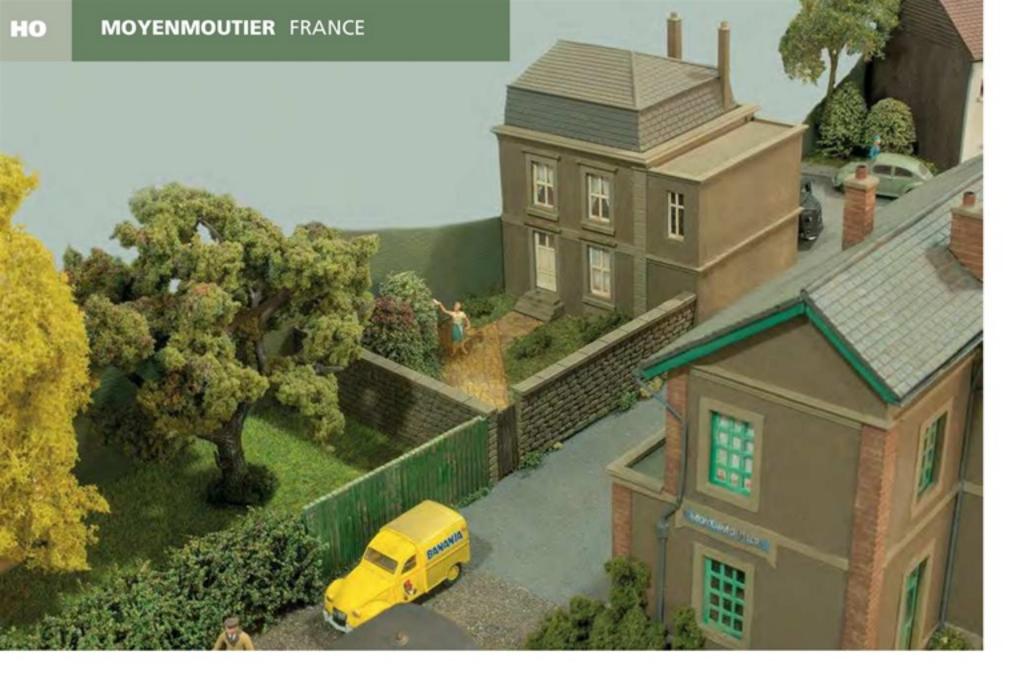
The stock had to be as representative as possible.

The oldest locomotive is the small 0-4-0T (020) No.2 Le Rabodeau, used on the line in the early years until it was retired in 1934. The model is based on the Fleischmann Bavarian D VI (BR98<sup>75</sup>) modified with an open cab, longer tanks, front handrail, etc. to resemble the prototype as much as possible. The name was painted on the side tanks, but as it would have been less than 1mm high in HO, this was a challenge too far!



Right
The station building,
with prospective passengers
waiting patiently.

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No.2 was replaced by No.3, a Krupp 0-6-0T (030T) built in 1931 and so still quite new when acquired in 1936. It proved to be powerful and reliable and effectively handled the entire freight service for the last forty years of the line's existence. The type has apparently been produced by both Roco and Fleischmann but I have not been able to find one, so I modified a different Fleischmann product to make it more like No.3 by adding a sloping bunker to the cab back and the full running plate around the front. The Krupp was actually a well tank but it was not feasible to remove the short side tanks on the model because of the way it is constructed.

The USA S100 0-6-0T tank acquired in 1968 retained its SNCF number, 030 TU 13. Intended as a reserve, it was hard-

ly ever used. In contrast, my model – a relatively recent Jouef item – gets used a lot as it is such an excellent performer.

It should be noted that the E-S did own a few other locos earlier in its existence but they fall outside the period of the layout, and nothing close is available ready-to-run anyway.

I have a particular fascination for French autorails so it was inevitable that I would make a model of the E-S Billard! I had built something similar from the Chemin de Fer Secondaire de Nord-Est for a previous double-sided layout, Soutien-Swiep (CM July 2012), so this was made in a similar way. In fact, it was easier as it has vertical ends compared to the multi-faceted sloping windscreens of the previous one. The body was built as a structural box from 1.5mm clear

#### Above

The lane behind the station. The house behind the station still exists, but is abandoned and semi-derelict.



#### Right

It is rather unusual to have a point alongside a platform. Passenger trains mostly used the through line, not necessarily the one closest to the building, so passengers might have to cross a track.



acrylic with the window overlays from 0.5mm plastic sheet. The power unit, as before, is the powered truck from a Bachmann San Francisco streetcar, which is small enough to fit within the body and has sufficient power, though I doubt it could also cope with a trailer. It is known that the E-S vehicle was painted green and cream, but the actual colours are pure guesswork. Looking at photos, I suspect the green I used is too light, but it is difficult to know.

The few passenger coaches on the layout are a selection of old four-wheel types which should give a flavour of those in use on the E-S, if not completely accurate. In the early years the line also had four compartment coaches, which would be an interesting modelling challenge. All the coaches were set esting contrast used with the 020T.

Goods vehicles are a selection of the standard French items used on my other layouts, because that was how the E-S operated! In the early years the company did have its own wagons but they were long out of service, and any that survived the Second World War were soon scrapped. The Loco-Revue series did include photos of three very battered old flat wagons, most likely not in use.

#### Conclusion

This was an interesting layout to construct, and a fascinating location. The constraints set by modelling a real location, however rigidly applied, can certainly be challenging, but the achievement is possible even more rewarding. I am reasonably happy with the result, compromises and all, and I look forward to tackling another chunk of reality in future!

#### Above

The station surroundings. Sadly the station building has been demolished, and the yard is now used to park cars and lorries.



#### Right A train has just passed over the level crossing.

Photographs by the editor.

JUNE 2020 423 **Iain Hunter** shows how he developed new skills and techniques in the pursuit of making repetitive and awkward components. *Photographs and illustrations by the author.* 

## 3D-printed parts

#### Creating details to enhance proprietary models

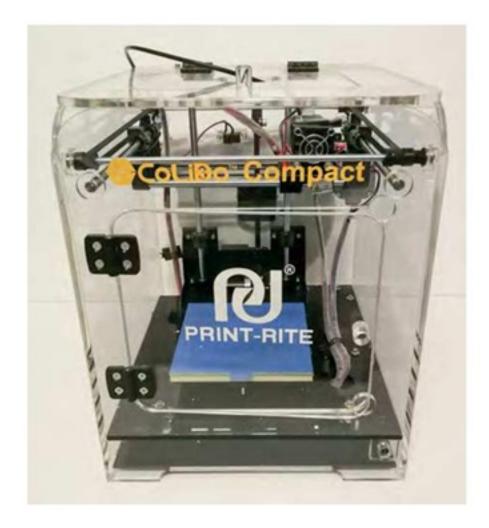
hen my wife and I purchased a 'domestic' 3D printer for what we regarded as a very reasonable price (comparable to the electronic cutting machines on the market, one of which she already owned), it was primarily intended to produce embellishments for her card-making activities. However, for a couple of years before that I had been discussing the use of 3D printers for producing detail items for models with traders and demonstrators at exhibitions. I was aware that the results were somewhat variable when producing rolling stock models, especially coach bodies, roofs, and bogies, but with a number of coach and wagon conversions waiting on my work bench, I thought that it was worth trying to produce underframe parts as an alternative to repetitively scratchbuilding them.

The printer we purchased is a Colido Compact™ which uses a 1.75mm diameter polylactic acid (PLA) filament heated to 195°C to lay down successive layers 0.1mm thick onto a floating Perspex platform (bed) covered in a layer of blue decorators' masking tape until it has built up the item.

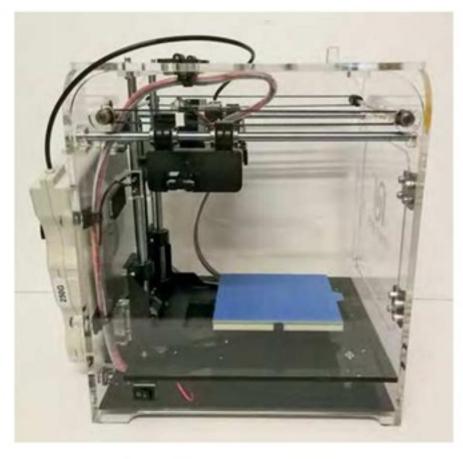
It arrived with a mains cable, a connector cable terminated with large and small USB connectors, a USB stick containing the operating software, and a sheet of basic pictogram instructions which included a helpdesk telephone number and e-mail address. It come with a 250gr drum of white filament and, since we purchased it from a craft-orientated television shopping channel, a number of pre-programmed designs for card embellishments loaded onto the USB stick with the operating software.

We also purchased another, larger (1k) drum of translucent red filament as we were not sure how quickly we would use the smaller drum. We could have got a drum of the white filament, but the translucent drum was cheaper and as the finished products were going to be painted, I could not see the point of paying more.

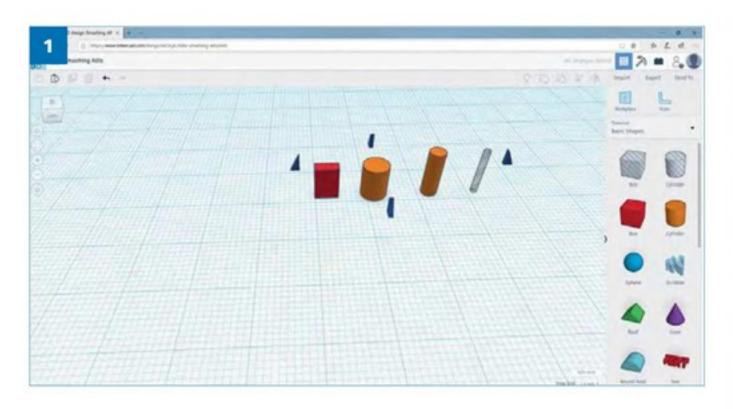
Loading the operating software into my lap-top was simple – just plug in the USB stick and follow the instructions, and loading the embellishment files was a simple case of 'drag and drop' from the USB stick folder window into a folder window in the "My Documents" area.

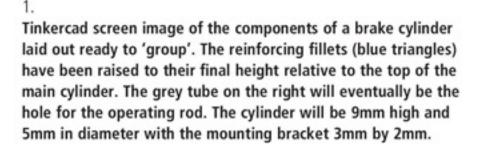


Colido Printer – front view.
It is basically a 30cm Perspex cube containing a floating platform, a print nozzle which can move in three directions using belt drives, and the various mechanisms and control cards to make that happen.



Colido Printer – side view, showing the 250g drum attached to rear with the filament in a tube passing from the drum through the roof hatch hole to the nozzle head.





#### Design software

Producing card embellishments was going to be easy as we could use the pre-loaded files, but for my purposes I needed a suitable design package. Following some suggestions given on the TV programmes and my own searches on the internet, I opted to use a free on-line package called *Tinkercad*. This has a library of 3D geometric shapes and text which can be used to create designs on-line which can then be exported in the appropriate file format for the Colido ready for printing.

Some thought has to be given to how the finished object is orientated, both so that the visible surfaces need the least work to be presentable and also that the printer uses the least amount of filament.

Tinkercad gives each project an exotic name, but when saving them I identify them by their use (i.e. battery box, brake cylinder, or air-con unit). For the purposes of this article I used the sequence (illustrations 1 to 5) of merging the shapes required to make a brake master cylinder as an example.

Around the screen you can see the various aids to producing the design, all of which can be accessed by simply clicking on the appropriate icon. Some initial practice is necessary but it took me only about 10 minutes to produce the brake cylinder design; the battery box was about 20 minutes once I worked out the process, and something like a coach underframe skeleton was about 30 to 40 minutes. That may seem like a lot of effort, but a single scratchbuilt version would take longer to build, and once finished the design can be reproduced as often as I want with no further work.

#### Printing

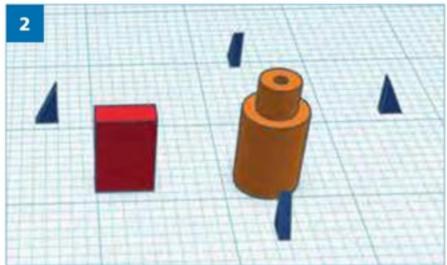
The print process is basically the same as a normal printer, if complicated by the need to produce the instructions for the vertical element. Once the printer has been connected to the lap-top and switched on, and the operating software

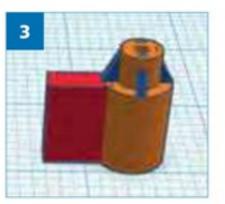
2. The 'grouped' cylinder, with the operating rod hole down the centre.

The mounting bracket is in position but not 'grouped'.

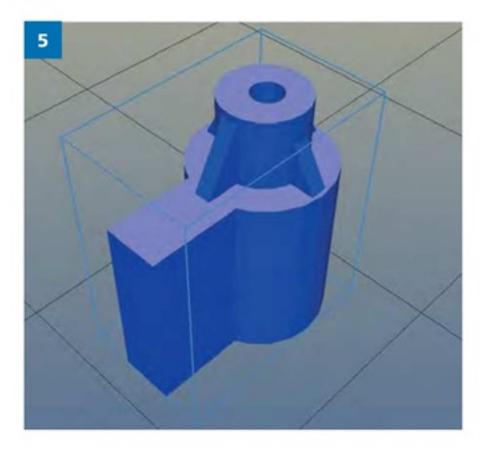
The finished cylinder with the reinforcing fillets moved into position but before being 'grouped'.
Once 'grouped', it was exported to a folder in the "My Documents" area of the computer with a more appropriate file name.

5.
The brake cylinder image in place on the printer bed in a similar manner to a "print preview" function.









activated, the first task is to link them via the connect icon on the screen. The design(s) to be printed are then loaded onto the image of the printer bed on the screen.

The Colido has a print capability of a 130mm cube (so a finished image 130 wide, 130 deep and 130 high, although I have not come close to that last dimension yet) so multiple smaller objects can be loaded and printed simultaneously as long as they do not exceed the overall 130mm square allowed on the bed. Parts longer than 130mm can be printed if they can be fitted in diagonally, but obviously there is a width constraint in this case. I model in HO, and the underframe skeleton for a 60' coach can be printed in two halves as each half just fits the bed.

Once loaded onto the bed, the designs have to be 'sliced' so that each layer can be printed. This process is selected by clicking the appropriate icon on the screen, and generates the instructions which will allow the printer to produce the final objects. It also adds any support structure that may be necessary to ensure that the finished object does not sag. At the completion of that process (which only takes seconds) the 'slicer' indicates the number of layers to be printed, how

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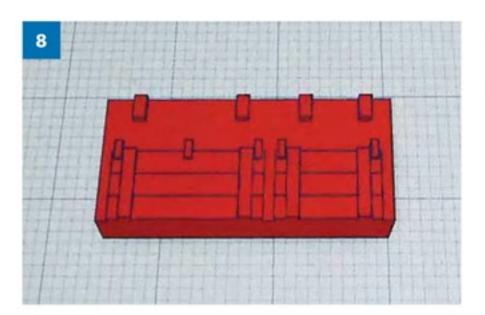
long it will take, and how much filament will be used. It also indicates whether the design is 'watertight' (one complete part or with unattached details) and will print in one piece or will fall apart when removed from the bed.

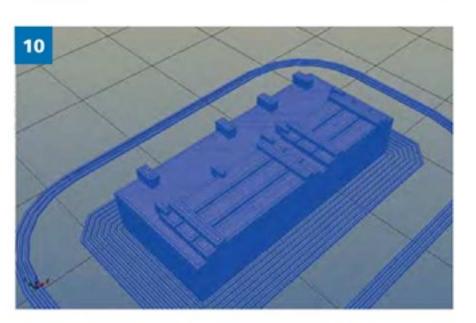
Assuming that the slicing has been successful, the print can be started by clicking on the print icon. First the bed rises to its initial operating position and the nozzle starts heating up. Once the operating temperature is reached, the printer nozzle starts extruding a test print onto the bed around the edge of the print area before starting the print proper. This is to establish that the filament is actually extruding properly and allow the user to cancel the print if it is not!

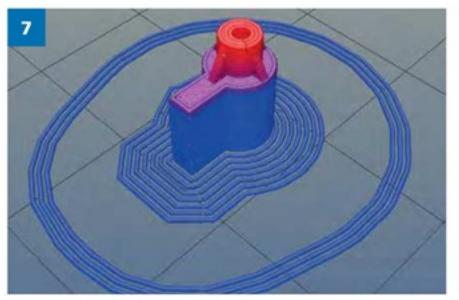
Assuming that the test print is good, the printer then lays down a 'raft' of filament around the position of each object as a support structure and then builds up the object in layers on top of that. As each layer is laid, the process is displayed on the screen and the displayed build time adjusted.

Once the object(s) have been printed, the bed drops back to its rest position and the objects can be removed.

The example shows the sequence involved in printing a coach underframe battery box (illustrations 8 to 15).



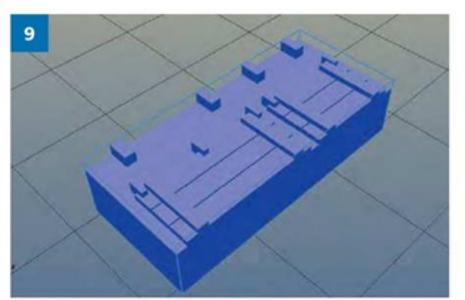


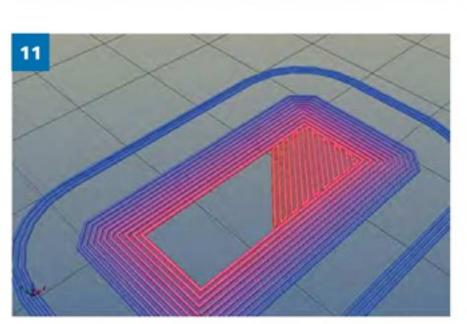


#### Post production

Cleaning up consists initially of stripping away the 'raft' and any support structures followed by as much filing or cutting away of flash as may be necessary. I have found that emery board type flexible files give better results than proper files, but that is only a personal preference.

During a discussion with a demonstrator at a show I was advised that I could use a filler/primer aerosol spray from the Tamiya range to level out the surface before painting. This would probably be necessary if I were trying to produce a large smooth object like a coach side, but for my purposes I usually just paint straight onto the finished items once they have been glued in place. I have found that one coat when spray painting or two coats when brush painting gives a perfectly adequate finish for my purposes. The finished Southern Aurora coach underframes and the battery box and brake cylinder were brush painted with an acrylic black paint from the Games Workshop Citadel range. The coach underframe skeleton was spray painted with an acrylic black from the Plasti-kote range. I have also successfully used aerosols from the Rust-oleum, Halfords acrylic, and Wilko ranges.





6.
The "print preview" image of the brake cylinder once it has been 'sliced' to produce the full instructions for the printer.

7.
The complete brake cylinder.
The red area is the most
recently laid filament which
is still hot.

8. The screen image of a complete battery box design after 'grouping'.

9.
The battery box image loaded onto the printer bed.

 The "print preview" image of the battery box displayed after the slicer software has completed its task.

11.

Layer 1 with the test print around the outside and the support 'raft' surrounding the actual print image.

12.
Layer 5 of the print process showing the infill which supports the structure with an open mesh of filament.

13.

Layer 32 of the print process showing how the sides of the box have been built up and front panel is filled in.

14.

Layer 33 of the print process

– the doors and mounting
brackets are being added.



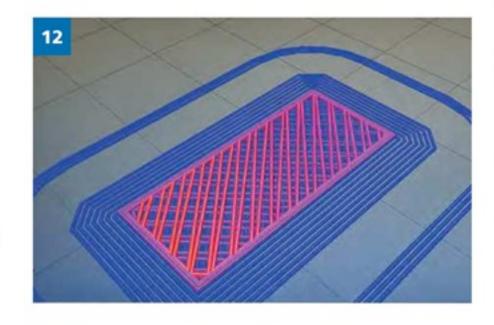
The virtual image of the finished battery box with all 39 layers printed.

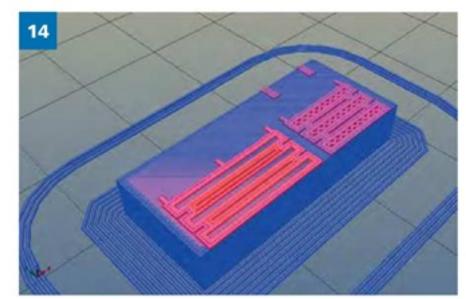
#### Right

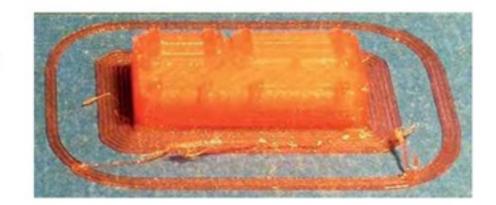
The finished battery box before removal from the bed and cleaning up. I use a small spatula 'borrowed' from my wife's electronic cutting machine to remove the cold filament and the model.

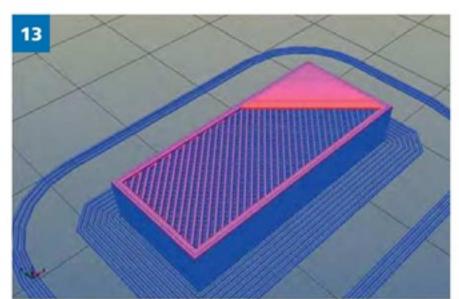
#### Right

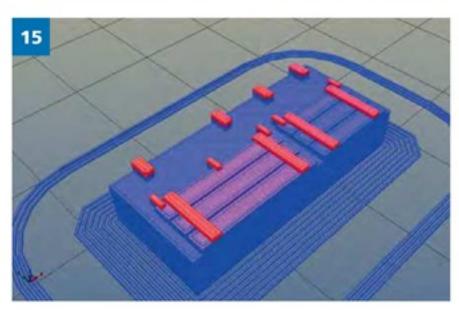
Front and rear of the battery box and a painted version, and unpainted and painted brake cylinders. The painted brake cylinder had the operating rod (0.8mm diameter brass wire) inserted before painting.











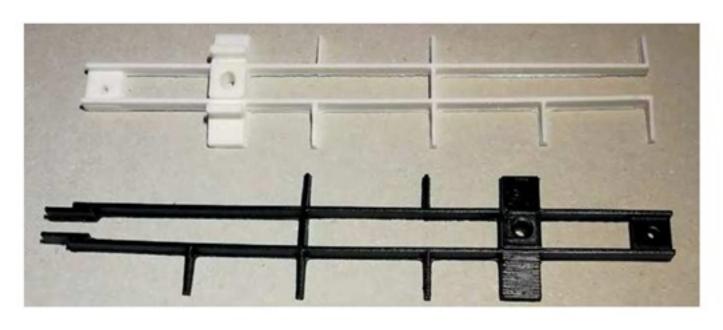
#### Conclusion

3D printing allows me to produce a range of detailing parts, but experience has shown that for some items it is not worth the effort. For example, plain cylindrical items such as air and water tanks are best made from plastic rod or tube as the print process leaves ridges as each layer is laid down. I print the straps that attach the tanks to the underframe to suit the size of rod or tube and make the tank up that way.





Two halves of a coach underframe skeleton.
The bolsters are designed for three-point suspension and the design includes the pivot screw holes.
The spacers at the outer ends of frames also have the holes for the coupler draft gear box fixing screws.





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#### Above

A detailed coach underframe before painting. The air and water tanks are Plastruct plastic rod and tube, the tank filler mountings are Evergreen plastic strip and rod, with brass wire pipework; everything else is 3D-printed.

#### Below

The finished coach underframe after painting.

Close-up, the layers of the printing process may be visible, but at normal viewing distance they disappear in the paint.



I would not use my printer to produce coach or wagon bodies, although I am aware that there are such models coming onto the market which have been produced on more expensive machines. That said, for my purposes, the results that I can achieve are perfectly adequate for coach underframe and similar components

Experience has shown that it is very economical – two years down the line and after producing lots of test pieces, bits and pieces for my wife, the odd Christmas tree decoration, 4mm scale coach seating for a friend, detailing parts for about a dozen coaches, and scenic items for the layout, we have only just finished that first 250gr drum (which is why the underframe details on the coaches are white, but the samples produced for this article are translucent red) and at a cost of a few pence per item.

Finally, our 3D printer has an extra function not seen in any instructions. Watching it produce an item is a fascinating and surprisingly relaxing experience. Even after two years, the urge to just sit watch the models emerge can be overwhelming!





#### Left

Both sides of a completed coach (an old Lima HO Australian Southern Aurora LAN sleeping car) from normal viewing distance. In addition to the underframe detailing, the wheels have been replaced with finer scale types and the original bogie-mounted hook and bar couplings have been replaced by Kadee couplers fixed to the frame. The roofs have added whitemetal torpedo vents from No Nonsense Kits.

428 CONTINENTAL MODELLER

**Graham Lightfoot** reports on a remarkably quick overhaul of an iconic locomotive. *Photographs by the author.* 

## K1 steams again

#### The Tasmanian Garratt is returned to operating condition

he Tasmanian Government Railways 2' gauge 0-4-0+0-4-0 Garratt K1, built by Beyer,Peacock & Co. in Manchester in 1909, has been returned to steam at Statfold Barn after arriving there on 9th December, and they have made an excellent job of it.

K1 is one of two Garratts built for the TGR. Although considered to be the first Garratts, the K class differed in two important respects from most subsequent construction. First, they were compounds, with two high pressure cylinders on the rear engine and a pipe leading to two larger low pressure cylinders on the front engine. Second, both sets of cylinders were placed facing each other inside the engine units, rather than facing out as in all other Garratts. On the rare warm days on the West Coast of Tasmania, this caused a problem for the crew, as the high pressure cylinders were under the cab, making it uncomfortably hot.

The North East Dundas Tramway on which the K Class worked traversed some of the most rugged terrain in the world served by a railway at the time. It featured long stretches of 1 in 25 grades, high trestle bridges, and 30metre radius reverse curves.

After the line closed in 1929, the boiler of K1 was sold to a sawmill, and in 1947 due its historical significance K1 was sold back to its builder Beyer, Peacock, with the boiler and boiler cradle from K2 fitted, and repatriated to England. After Beyer, Peacock closed in 1966, K1 was sold to the Ffestiniog Railway even though it was known to be too tall and wide for use within the restricted Ffestiniog loading gauge. After ten years in storage, it was loaned to the National Railway Museum in York where it was cosmetically restored in photographic grey and put on display.

As the Welsh Highland Railway rebuilding project reached fruition, the potential for using K1 on the line was recognised and in 1995 it returned to the Ffestiniog Railway's Boston Lodge works were it was fully restored and converted to oil-firing; it was steamed again in 2004 and received Railway Inspectorate approval in September 2006 to haul trains.

K1 was converted back to coal firing in August 2007 together with some other work, which allowed it to appear at the Superpower weekend in early September.



Above

K1 runs round at Rhyd-Ddu on the WHR preparing to work back to Caernarfon on 4th July 2008.

Below

K1 arrives at Statfold Barn on the back of a low loader from the WHR on 9th December 2019. Some fittings had already been removed and stored.



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Above

New tubes being fitted in the boiler shop. 20th February 2020.

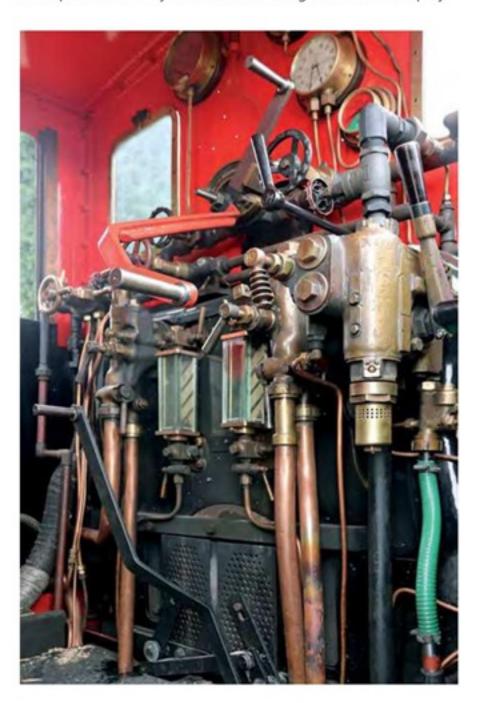
#### Right

Having been repainted, the chassis, with the coal bunker still in place, was stored in the Roundhouse Museum.

#### Right

Plymouth four-wheel diesel No.7 positions K1 on the main line at Oak Tree Halt while steam is raised (below right).

In 2014, the boiler certificate expired and K1 was withdrawn for a full overhaul and a full boiler shell examination. However, because the locomotive did not meet the current operational requirements of the WHR (it cannot haul the passenger loads required) and with the FfR/WHR workshops fully committed to other overhaul projects, so an agreement was made to transfer the loco to the Statfold Barn Railway for a period of ten years for safe storage and static display.









430 CONTINENTAL MODELLER



Above 17th March: being turned at Statfold Junction ready to check clearances on both main line platforms.





Top right and above

On the main line at Statfold Junction before moving on to the high line for a test run and to carry out further gauge tests ready for the steam inspector's visit on 17th March.

On 9th December 2019 the loco was moved to Statfold, and after an initial inspection the arrangement was changed to include restoration to working order.

The Statfold team immediately set to work, and by early March 2020 the boiler overhaul was complete and all components were then re-assembled.

On 17th March a full steam test and clearance check was carried out, ready for a public re-launch during the first enthusiasts day of the year, which was due to be held on 21st March, but unfortunately due to the Corona virus restrictions the event had to be postponed.

Right

K1 arrives back at Oak Tree Halt after successfully completing a test run and clearance checks.



## Reviews

Evaluated by our own specialist staff







#### **Baguley Drewry narrow gauge diesel new from Fourdees**



Fourdees have recently released another attractive ready-to-run narrow gauge locomotive, their first diesel - the Vale of Rheidol 0-6-0D No.10, which has a Caterpillar 165hp engine and hydraulic transmission. It was built in 1987 at the Pant workshops of the Brecon Mountain Railway using parts from Baguley Drewry which were the result of a cancelled export order for Mozambique, so machines of this type could be justified on other lines.

The same batch also included what became the Ffestiniog's Harlech Castle, though this has a different body style.

The model is available in the initial green livery with red frames (ref.41-251) and in the current grey with black running gear (ref.41-252).

The base colour is sprayed with good coverage and a satin finish, with details (buffer beams, flycranks, exhaust, etc.) hand painted. Colours are specified (Humbrol references) in the instructions to aid matching, if necessary. Etched brass number, name, and works plates by Narrow Planet are provided for the modeller to apply.

The model measures 81mm long (over coupling hoops), 27mm wide, and 41mm high. It was produced using drawings from the VoR and additional information obtained while the machine was being overhauled in 2019.

Fourdees models are hand assembled in Britain from 3D-printed parts made on advanced additive manufacturing machines; the highly detailed body also employs etched metal panels and many separate fittings.

VALE OF RHEIDOL Nº 10 - BLACK

As usual, a high level of detail has been achieved - the cab interior is fully equipped and painted, and there is flush glazing in the windows. The cab roof is loose so it can be removed easily to appreciate the detail and fit a crew if required.

The complete body is ingeniously held onto the chassis by four small clips, completely concealed but easily accessible from below if separation is required for maintenance.

The model is built on a Graham Farish N gauge class 08 diesel outside framed chassis, with additional parts to replicate the jackshaft drive.

It runs nicely; a running-in period of half-an-hour in each direction is recommended, with lubrication after every eight hours use.

Minimum recommended radius is 225mm (9").

Weights in the body ensure reasonable tractive effort but more weight could be useful both for adhesion and electrical contact.

The couplings are standard Peco GR-102s, in NEM pockets. The height matches Peco stock perfectly.

The model comes smartly packaged in the now customary collector's stout dark green card box with a protective sponge insert and glossy card giving prototype information. A separate leaflet provides operating and maintenance instructions.











#### Manufactured by

Fourdees Limited. 57, Wentworth Road, Blacker Hill, Barnsley, S74 ORP. www.fourdees.co.uk

PRICE ref.41-251 £214.50. Insured & tracked UK postage £8.00.

#### Swiss Ce6/8<sup>II</sup> 'Crocodile' new from Jägerndorfer



Following the success of the prototype Ce6/8 No.14201, ordered in June 1917, the production series Ce6/8|| and Ce6/8|| electric locomotives were built between 1919 and 1927. There were thirty-three Ce6/8<sup>||</sup> and eighteen Ce6/8<sup>|||</sup>, making a total (excluding the prototype) of fifty-one. They were developed for hauling heavy goods trains on the steeply graded Gotthard line between Luzern and Chiasso, including the Gotthard Tunnel. The electric motors available at the time were large and had to be mounted in the body, but flexibility was required to negotiate the tight curves on the alpine routes. The articulated design, with two powered units bridged by a pivoting centre section carrying the cabs and the heavy transformer, met both requirements and also gave excellent visibility from cabs which were situated safely away from any collision. The two motors in each unit were geared to a jackshaft between the outer (Ce6/8|) or inner (Ce6/8<sup>III</sup>) driven axles, with side rods transmitting the power to the driving wheels. These locomotives were highly successful on the Gotthard. Later they were transferred to general duties elsewhere in the country, and at the end of their careers some were used as heavy shunters. The last was not withdrawn until the 1980s.

The distinctive body style, with the two long low hoods, soon earned the nickname 'Crocodile'.

Jägerndorfer have produced models of 13254 and 13257 in green and

The markings and simulated brass plates are neatly printed, and features such as handrails carefully picked out.

The models are accurate, according to published dimensions, and well detailed, representing the locos in final

and will be available later.

Sound versions have been announced



condition. Louvres, panels, rivets, and traction motor casings are moulded, while separately applied parts include buffers, fall plates, shunters' grabs, cab steps, track signalling magnets, lamps, roof equipment, and fine metal pantographs. Glazing fits flush, with metallic frames where appropriate. There are fine etched metal connecting and coupling rods, and brake shoes in line with

For the modeller to fit there very finely moulded brake hoses and dummy scale couplings - these are very small and will require a clear eye and a steady hand! Power is provided by a central-

the wheel treads.



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

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

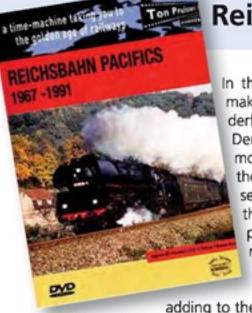
PRICE ref.62120 £295.00.



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#### Reichsbahn Pacifics 1967 - 1991

Ton Pruissen DVD c.45mins £16.80 + p&p



In this programme the noted Dutch railway film maker Ton Pruissen presents some of his wonderful footage of steam in East Germany. The Deutsche Reichsbahn continued to develop and modernise the steam fleet into the 1960s, with the result that the 01 and 03 Pacifics still in service there differed in significant detail from the same classes in the west. The DR policy also produced the 01.5 rebuilds, semi-streamlined, many with BoxPok wheels, and some with Giesl ejectors. As in the west, a considerable number of locos were converted to oil firing,

adding to the variety.

Most of the film is from the early end of the date range quoted - there are just a couple of clips of museum locos in the 1980s and 1990s.

The initial screen offers the choice of with or without commentary, and access to a chapter menu.

We begin in Berlin (c.13 minutes), with some 1969 and 1971 black & white material. The commentary notes that some of this was confiscated by the Stasi and developed, not very well, but has been salvaged by modern digital technology. It is surprising that after censorship arrangements we made to return the film, even if it had to be collected in person – a good reason for another visit! One imagines that over time the Stasi must have accumulated guite a dossier on Pruissen!

Most of the film was taken around the former Ostbahnhof; it is interesting to see Czech and Russian vehicles in the long distance expresses, and the occasional interzonal train going forward to the west.

We move on to Eisenach (in July 67), with Interzonenzüge hauled by 01<sup>5</sup>s and banked by BR44 three-cylinder 2-10-0s, and Greifswald (July 1978) (c.3½ minutes), with the film now in colour, and then progress to Stralsund on the same trip (c.11½ minutes). The main purpose at that time was to film the oil-fired O3s on services to Berlin, probably the last steam-hauled expresses in Europe; we see them being prepared and leaving the shed, and coverage also includes a brief visit inside the sheds in 1971 (in black & white) which somehow was not censored by the Stasi. It is fascinating to see the boiler-top sandbox being filled, and operation rarely recorded compared to taking coal and water.

The next main location on the July 1978 tour was Pasewalk (c.8½ minutes), and as well as the station there was some opportunity for observing trains out on the line – often at speed, and there is one particularly impressive panning shot.

Moving on to Dresden (c.81/2 minutes) we see trains at Neustadt station, on the Elbe bridge, and in the Hauptbahnhof before venturing out for some more lineside views. There is an excellent if brief bit of pacing from a parallel road, and a short section on the footplate, though no mention is made of how this was achieved. One of the sequences shows 03 1010, which subsequently became an official Museumslok and has survived to the present day; as an aside short clips from a special in 1982 and the 'Viva Magistrale' Plandampf in October 1991 are inserted to illustrate its later career.

In general, the clips are relatively long, usually showing the whole train passing. Most were taken at or near stations, with some lineside views. They have been skilfully compiled, and the programme flows well, never seeming rushed. The wider views are complemented by small details and cutaways, and we see quite a lot of the passengers and railway staff - ideal for informing modellers wanting authentic DR detail and DDR atmosphere, not least the fashions of the time! Both civilians and staff seem unconcerned by the presence of the filming enthusiast. The number of people using the trains is also very significant. Occasionally a fellow enthusiast wanders into shot, or is caught ducking out of view!

As the title declares, motive power mainly Pacifics, 01, 03, and the rebuilt 01<sup>5</sup>, but other classes are also seen and noted, and diesels become more evident later - though usually on shed or in sidings in this footage.

The earlier film is black & white, the later colour, and the quality is very good. Most was acquired in good weather. The stereo sound with excellent steam effects is always a highlight of a Pruissen production. The clear and informative commentary is delivered by Pruissen himself, with some trenchant comments on the DDR propaganda slogans often observed. There is a little use of background music.

The DVD also includes around half-an-hour of trailers for other programmes by

This programme helps to show why the DR was regarded as the last great steam show in Europe. Thoroughly recommended.

The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. UK postage and packing is £2.52.

www.camdenmin.co.uk



Right
DR 03 2265-1 preparing
to leave Dresden Neustadt
with a service to Cottbus,
14th May 1977.
Photo: John Chalcraft,
Rail Photoprints.

Mussorgsky in Steam

Ton Pruissen DVD c.35mins £16.80 + p&p



In this programme the noted Dutch railway film maker Ton Pruissen takes an unusual approach to the presentation of railway films, which he describes as "a ballet for men and machines". From anyone with less film making and editing skills, and less appreciation of the prototype, this would be both pretentious and unlikely to succeed. But Pruissen pulls it off.

The Russian composer Mussorgsky (1839 – 1881) was a close friend of the architect and artist Victor Hartmann, who died suddenly in 1873. An exhibition of his paintings was

staged the following year, and Mussorgsky was so

moved by this that to honour his friend he composed a cycle of pieces for piano, entitled Pictures at an Exhibition. In 1922 the French composer Ravel arranged the piano pieces for orchestra, and it is this version which become best known, and is used here. The music begins with a short promenade theme, then you come to a picture and look at it before promenading to the next.

The railway film segments were shot in East and West Germany, Poland, Czechoslovakia, Hungary, Romania, Turkey, India, Indonesia, and Zimbabwe. Some are very quick glimpses (either edited to be so, or as taken too short to form sensible parts of a longer coherent programme) others are longer sequences, like the varied pictures at an exhibition in an art gallery. They show everything from rural narrow gauge to main line traffic, and in all weathers, from tropical sunshine to sleet and snow.

The clips have been cleverly edited to match the music – the signal dropping as the closing chord sounds is obvious and typical; more subtle examples become apparent on repeated viewings. The style is also matched – light and bouncy with, for example,

Polish narrow gauge on uneven track, ponderous for heavy freights struggling slowly up steep gradients, discordant when diesels appear and steam locos are shown being scrapped, dramatic to match impressive displays of smoke and steam. Many illustrate the heavy and dirty work of running and maintaining steam locos.

Pruissen is not only a experienced railway cameraman but also a great observer of detail – motion, mechanisms, components, infrastructure, and people. Often, in eastern bloc countries and remote places, they are taking an interest in the cameraman. We observe many railway staff, on the footplate, the platforms, and in workshops, predominantly men, but the cameraman clearly had an eye for attractive young ladies! Often in the DDR they may be railway staff, and note also the (trainee?) turntable operator in Poland. In contrast, spot the older ladies in Turkey raking through the dumped loco ashes to find useful lumps of unburned coal. Most railway photographers would not have bothered to capture such scenes.

The film is a combination of black & white and colour, and of good quality given its age.

The first screen offers the option of stereo or surround sound; there are no dubbed effects, often a Pruissen hallmark. There is no commentary, but the option of titles on or off; these titles are captions which give the location and country; dates would have been informative too. In many cases loco numbers are visible to satisfy enthusiasts.

So, perhaps not a usual railway film but certainly an innovative and creative way of presenting some artistic material.

The main programme is followed by about 30 minutes of trailers for a couple of dozen other Pruissen productions; many of the subjects, and indeed some of the actual clips, will be recognised from the foregoing feature.

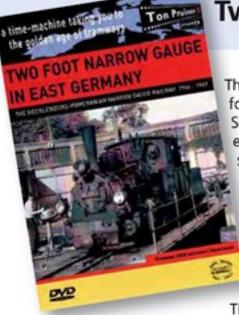
The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. UK postage and packing is £2.52.

www.camdenmin.co.uk

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#### Two Foot Narrow Gauge in East Germany

**Ton Pruissen** DVD c.50mins f18.25 + p&p



This programme from Ton Pruissen presents rare footage of the Mecklenburg - Pommersche Schmalspurbahnen taken by various photographers between 1966 and 1969. To be precise, it should perhaps be titled 600mm rather than 'two foot'! At its maximum, the MPSB network extended to some 135 miles but by tis time only the 36km line from Anklam to Friedland survived, and even this was finally closed in 1969.

The coverage in fact opens on 1st June 1969, witnessing the last train commemorations.

Then it is back to 1968 and a look at the large roundhouse at Friedland and the workshops there, which were equipped with dual gauge track (600mm and 750mm) as other stock was maintained there. To house the locos once needed for the system there was a large roundhouse, accessed by a manual turntable.

We watch as locos are prepared for duty, including having the ash shovelled out of the smokebox, and coal in wicker baskets being manhandled into the tender.

In these final years there were six locos still in use, all of which are seen in the programme. All have been preserved.

99 3351 – 99 3353, saturated steam 0-6-2Ts with auxiliary four-wheel tenders built by Jung between 1906 and 1908. 51 is now at the Frankfurter Feldbahn Museum, 52 is displayed in Friedland, and 53 is on the Brecon Mountain Railway as *Graf Schwerin-Löwitz*.

99 3361, superheated 0-8-0 built by Orenstein and Koppel in 1938. It is now at the Hesston Steam Museum in Indiana.

99 3461, superheated 0-8-0 built by Vulcan of Stettin in 1925; it was fitted with a ship's whistle (as Vulcan also built ships). In 1972 it was sold to the Chemin de fer Froissy – Cappy – Dompierre.

99 3462, superheated 0-8-0 built by Orenstein and Koppel in 1934. It has been at the Muskau Forest Railway since October 2012.

Passengers were accommodated in distinctive Wismar bogie coaches, with narrow vestibules and a wider centre section with a tumblehome; we get a look at the interior of a first class compartment, with longitudinal inward-facing seats, as well as riding the train and observing other travellers.

On a couple of occasions we are privileged to ride on the footplate.

The train seems to speed across the flat landscape, with its wide fields and tree-lined roads, but in fact it takes over an hour to traverse just ten or so miles to Wegezin-Dennin.

Although trains ran through from Friedland to Anklam, the locomotives did not; they were detached at Wegezin-Dennin, watered, and turned on the triangle there, and returned working a train in the other direction. The reason for this is not clear, but may have been a hangover from earlier schedules when the network was much more extensive and the principal routes were different.

Most of the wayside halts en route are little more than a sign and a nominal platform.

Approaching Anklam the railway must cross the F109, quite a major road, simply protected by the guard with flag; road traffic does not look that busy! At one point a flock of sheep impede the departure of a train, meandering in front of the loco, but no-one seems to mind.

We follow a goods train down to the riverside docks at Anklam, where coal and fertiliser are transferred by grab crane from barges into narrow gauge wagons, though this traffic has declined and many wagons are noted stored in sidings.

There is some observation of standard gauge activity at Anklam, with passing trains and shunting alongside the narrow gauge.

Ton Pruissen visited the line twice, in July 1967 and July 1968, the first time bringing a moped all the way from The Netherlands! It gave him a measure of independent mobility and allowed access to lineside locations which could not have been easily reached by rail or other scarce public transport – and it could even be accommodated in the baggage van, as we see at one point. On the second occasion he and his colleagues travelled in a small car (NSU) but were thwarted in one attempt to chase the train by a horse and cart blocking the lane.

Several other horse-drawn vehicles are seen, clearly still in regular use.

The programme consists not only of Pruissen's film but some material from the fellow Dutch enthusiasts who accompanied him, along with film provided by some East German sources, among them the legendary railway photographer Günter Meyer. He was a DR railwayman so could not only travel comparatively easily but also did not arouse the antipathy of other railway staff, who accepted his presence with still and sometimes also ciné cameras. One wonders, however, if they might have regarded him with a certain amount of suspicion and not query his activities as they assumed he had official sanction!

The material has been carefully compiled to follow trains in each direction, showing as much of the method of operation and the route as possible, and we become quite familiar with certain lineside features and structures. As usual with Pruissen, observation of detail, judiciously inserted, complements the wider views and helps the pace and progression of the visual narrative.

Accessed separately from the initial screen is just over seven minutes of colour film from a visit in 1966 by a group of West German enthusiasts from Hannover.

The majority of the film is black & white, with some colour latterly. Quality is excellent, considering its age. There is dubbed stereo sound, very well done, as you would expect from Pruissen, with a little use of backing music.

The commentary, delivered with personal touches by Pruissen himself, is clear and informative; it can be switched off if preferred.

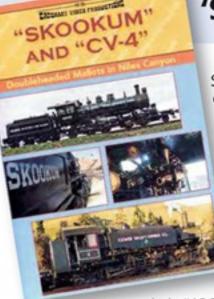
Inside the sleeve is an extract from official route map, along with basic sketches of the surviving route and the layout at Wegezin-Dennin.

Around half-an-hour of trailers for other Pruissen productions complete the package. The DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. UK postage and packing is £2.52.

www.camdenmin.co.uk

#### 'Skookum' and 'CV-4'

Catenary Video Productions DVD c.60mins £18.25 + p&p



Sub-titled 'Double headed Mallets in Niles Canyon', this is primarily the story of one particular old steam locomotive which rolled gently off a low trestle in February 1955, was abandoned where it lay, rescued by a railfan, sold on twice, moved twice (in pieces), and was eventually – after fifty years! – restored to working order (which required many lost parts to be replaced). In effectively original condition, it now runs on the Niles Canyon RR in California.

Built by Baldwin as works number 33463 in 1909 for the Little River RR in Tennessee

as their #126, it proved too heavy for the line (72 tons instead

of the 60 requested!) and was soon returned to the builders. Another buyer was found in the logging industry on the west coast, the Whitney Company in Oregon, where it was named 'Skookum' ('big and strong' in the local Indian language). It passed through several subsequent owners, finally becoming Columbia River Belt Line Railway #7.

The story of the standard gauge 2-4-4-2 is told through interviews with several of those involved in its preservation and restoration, illustrated with stills from the archive of Martin Hansen, who was part of the team and appears in the programme as the main narrator. Interviewees include current owner Chris Baldo (since 2005) who was largely responsible for the restoration.

In use alongside 'Skookum' is Clover Valley Lumber Company #4, a large 2-6-6-2T dating from 1924, which worked over the Boca & Loyalton RR in northern California, crossing the Western Pacific at Hawley. Rare archive colour footage shows the loco in service.

Sections which may be of special interest to modellers detail the machinery and the workings of a steam locomotive, as well as the necessary maintenance, using as examples both these Mallets based at Brightside Yard, Sunol.

The railroad through Niles Canyon dates back to 1862, eventually becoming part of the Southern Pacific system, but it was closed and lifted in 1984 following takeover by the Union Pacific, as another through route was superfluous. Preservation began in 1987, with the first trains running the following year. The history is recounted with old film and clear maps and track diagrams, also covering the restoration.

The railroad has also hosted other locos, and there is a section showing Mason County Logging Co. 2-6-2T #7, Quincy RR 2-6-2T #2, Granite Rock Co. 0-6-0T #10 (a former USATC S100), and The Robert Dollar Co. 2-6-2ST #3. The services start as two double-headed trains, which are then combined with all four on the front.

Also shown is Southern Pacific 4-6-2 #2472, first with archive film of the loco which was subsequently preserved then an excursion over the Niles Canyon line, though it is not longer working there. It makes quite a contrast with the logging and industrial types.

All the modern colour video material is 16:9 wide screen, and excellent quality.

The soundtrack is in stereo, with dubbed effects on archive film; there is some use of backing music.

The commentary is informative, and clearly delivered, linking the interviews and providing historical background.

While 'Skookum' is the centre of attention, it can be seen that there is much else of interest in this programme.

This DVD is available from Camden Miniature Steam Services, Barrow Farm, Rode, Frome, Somerset, BA11 6PS. Postage and packing in the UK is £2.52.

www.camdenmin.co.uk

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## News

Information from Continental Modeller



#### Roco release new HO model of unique SBB Ae8/14 as rebuilt



To haul increasingly heavy trains over the Gotthard route, the SBB decided to build huge double locomotives. In 1931 the first Ae8/14, No.11801, was placed in service. In addition to the technical concept, the external design of both halves of the Ae8/14 was similar to the existing Ae4/7. In 1932 the SBB received another Ae8/14, No.11851, built by SLM but

with MFO instead of BBC. Instead of the Büchli drive, it had SLM universal drive with sixteen traction motors. Although it was powerful, it was also extremely loud, prone to failure, and uneconomical. On the occasion of an overhaul in 1961 the locomotive received new welded driver's cabs for seated operation, identical in construction to those of the new Ae6/6

locomotives. In this partially modernised state 11851 was still in operation until 1976, but was withdrawn in Bellinzona in 1977 and scrapped in Biasca.

The new Roco model of this unique and distinctive locomotive depicts it as rebuilt with the Ae6/6 cabs, with chromed crests on the fronts and fine wipers attached. The delicate pantographs are also worthy of note.

Both halves of the locomotive are driven, with a motor in each; digital operation requires two decoders controlled via one address. In digital mode the cab lighting can be switched separately.

www.roco.cc

#### Detailing kit for Minitrains HOe steam tram loco from Tramfabriek

The German company Minitrains recently released what should be a popular model of a Henschel steam tram, which is much more than a replica of the well-known Eggerbahn 'Fiery Elias'. It is based on a steam tram used by the Dutch Geldersch-Overijsselsche Stoomtram Maatschappij (GOSM) which operated a 750mm gauge network in the province of Gelderland.

It is a nice basic model which is very suitable for simple upgrades. Details make the difference and this Tramfabriek 'good looks' upgrade kit will make this model really stand out.

The kit features prototypically correct highly detailed etched brass plates for the GOSM or GS (Gooische Stoomtram), with a choice of three names/numbers (GOSM 6 Gorssel, 7 Gelderland, or 8 Overijssel, plus GS 6 or 8).

The kit also includes a steam-operated bell, a set of front and rear windows, a reversing lever, two coupling rods and four screws, and two couplings.



There are very detailed fully illustrated instructions to guide you through the simple process.

The kit costs €19.50.



Note that the Minitrains model itself is not included. It can be obtained through specialists such as Dundas Models, or check the Minitrains website for retailers near you.

www.tramfabriek.nl

#### **Progress with Ixion HO Victorian Railways J class**



HO proposed by Ixion Models is reported to be making progress. A decoration sample (factory painted) is on its way for approval; this is not yet a powered running model as some parts from sub-contractors have been are delayed due to the worldwide health situation. Ixion also stress that the item shown in these photos does not represent the final standard of assembly, and some things are still to be corrected – that is what samples are for! Delivery is still some way off.

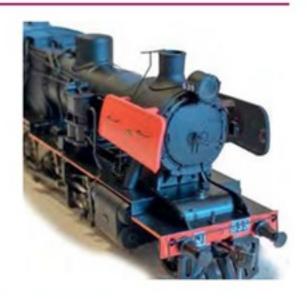


The model has been designed to negotiate 22" radius. It will have a 21-pin decoder socket in the tender, but there will be no factory-fitted DCC sound option.

The price will be A\$595.00 + p&p. Advance orders are not accepted via the lxion website (they will not start sales until they actually have stock, which is commendable), but some retailers in Australia are taking pre-orders.

https://ixionmodels.com







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More Austrian diesels in HOe by Ferro-Train



Until the 1960s, the narrow gauge lines of the Styrian State Railways were operated almost exclusively with steam locomotives. To run them economically and be competitive as a mode of transport, the decision was made to purchase diesel locomotives.

The Rh2095 B-B built for the ÖBB was not considered suitable for the needs of the StLB, and so ÖMAG and Brown-Boveri developed a centre-cab bogie loco with diesel-electric transmission for 'main line' service; these were numbered VL 11 to 16.

By popular request, Ferro-Train have expanded their range of these StLB diesels.

VL 13 is offered in the original deep orange, while the variants in the typical faded livery – familiar on the railway for decades – are now available again. VL 16 is also in preparation, representing the loco as used on the Feistritztalbahn, in both as delivered and weathered versions.

There is still some stock of the first release of this machine in Epoch 4 markings and livery, and the popular VL 12 is available in the current Epoch 6 colour scheme, probably for the last time as it is unlikely to be re-run.

These models cost €308.00 each.

As an optional extra, a high precision coreless motor can now be installed if desired.

Also new is the option of having a digital decoder factory fitted, using the excellent devices from fellow Austrian company Zimo. A sound decoder is also an option, with fantastic sound from Alexander Mayer.

www.halling.at

#### New sound decoder by Zimo

The MS580N18 is another example of the new generation of ZIMO sound decoders with the latest technology: 16-bit resolution; 11, 22, and 44 kHz sample rates; sixteen mixable sound channels; and 128Mbit capacity. It measures just 25mm x 10.5mm x 4mm.

The MS series decoders are also multi-protocol, DCC & mfx, and of course with the corresponding feedback systems, i.e. RailCom or MDS, DC analog, AC analog.

They meet the standards for sound decoders with a Next-18 interface.

Furthermore, the standard SUSI connections can be switched to provide additional logic level outputs or servo control lines.

There are also two current-regulated function outputs on solder pads for the direct connection of LEDs; the current regulation (to 6mA) ensures constant brightness even with fluctuations in the traction voltage.

As usual with Zimo, miniature decoders are not limited compared to larger ones in terms of motor control, protective measures, RailCom, HLU, and ABC capability.

A unique feature of the MS580, which is also new for Zimo, is the type





of energy storage: on the back are quite large tantalum capacitors with a total capacitance of 2000µF (to 6.3 volts). In case of brief supply interruptions (up to 0.1 seconds) they can keep the processor and sound generator supplied; the low voltage is sufficient for a small running distance.

This decoder also allows for the connection of two miniature gold capacitors in series (directly soldered on if space permits, or housed elsewhere in the vehicle via wire links). Miniature gold capacitors 12mm long and 4mm diameter are recommended, which will give a 'stay alive' time of 1-2 seconds. Suitable components are available from Zimo.

A further decoder is planned, based on the MS580N18, with miniature gold capacitors already attached.

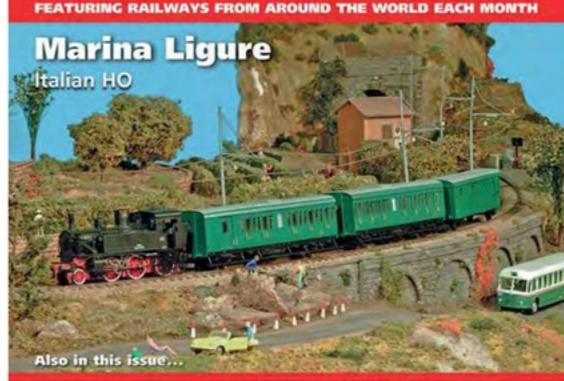
www.zimo.at



## Coming next month

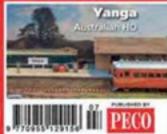
out 18th June

# CONTINENTAL MODELLER









#### • Marina Ligure

Denis Reidy describes a scenic Italian HO layout now retired from exhibitions but still going strong, set in the Cinque Terre region in the north-west.

#### Felda

A convincing German town scene in a modest space: Martin Kirkham tells how a new N gauge layout was developed to house stock spanning several eras.

#### Urban doors

Emmanuel Nouaillier shows detailed structure modelling can be both artistic endeavour and historical record.

#### Yanga

A country station where two state systems meet: Les Fordham describes his latest Australian HO project, representing a rural break of gauge location between New South Wales and Victoria.

#### Timber transport

Peter Marriott looks at a common freight in Switzerland, and suggests how it can be authentically modelled.

... and much more!

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30 June (Tues) 6pm-9pm GARSTANG TOYFAIR, Kirkland and Catterall Memorial Hall, corner of A6 and A586, refreshments available. JANET PEARSON.

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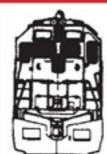
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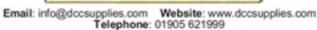
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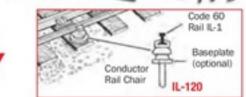
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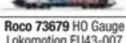


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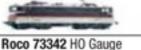
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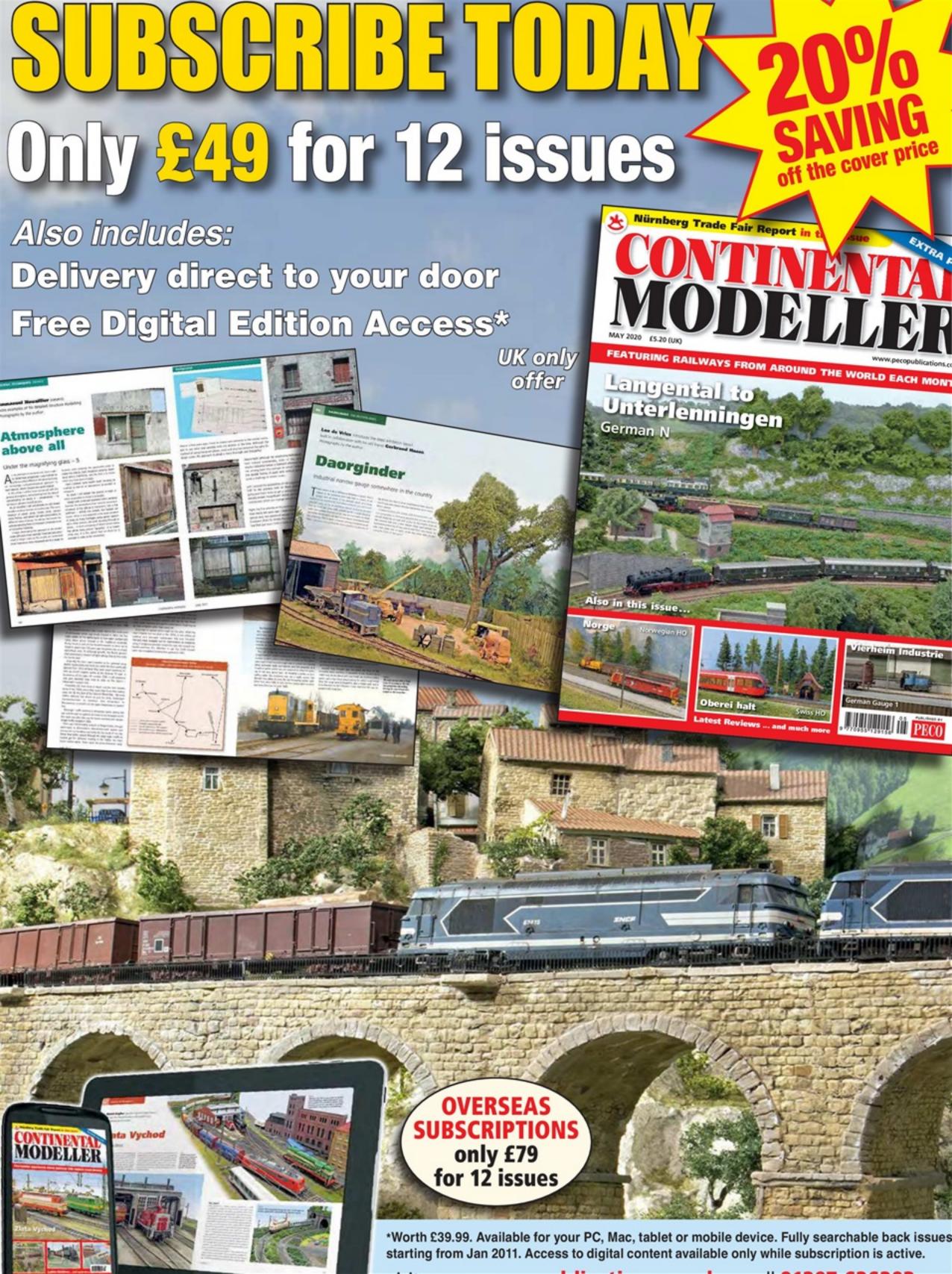
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82701k DBAG 2nd, D Deck, redigney boo miso	\$25.00
871k DBAG 1st/open, two tone blue/grey	620.00-0
672k DBAG 2ndiopen, two tone blue/grey	£20.00
M73k DBAG 2ndiopen, two tone blueigney	\$20.00 H
955122k DBAG 2nd Sparde-Bank, D Deck two tone green/y	
6688k Deutsche Bundesport Bogie clerestory with	
	10-00 (15.00 (2
9065k DRG 1st/2nd 6wh Clerestory with brake hut	520.00
1080k DRG Bogie Bagage with Cupola, green	\$24.00
083k DRG 1st/2nd/3rd Bogle Clarestory, green	£24,00 (2)
5083k DRG 3rd Bogie Clerestory, green	£24.00
Charles Participated Study Secretaries of Control Study Control	- 649-09 £15.00
S382k DRG 6wh Baggage/Post, green	£20.00
382k DRG 6wh Baggage/Post, green. 5119k Kombiverkehr Rolling Road support coach, light grey	£20.00
382k DRG 6wh Baggage Post, green. 5118k Kombiverkehr Rolling Road support coach, light grey 6081k Mitropa Diner, wooden, brown	£20.00 £22.00 £24.00
SBESk DRG fleih Baggage Post, green. 1119k Komthiverkehr Rolling Road support coach, light grey 1081th Mitrope Diner, wooden, brown. 15132h SBB 2nd drivers D Dack Bluelgrey/yellow doors.	629.00 622.00 624.00 685.00
SBESk DRG 6wh Sagage/Post, green. 1118k Kombiverkehr Rolling Road support coach, light grey 1081k Mitropa Diner, wooden, brown 16132h SBB 2nd drivers D Dack Bluelgrey/yellow doors. 1133k SBB 1x03nd D Dack Bluelgrey/yellow doors.	620.00 622.00 624.00 685.00 645.00 (2)
382b. DRG fein Baggage Post, green. 118k Kombiverkein Rolling Road support coach, light grey 081% Mitrogo Diner, wooden, brown. 1513b. 888 2nd drivers D Dack Buelgrey/yellow doors. 1514b. 888 3nd D Deck Bleelgrey/yellow doors. 1514b. 888 2nd D Deck Bleelgrey/yellow doors.	620.00 622.00 624.00 685.00 645.00 (2)
S82% DRG fieth Saggage Post, green. 1118 Kombiverkith Rolling Road support coach, light grey 001% Mitroge Dane, wooden, brown. 65132k S88 2nd drivers D Deck Buelgrey/yellow doors. 1513k S88 2nd D Deck Buelgrey/yellow doors. 1514k S88 2nd D Deck Buelgrey/yellow doors. 8611k Wat 1nd, short 4ek, brown.	620.00 624.00 985.00 645.00 (2) 645.00 620.00
382b. DRG fein Baggage Post, green.  11 lik Kombiverkehr Rolling Road support coach, light grey  081 lik Mitropa Diner, wooden, brown  161 lik 388 2nd drivers D Dack Buelgrey/yellow doors.  161 lik 388 2nd drivers D Dack Buelgrey/yellow doors.  161 4k 588 2nd D Deck Buelgrey/yellow doors.  161 k 1880 2nd D Deck Buelgrey/yellow doors.  162 lik Illiud 3rd, short deek, brown.	\$25.00 \$22.00 \$24.00 \$65.00 \$45.00 \$20.00 \$20.00
SSES, DRS field Baggage Post, green.  511 lik Kombiverkein Rolling Road support coach, light grey  501 lik Mitroge Diner, wooden, brown.  651 lik SSES Indidniers D Dack Bluelgrey/yellow doors.  513 lik SSES Indidniers D Dack Bluelgrey/yellow doors.  513 lik SSES Indidniers D Dack Bluelgrey/yellow doors.  513 lik SSES Indidniers D Dack Bluelgrey/yellow doors.  501 lik Bluet Ind, short Auth, brown.  501 lik Bluet Ind, short Auth, brown.  501 lik Bluet Indigniery Dirmilay steel open with brake hut, green.	\$25.00 \$24.00 \$35.00 \$45.00 \$45.00 \$25.00 \$25.00 \$25.00 \$25.00 \$25.00
SBCB, CRS fieth Baggage Post, green upport coach, light grey SBTB, Kombivenkin Polling Road support coach, light grey SBTB, Mitrogo Diner, wooden, brown BSTBB SBCB, work wooden, brown SBCB SBCB SBCB, book Bluelgrey/yellow doors. SBCB, Willed SBCB, Bluelgrey/yellow doors. SBCB, Willed Sac, short lash, brown SBCB, Aral Arts, blue - 4 whitanker, silver (Special) 9801038, Augsburg Ommijul, steel open with brake hut, green, SBTBCB, BAV 2 x wagon set.	\$25.00 \$24.00 \$15.00 \$45.00 (2) \$45.00 (3) \$45.00 (3) \$45.00 (3) \$45.00 (3) \$45.00 (3) \$45.00 (3)
383b. DRG field Baggage Post, green.  11 Tills Komthiverkeith Rolling Road support coach, light grey  0811h Mitropa Diner, wooden, brown.  6511th 388 2nd brieses D Deck Buelgrey/selbor doors.  1513b 388 1 though d Deck Buelgrey/selbor doors.  1514b 588 2nd D Deck Buelgrey/selbor doors.  1514b 588 2nd D Deck Buelgrey/selbor doors.  8611h Illiust 3rd, short 4eith, brown.  5611h Illiust 3rd, short 4eith braker, silver (Special)  5611b Augsburg Drimijil, sheel open with brake hut, green.  8611b BAV 2 x eagen set.  3613b BAV 3rd open der.	\$25.00 \$22.00 \$34.00 \$45.00 \$45.00 \$20.00 \$26.00 \$26.00 \$36.00 \$36.00 \$36.00 \$75.00 \$25.00 \$36.00
SSES, DRS fish Baggage Post, green.  5119k Kombiverkehr Rolling Road support coach, light grey  5011% Mitrope Diner, wooden, brown.  65126k SSES Tradictivers D Dack Bluelgrey/yellow doors.  5134k SSES tradictivers D Dack Bluelgrey/yellow doors.  5134k SSES tradictivers D Dack Bluelgrey/yellow doors.  5134k SSES tradictivers D Dack Bluelgrey/yellow doors.  5311k Bluet Tind, short Seek, brown.  5011k Bluet Tind, short Seek, brown.  5611628 Bluet Tind, blue + 4wh tranker, silver Special).  5611628 Bluet Tind, bluet - 4wh tranker, silver Special).  5611628 Bluet Tind Seek Bluet Tinde Seek Bluet Bluet Tinde Seek.  5613k Bluet Tinde Seek Bluet Tinde Seek.  5644Bluet Tinde Seek Bluet Tinde Seek.  5644Bluet Tin	\$22.00 \$22.00 \$24.00 \$45.00 \$45.00 \$20.00 \$25.00 \$2
SBSb. DRG fewh Baggage Post, green.  11 Be Kombivenkehr Rolling Road support coach, light grey  001% Mitrogo Diner, wooden, brown  1513b. SBB 174d briens D Dack Buelgrey/yellow doors  1513b. SBB 1752d D Dock Buelgrey/yellow doors  1534b. SBB 2nd D Deck Buelgrey/yellow doors  1545b. SBB 2nd D Deck Buelgrey/yellow doors  1554b. SBB 2nd Artic, blue + 4eh tanker, silver (Special)  1567b. SBB 2nd Artic, blue + 4eh tanker, silver (Special)  1567b. SBB 1005 BBB 2nd Artic, blue + 4eh tanker, silver (Special)  1567b. SBB 1005 BBB 2nd Artic, blue + 4eh tanker, silver (Special)  1567b. SBB 2nd Artic,	\$20.00 \$24.00 \$16.00 \$45.00 \$45.00 \$20.00 \$2
SSIDIX DRIG field baggage, clematory, green.  SSIDIX DRIG field baggage Post, green.  11 Till Kombiverkeith Rolling Road support coach, kight grey  SSIT is Mitroga Diner, wooden, brown.  51 Till Kombiverkeith Politing Road support coach, kight grey  SSIT is Mitt And Stand Stand Brey  11 Till SSIB 1 to 2 nd. D Cock Bluelgrey/yellow doors.  51 Till SSIB 1 to 2 nd. D Cock Bluelgrey/yellow doors.  51 Till SSIB 1 to 2 nd. D Cock Bluelgrey/yellow doors.  51 Till SSIT is Mitt Till ST Town.  52 Till SSIT Is Mitt Till SSIT Town.  52 Till SSIT Is Mitt Till SSIT Town.  53 Till SSIB A Till SSIB A SSIT SSIB SSIB	\$20,00 \$22,00 \$24,00 \$85,00 \$45,00 \$20,00 \$20,00

VAT relief). Sorry no Credit Cards,	but check
90.	
5257k DB lowside, 4wh LWB, brown	\$10,00(2)
S2838702k D8 Bogie EANOS open, red	£14,00 (2)
52848702k DB Cargo EANOS open, red	£14.00(3)
5296k DB Long bogie stake with wood load	\$22.00
52676701k DB Long bogie stake, steel sides, Concrete slab	
S267k DB long bogie stake, steel sides	£22.00 (3)
S296k DB 8 axle Long Bogie well wagon	£18.00(3)
5304k DB Zuban Cigarettes LINB van, red (Pro weather)	
S315k DB Chiquita banana van, orange	E14.00 (3)
5320k DB Sinalco van, yellow/graphics	£10.00
5327k DB Claushaler beer van, white	£12.00
S33070k DB-Skidewall van x 2 set	£98-99 £35.00
5333k DB slide roof wagon, brown/sliver	\$10.00
S334k DB OSRAM slidewall varusilver brown.	.642.49 (9.00 (2)
5335k DB slidewall van, shien brown	£12.00(2)
5336k DB HBIS Skidewall van, BP, yellowigreen	\$14,00 \$12,00 @
5337k DB IKSA slidewall van, yellow/blue 5344k DB Kuhtwagen van, white	E) 00.012
5345k DB Maisels Weisse beer van, white/blue	£12.00
5351k DB works van, green.	\$14.00
535605k DB works van, green	\$15.00
S3/1k DB BP HBS van, silvenbrown	£12.50
5380k DB Lowerbrau van with brake hut, white	\$15.00
5385k DB Bogle baggage van with brake hut, brown	\$22.00
S385k DB Bosch long bogie slide roof van, white/graphics.	
S388k DB Bogle Tilt roof van, brown	\$15.00
SSROk DB Numberg bogie van, green	£16.00 (2)
5382k DB Bogle Swing roof van, brown.	£15.00(4)
5395k DB Bogle GGuwehs44 works van with brake hut	£19-00 £17.00
5395k DB Bogle works van, brown (pro weather)	\$18.00
5410k DB Esso 4wh tanker, white/red	\$12.00 (10)
5412k DB BP 4wh tanker, grey	E10.00 (3
5414k DB Minol 4wh tanker, purple	\$10.00
5416k DB VTG 4wh tanker, grey	£12.00 (2)
5417k DB Hoechst 4wh tanker, grey	£15.00 (3)
5409k DB Vin 4wh tanker, silver (pro weather)	£15.00
5427k DB WTA 4wh tanker, grey	£15.00
5470k DB Esso bogie tanker, white/red	£16.00 (4)
5516k DB Quarzwerke 4wh closed hopper, brown blue	E4540 (3.00 (3
5525k DB Bogle hopper, brown	£15.00(8) £18.00(2)
5787k:DB Long bogie stake, brown 5787k/Schnott DB Long bogie stake, brown, New Number.	
581102k DB Stake x 2 with various loads.	\$35.00
815254k DB Rat with Hyundai + Evergreen conts	£14,00 (3)
82.5910k DB 4wh Lime wagon and flat wagon set	699-99 £15.00
825341k DB Muhlen Kulsh van, cream	\$15.00
835802k DB Westdeutsche 4wh tankenbrake hut	£14.00
84S341k DB Stuttgartner Beer van, white	\$15.00
855829k DB TT wagon.	£12.00
865475k DB VTG boole tanker, grey.	\$18.00
865475k DB VTG bogle tanker, grey. 97.5308k DB 4wh Covered van 'Buhre', blue	\$40-00 £15.00
975420k DB Veedol 4wh tanker, silver	E48-09 09.00
975767k DB Cargo long bogie flat + steel load	529.00
98S349k DB Twin unit van set, Ledener-Brau + Tucher Brau	£25.00
995410k DB 2 x 4wh tanker, Rochling, blue/Schraube, silve	£882-00 (29.00)
5270 DBAG Rolling Road, end unit	\$20.00
S271 DBAG Rolling Road	£18.00(2)
5275 DBAG Rolling Road with Hoffman Artic Load	
5234k DBAG Flat with TFG cont	£15.00
S237k DBAG Flat with Deutsche Post swap body	
5273X DBAG Rolling Road with Intermortana Drawber unit	
S280k DBAG Bogle Earlos open, brown/factory weather	
5290k DBAG Bogle Car Carrier, blue	622.00
S370k DBAG Intercargo Exp van, blue/grey	£15,00(9)
5370k DBAG Slidewall van, Intercargoe Express, grey blue	£12.00(2)
5371k DBAG Sidewall van, Intercargoe Express, grey blue 5800k DBAG Intercargo Exp van, blue/grey, Special	C12.00(2)
815234k DBAG 4wh flat with Evergreen + Hyundai 20"	E15-00 E12.00 (2)
The same of the sa	

Corts	\$16-00 E12.00 (II
825283k DBAG Bogie Earos open, brown/factory weather	£18.00
835521k DBAG 2 x Bogie Fals hopper brown/weathered .	
5836k Deutsche Erdol 4wh tanker with brake hut, black	£15.00
545511k Donato Guill Ermo van with-brake hut, red	\$15.00
5252k DR twin TT wagon with log load	£20.00
5296k DR 8 axle bogie well with 2 x brake hut	£22,00 (3
5302k DR Guards van, green (pro weather)	
S306k DR 2 x Dresden van with brake hut set.	
534600k DR Heinrich Baumgarten Fish van, white	
5416k DR VTG, 4wh tanker, grey	
5425k DR 4wh tanker, Thorf, green	
5505k DR Short 4wh coal hopper, brown	£15.00 (3
5514k DR closed 4wh hopper, brown	\$18.00
5709k DR O wood open with brake hut (pro weather)	\$12.00
5710k DR short gravel hopper, brown	\$14.00
S729k DR G1 van, brown	£15-00 £13.50
5731k DR Gh 6wh san with brake hut, brown joro weather	
835806k DR Biberfeld Acid Carbouy wagon = brake hut.	210.00
brown/weathered	£18.00
	\$25,00 (2
975767k DR long bogie stake with load	
S34805 DRG Frauengunst van with brake hut, yellow	0.812

5348US DRU Frauengunst van with brake hut, yekow	116.00
S80908 DRG BAV wagon set (4 wagons)	£110.00
5210k DRG Om wood open with brake hut.	£15.00
5211k DRG O steel open, brown	£12.00(3)
5213k DRG k lidded wagon	£11.50(G)
5214k DRG lovside, brown	\$12.00
5215k DRG Om wood open, brown	\$14.00
5216k DRG Om wood open with brake hut, brown	
5285k DRG Bogie stake with log load	£15.00
S368k DRG 3rd bagg, green	\$14.00
SSBOk DRG Ghuns 6wh van with brake hut, brown (Pro weather	£18.00(2)
543706k DRG 2 x 4wh tanker with brake hut set	
SSOSk DRG short gravel hopper, brown	
5506k DRG short gravel hopper, brown	B 4 4 4 4 4
5831k DRG ACID carbow wagon with brake hut	
5837k DRG van (Altori)-brake hut, Off + Sohn, oream	
5848k DRG DAPG 4wh tanker with brake hut, silver	\$16.00
805806k DRG ACID carbour wagon with brake but (pro weather	00.813 0
5526k EH Bogie gravel hopper, grey	\$16.00
535306k Epil Gm van, green.	\$18.00
531403k FS van	£15.00
545504k FS van with brake hut, grey	\$20.00
S31402k FS van, brown/silver vents	£15.00
5837k Hoffl-Sohn Banana van with brake hut, cream	
S246k Kombiwaggon with Thyssen Cont	\$25.00
S894k KPEV 6wh baggage, brown	\$22.00
5358 CTk KPEV G van with brakehut, grey	\$22.00
SSSSO'k KPEV Oskar Hersgens van with brake hut, light grev	£18.00 (2)
591202k Munchen steel open with brake cab, green	
545512k Norte Donato Guillermo wine van + brake hut, red	
545511k Norte Tarrada Zumarraga van + brake hut, grey	
S284k NS Bogle Earos open, blue	\$15.00
805264k NS Bogle Earos open, blue	£15.00 (3)
945283NLk NS Bogle Eanos open, blue	£18.00
\$430A1k OBB 4wh tank wagon with brake "Nat Mag Wein",	
99/	9-80 £15.00

997	E99-00 £15.00
905283Ak OBB Bogie Eanos open , brown	\$15.00
965335k OBB Fertrans twin van set, grev	New 696-60 \$28.00
525408k RENFE long modern bogie stake, grey/green	stokes
	£15.00(S)
5410CH2K SBB Lorza 4wh tanker, silventhue panels.	
547202.1 SNCF SIMOTRA bogie hopper, grey/black	
905470Fk SNCF Total bodie tanker, grev	£22.00
545512k Tarrada van with brake hut, green black	£15.00
915335CH Toblerone slidewall van, cream	\$15.00
5568k Track clean wagon	
5885k Wurt Gm van, brown	£15.00
5825k Wurt Ommklul open with brake hut, brown	
5823k Wurt open with brake hut, green	
5827k Wurt short steel open, brown	\$12.00
5887k Wurt short steel open, green	£15.00
5826k Wurt van with brake hut, Uhrich Gminder, cream	
5822k Wurt van, brown	£14.00
JOUEF	
74370 Euromed TOV 4 unit, white/blue	£135.00
HJ2065 SNCF 1d' 5541, green-epN (DCC fitted)	
The state of the s	

#### HJ2065 SNCF 1df 5541, green-eptV (DCC fitted)...

£38.00

\$10,00 (2) \$14,00

\$10.00

HJ2319 SNCF Autorali X2202, blue/white, eplV/V	£115.00
834700 SNCF 8822230, blue	
853100 SNCF 8866150, blue/weather	
SNCF 8822230, greviorange stripes (DCC fitted	
859000 SNCF cc72001, blue/white	00.00
C0971000 SNCF Budd 3 unit EMU, silver	
5305 Mitropa sleeper, maroon	
537100 SBB Couchette, purple/blue/moon+stars	
SS12 SNCF Postes bogie coch, brown	
HJ4082 SNOF 2nd lex DR) ep 111 green	
525000 SNCF 2nd 810 DEV INOX, silver	
S25100 SNCF 2rd 89 DEV INDIX, silver	
670100 DB Long Bogle Cargowaggon, silver/blue	
674000 DB Long Bogie Transwaggon, silver	
A STORY ORD Wassess been broken albert	PAR NO

MARKS CRACK Contracts Course Statement	the M
M663 SNOF Cooker® Crane 3 piece set	E45.00
664300 SNCF CET Bogie hopper, brown	£9.00
HU6001 SNCF Bogie Flat with PIGNAT cont	£24.00
HJ6144 SNCF 2 x EF 30 "STEM!" wagons, grey, eplV	630.00
LIMA	
	FOR M
20833-4LP BLS Re4/4 #190, brown	£75.00
HL2008 DB V300 001, maroon	E70.00
8227LS FS D342 deset, brown	E35.00
8314LPFS E444 118, red grey	050.00
208694 FS E4444 058 XMPR, grey/green livery, epV	
HL2610 FS E636 082, brown, epillib	£125.00
HL2612 FS E606.082, brown.	£125.00
208089 S88 Am841 003-7 diesel, red (DCC fitted)	095.00
208202LP SSS Rbe4/4 #1429, green/ed face	
208183L SBB Re5/6 Uster, green	£55.00
L309495k BLS 1st EWI salcon Bleu, blue/oream, flush-doors	622.00
309532k DB 1st open, two tone pink/grey	£15.00
9471k DB 1st0nd Säverligh	\$1840 \$15.00
309673k DB 1st/2nd, centre entrance, green	£16.00
9165k DB 1st/Conldor, dark blue/oream	
309168k DB 1stiopen TEE, redicream	
9181k DB 1stippen, dark blueitream	£15.00
	\$16.00
309764k DB 2nd, centre entrance, green	
30963 fk DB 2nd, green, epfV	£15.00
	£4840 £15.00
L30907 DB Baggage coach for INTERFRIGO, light blue	£20.00
309637k DBAG 1st/2nd (ex Silverfish) two tone green/grey	£18.00
309145k DBAG 1st/2nd Silverfish, black skirt	£15.00
309565k DBAG 1st/corridor, two tone pink/grey	£15.00
309564k DBAG 1st/open, two tone pink/grey	E15.00
309577k DBAG 2nd (ex Silverfish), two tone orange/grey	£18.00
309579k DBAG 2nd Silverfish	£15.00
HL6011 Deutsche Bundespost 4wh coach, green	£9849 £20.00
HL6011 Deutsche Bundespost 4wh coach, green	
309548k Mittelthurgau Panorama coach, red/oream	£8849 £20.00
309548k Mittelthurgau Panorama coach, red/oream	\$20.00 \$20.00 \$12.00 (2)
309548k Mittelthurgau Panorama coach, red/oream	620.00 620.00 612.00 (2 612.00
308548k Mittelthurgas Panorama coach, red-bream 308169k SSB 2nd, recess door, green, early logo 308268k SSB 2nd, rekli, green/gold doors, later logo 308258k SSB 2nd Lightweight, two tone green, red doors	620.00 620.00 612.00 (2 612.00 615.00
308548k Mittelthurgau Panorama coach, red-bream	620.00 620.00 612.00 612.00 615.00 610.00
3005-98 Milmithurgas Parkorama coach, red-braam. 3091898 SSB 2nd, releas door, green, early logo. 3092048 SSB 2nd, reld, green/gold doors, later logo. 3092048 SSB 2nd Lightweight, two tone green, red doors. 3092048 SSB 8ngle baggage, green/grey.	620,00 620,00 612,00 (2) 612,00 615,00 610,00
30854 Bit Mithelthurgau Pancrama coach, red-bream. 30818 Bis SSB 2nd, redess door, green, early logo. 308296 SSB 2nd, relid, green/gold doors, later logo. 308296 SSB 2nd Lightweight, two tone green, red doors. 308296 SSB 80gie baggage, green, later logo. 308396 SSB 80gie baggage, green/grey. 308215 SSB 2nd, relid, green/gold doors, later logo.	68849 (20.00 620.00 612.00 (2 612.00 615.00 610.00 614.00
309548k Mitselthurgau Panorama coach, red-bream. 309188k S88 2nd, recess door, green, early logo. 30918k S88 2nd, relikil, green/gold doors, later logo. 30029k S88 2nd Lightweight, two tone green, red doors. 30029k S88 2nd Lightweight, two tone green, red doors. 30029k S88 Bogie-baggage, green, later logo. 300521k S88 2nd milkil, green/gold doors, later logo. 309528k S88 2nd lightweight, green/early logo.	68840 C20.00 620.00 612.00 C2 612.00 615.00 610.00 614.00 614.00
3005-98. Milmithurgus Paincrama coach, redicmam. 3001898. SSB 2nd, recess door, green, early logo. 300208. SSB 2nd, sidl, greenljodd doors, later logo. 300208. SSB 3nd Lightweight, two tone green, red doors. 3002046. SSB 8ngie baggage, greenlight op. 300205-96. SSB 3nd, sidl, greenlighd doors, later logo. 3005296. SSB 2nd, sidl, greenlighd doors, later logo. 3005296. SSB 2nd sightweight, greenlearly logo. 3005296. SSB Calanda Land, Lie Buffet Suisse, purpleigneyt.	68849 020.00 620.00 612.00 (2) 612.00 615.00 610.00 614.00 614.00 614.00
3005-38 Mitmethungau Pancrama coach, red-bream. 300018: SBB 2nd. mikli, green/gold doon, later logo. 300018: SBB 2nd. mikli, green/gold doon, later logo. 300036: SBB 8nd Lightweight, two tone green, red doors. 300036: SBB 8nde baggage, green/grey. 30065: SBB 8nde baggage, green/grey. 30062: Ik SBB 2nd. mikli, green/gold doors, later logo. 30065: SBB 2nd lightweight, green/early logo. 30065: SBB 2nd lightweight, green/early logo. 30065: SBB Calanda Land, Le Buffet Suisse, purple/grey/s 30067: 3k SBB Le Buffet Suisse, purple/grey/s	E9849 020.00 £20.00 £12.00 £12.00 £15.00 £10.00 £10.00 £14.00 £14.00 £14.00 £14.00 £14.00 £14.00 £14.00
3005-98. Mitmithurgas Paincrama coach, redicmam. 3001898. SSB 2nd, recess door, green, early logo. 3002098. SSB 2nd, seless door, green, early logo. 3002098. SSB 2nd Lightweight, two tone green, red doors. 3002098. SSB 3nd significant, creen, tute logo. 3002098. SSB 3nd significant green/early logo. 3002098. SSB 2nd significant, green/early logo. 3002098. SSB 2nd significant, preen/early logo. 3006139. SSB 2nd significant, preen/early 10090999999999999999999999999999999999	\$20.00 \$12.00 \$12.00 \$12.00 \$12.00 \$13.00 \$10.00 \$10.00 \$14.00 \$1
3005-98. Mithelthurgas Parkorama coach, red-braam. 3001898. SSB 2nd. mikil, greenlgold doors, later logo. 300208. SSB 2nd. mikil, greenlgold doors, later logo. 300208. SSB 3nd Lightweight, two tone green, red doors. 3002046. SSB 8ngie baggage, green, later logo. 3002046. SSB 8ngie baggage, greenlgeld doors, later logo. 3005296. SSB 2nd. mikil, greenlgold doors, later logo. 3005296. SSB 2nd. mikil, greenlgold doors, later logo. 3005296. SSB 2nd. mikil, greenlgold doors, later logo. 3005296. SSB 2nd. mikil, greenligeld doors, later logo. 13002096. SSB 2nd. mikil, greenligeld doors, later logo. 13002096. SSB 3nd. mikil, greenligeld doors, later logo. 13002096. SSB 3nd. mikil, greenligeld doors, later logo.	\$20.00 (22.00 (2
3005-8 Mithelthurgas Pariorama coach, red-bream. 300018: SBB 2nd. mikli, green/gold doon, later logo. 300018: SBB 2nd. mikli, green/gold doon, later logo. 300018: SBB 2nd. Lightweight, two tone green, red doors. 300059: SBB 8ogie baggage, green/grey. 300059: SBB 8ogie baggage, green/grey. 300613: SBB 8ogie baggage, green/grey. 300613: SBB 2nd. mikli, green/gold doors, later logo. 300613: SBB Calainda Land, Le Buffet Suisse, purple/grey/t 300613: SBB Le Buffet Suisse, purple/grey/t 300613: SBB Le Buffet Suisse, purple/grey/t 300613: SBB Le Buffet Suisse, purple/grey/t 300623: SBB Le Buffet Suisse, purple/grey/t	\$20.00 (22.00 (2
3005-86 Mitmithurgus Parkorama coach, redicmam. 30018-86 SSB 2nd, recess door, green, early logo. 300218-SSB 2nd, recess door, green, early logo. 300218-SSB 3nd Lightweight, two tone green, red doors. 30023-86 SSB 3nd lightweight, green, late logo. 30035-86 SSB Bogie baggage, green juty. 30025-86 SSB 3nd lightweight, green/late logo. 30052-86 SSB 3nd lightweight, green/late/logo. 300613-SSB 3nd lightweight, green/late/logo. 300613-SSB Calanda Land, Le Buffet Suisse, purple/grey/t- 20062-86 SSB 2nd light-green/light doors, later logo. 10062-86 SSB 2nd mitt, green/light doors, later logo. 10062-86 SSB 2nd mitt, green/light doors, later logo. 130920-85B Baggage, green/grey (Velo logo). 130920-85B SSB 2nd EWIL blue/grey/yellow doors. 130930-76 SSB SSB 2nd EWIL blue/grey/yellow doors. 130930-76 SSB SSB 2nd EWIL Blue/grey/yellow doors.	\$20.00 (12.00) (12.00 (12.00 (12.00 (12.00 (12.00 (12.00 (12.00 (12.00 (12.00) (12.00 (12.00 (12.00 (12.00 (12.00 (12.00 (12.00 (12.00 (12.00)
3005-88. Mitmithurgas Parkorama coach, red-towam. 30018-88. SSB 2nd, incess door, green, early logo. 30020-85. SSB 2nd, midt, greenlyold doors, later logo. 30020-85. SSB 3nd Lightweight, two tone green, red doors. 30020-85. SSB 8nge baggape, green, later logo. 30020-85. SSB 8nge baggape, greenlyed doors, later logo. 30052-85. SSB 2nd, midt, greenlyadd doors, later logo. 30052-85. SSB 2nd leghtweight, greenlyady logo. 30052-85. SSB 2nd leghtweight, greenlyady logo. 30052-85. SSB 2nd, midt, greenlyadd doors, later logo. 130020-85. SSB 2nd, midt, greenlyadd doors, later logo. 130020-85. SSB 3nd 2nd EVM, Buelgreylyallow doors. 1300308. SSB 3nd 2nd EVM, Buelgreylyallow doors.	\$20,00 \$12,00 \$12,00 \$15,00 \$15,00 \$15,00 \$10,00 \$14,00 \$14,00 \$14,00 \$14,00 \$14,00 \$14,00 \$14,00 \$10,00 \$1
3005-98. Mitmithurgau Parionama coach, red-bream. 3001898. SSB 2nd. misti, green/gold doors, later logo. 300298. SSB 2nd. misti, green/gold doors, later logo. 300298. SSB 2nd Lightweight, two tone green, red doors. 300399. SSB Bogie baggape, green/grey. 300399. SSB Bogie baggape, green/grey. 3005218. SSB 2nd lightweight, green/early logo. 3005298. SSB 2nd lightweight, green/early logo. 1306298. SSB 2nd lightweight, green/early logo. 1309208. SSB 2nd lightweight green/grey (Neb logo). 1309208. SSB 3nd Coral TER Languedoc Rousellon*, silvent 1309308. SSB Suknocht 4wh LMS van, grey. 3009398. DS Bauknocht 4wh LMS van, grey.	\$20,00 (20,00)))))))))))))))))))))))
300558 Mithelithurgas Paincrama coach, redicinami 300158 SSB 2nd, recess door, green, early logo 300018 SSB 2nd, recess door, green, early logo 300018 SSB 8nd Lightweight, two tone green, red doors 300059 SSB Bogie baggage, green late logo 300059 SSB Bogie baggage, green jute logo 300059 SSB 8nd redicinesight, green/leafy logo 300059 SSB 8nd redicinesight, green/leafy logo 300059 SSB 2nd redicinesight, green/leafy logo 300059 SSB 2nd redicinesight green/leafy logo 300059 SSB 2nd redicinesight green/leafy 300059 SSB 2nd redicinesight green/grey 100059 SSB 2nd redicinesight green/grey 100059 SSB 8nd redicinesight green/grey 300059 RSB 8nd redicinesight green/grey 300020 RSB 8nd redicinesight green/grey	\$20.00 (2
3005-88. Mitmithurgau Parkorama coach, red-tream. 30018-88. SSB 2nd, miss, green/gold doors, aber logo. 30020-8. SSB 2nd, misl, green/gold doors, aber logo. 30020-8. SSB 2nd Lightweight, two tone-green, red doors. 30030-98. SSB 8ogie-baggage, green/grey. 30030-98. SSB 8ogie-baggage, green/grey. 30030-98. SSB 2nd, misl, green/gold doors, later logo. 1003020-88. SSB 2nd, misl, green/gold doors, later logo. 1003020-88. SSB 2nd, misl, green/gold doors, later logo. 1003020-88. SSB 2nd, misl, green/grey (ville logo). 1309421-SSB 1str2nd EWII, blue/grey/yellow doors. 1003030-8. SSB 2nd, steel Life see, grey. 300303-8. DS 8ogie-gravel carrier, grey. 300303-8. DS 8ogie-gravel carrier, grey.	\$20,00 (20,00))))))))))))))))))))
300558 Mitmithurgas Paincrama coach, rediceram. 300189 SBS 2nd, recess door, green, early logo. 3002194 SBS 2nd, recess door, green, early logo. 3002194 SBS 2nd Lightweight, two tone green, red doors. 3002394 SBS 2nd Lightweight, two tone green, red doors. 3002394 SBS 2nd sightweight, green/lank logo. 3002594 SBS 2nd sightweight, green/lank logo. 3002594 SBS 2nd sightweight, green/lank logo. 3002595 SBS 2nd mitt, green/lank doors, later logo. 1002595 SBS 2nd sightweight green/lank logo. 1002595 SBS 2nd mitt, green/light doors, later logo. 1002595 SBS 2nd mitt, green/light doors, later logo. 1002595 SBC SBS 2nd mitt, green/lank logo. 1002595 SBC SBS 2nd mitt, green/lank logo. 3002595 SBC SBS gold print if IT Languedox Roussillon', sheet 1002595 SBC Bodge gravet carrier, grey. 3002535 DB cargo Bodge sacs open, red-westhered. HL6002 DB Cargo Long Bodge fat with 3 x cont, red. 484002 DB Cargo Long Bodge fat with 3 x cont, red.	\$20,00 (20,00))))))))))))))))))))
300558 Mithelithurgas Paincrama coach, redicinami 300158 SSB 2nd, recess door, green, early logo 300018 SSB 2nd, recess door, green, early logo 300018 SSB 8nd Lightweight, two tone green, red doors 300059 SSB Bogie baggage, green late logo 300059 SSB Bogie baggage, green jute logo 300059 SSB 8nd redicinesight, green/leafy logo 300059 SSB 8nd redicinesight, green/leafy logo 300059 SSB 2nd redicinesight, green/leafy logo 300059 SSB 2nd redicinesight green/leafy logo 300059 SSB 2nd redicinesight green/leafy 300059 SSB 2nd redicinesight green/grey 100059 SSB 2nd redicinesight green/grey 100059 SSB 8nd redicinesight green/grey 300059 RSB 8nd redicinesight green/grey 300020 RSB 8nd redicinesight green/grey	\$20,00 (20,00))))))))))))))))))))
300558 Mitmithurgus Parkorama coach, redicmam 300158 Mitmithurgus Parkorama coach, redicmam 300168 SSB 2nd, recess door, green, early logio 300018 SSB 2nd, relia, green/gold doors, later logio 300018 SSB 8nd (algithureight, two tone green, redidoors 300059 SSB 8nd (algithureight, green/gold 500059 SSB 8nd (algithureight, green/later) logio 300059 SSBB 2nd, relia, green/gold doors, later logio 300059 SSBB 2nd (algithureight, green/later) logio 300059 SSBB 2nd (algithureight, green/later) logio 300059 SSBB 2nd (algit, green/gold doors, later logio 300059 SSBB 2nd (algit, green/gold doors, later logio 1300020 SSBB 8nd (algit, green/gold doors, later logio 1300020 SSBB 8nd (algit 1811 Narqueoto Routsillori, silvent 1300035 SSBB 8nd (algit 1811 Narqueoto Routsillori, silvent 1300035 SSBB 8nd (algit 1811 Narqueoto Routsillori, silvent 1300035 SSBB 8nd (algit pareit carrier, gre) 300023 SSBBB 8nd (algit pareit carrier, gre) 300023 SSBBBB 8nd (algit pareit carrier, gre) 300023 SSBBBB 8nd (algit pareit carrier, gre) 300023 SSBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBBB	\$20.00 (2
300558 Mitmithurgus Parkorama coach, redicmam 300158 Mitmithurgus Parkorams coach, redicmam 300168 SSB 2nd, recess door, green, early logo 300208 SSB 2nd, release door, green, early logo 300208 SSB 2nd, religitueight, teo tone green, redidoors 300304 SSB Bogie baggage, green jute logo 30056 SSSB Bogie baggage, green jute logo 30056 SSSB Bogie baggage, green jute logo 30056 SSSB Stand lightweight, green/leafly logo 30056 SSSB 2nd lightweight, green/leafly logo 30055 SSB 2nd lightweight, green/leafly logo 30055 SSB Calanda Land, Le Buffet Suisse, purple/grey/s 30055 SSB Stand mitte, green/leafly logo 10055 SSB Stand mitte, green/leafly logo L30055 SSB SSB 2nd mitte, green/leafly logo L30055 SSB Stand mitte, green/grey (Velo logo) L30050 SSB Stand EARL SSB stand mitted (Velo logo) L30050 SSB SSB SSB SSB SSB SSB SSB SSB SSB SS	\$20.00 (2
300558 Mitmithurgus Parkorama coach, redicmam 300158 Mitmithurgus Parkorams coach, redicmam 300168 SSB 2nd, recess door, green, early logo 300208 SSB 2nd, release door, green, early logo 300208 SSB 2nd, religitueight, teo tone green, redidoors 300304 SSB Bogie baggage, green jute logo 30056 SSSB Bogie baggage, green jute logo 30056 SSSB Bogie baggage, green jute logo 30056 SSSB Stand lightweight, green/leafly logo 30056 SSSB 2nd lightweight, green/leafly logo 30055 SSB 2nd lightweight, green/leafly logo 30055 SSB Calanda Land, Le Buffet Suisse, purple/grey/s 30055 SSB Stand mitte, green/leafly logo 10055 SSB Stand mitte, green/leafly logo L30055 SSB SSB 2nd mitte, green/leafly logo L30055 SSB Stand mitte, green/grey (Velo logo) L30050 SSB Stand EARL SSB stand mitted (Velo logo) L30050 SSB SSB SSB SSB SSB SSB SSB SSB SSB SS	\$20.00 (22.00)
300558 Mitmithurgus Parkorama coach, redicmam 300158 MSB 2nd, recess door, green, early logo 300018 SBB 2nd, recess door, green, early logo 300018 SBB 2nd, exit, green/gold doors, later logo 300018 SBB 8nd, religiture(git, two tone green, red doors 300018 SBB 8nd; baggage, green, late logo 300059 SBB 8nd; e Maggage, green/grey 300051 SBB 2nd, religiture(git), green/gold doors, later logo 300659 SBB 2nd leghtweight, green/early logo 300659 SBB 2nd leghtweight, green/early logo 300659 SBB 2nd leghtweight, green/gold doors, later logo 300659 SBB 2nd leght 2nd leghtweight (green/gold doors, later logo 1300020 SBB 8nd religiture), green/gold doors, later logo 1300020 SBB 8nd religiture(green/grey) fello logo 1300000 SBB 8nd religiture(green/grey) fello logo 13000000000000000000000000000000000000	\$20.00 (2
300158 Milmelthurges Parkorama coach, rediceaem 300188 MSB 2nd, riekl, greenlijood doors, later logo 300018 SBB 2nd, riekl, greenlijood doors, later logo 300018 SBB 8nd, riekl, greenlijood doors, later logo 300018 SBB 8nde baggage, syeen later logo 300018 SBB 8nde baggage, syeen later logo 300018 SBB 8nde baggage, greenlijgel doors, later logo 300018 SBB 2nd, riekl, greenlijdel doors, later logo 300018 SBB 2nd leghtweight, greenlijdel doors, later logo 300018 SBB 2nd leghtweight, greenlijdel doors, later logo 300018 SBB 2nd mikt, greenlijdel doors, later logo 100018 SBB 2nd mikt, greenlijdel doors, later logo 100018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey gelow doors 1,00018 SBB 8nd 2nd ENT Balley grey 3,00018 SBB 8nd 2nd ENT Balley grey 3,00018 SBB 8nd 2nd 2nd Bagge Balley with 3 x Seapbody, red 3,00018 SBB 8nd 2nd 2nd 3bbge Balley grey 3,00018 SBB 8nd 2nd 2nd 2nd 3bbe 8nd 2nd 2nd 3bbe 8nd 2nd 2nd 3bbe 8nd 2nd 2nd 3bbe 8nd 3bbe 8nd 2nd 2nd 3bbe 8nd 3bbe 8nd 2nd 2nd 3bbe 8nd 3bb	\$20.00 (2
300548 Milmithurgus Paincrama coach, rediceram 300188 SSB 2nd, recess door, green, early logo 300188 SSB 2nd, recess door, green, early logo 300218 SSB 2nd, recess door, green, early logo 300218 SSB 2nd, religitueight, teo tone green, redidoors 300304 SSB 80gle baggage, green just logo 300658 SSB 80gle baggage, green just logo 300659 SSB 80gle baggage, green just doors, later logo 300659 SSB 2nd lightweight, green/leafly logo 300619 SSB 2nd lightweight, green/leafly logo 100619 SSB 2nd lightweight, green/leafly logo 100619 SSB 2nd light gravet carefully logo 100619 SSB 2nd light green/leafly flows, tarer logo 100659 SSB 2nd mile, green/lighty-lefte doors, tarer logo 100609 SSB 2nd PSB 2nd TER Languedoc Rousellon', silvert 100698 SNCP 2nd Coral TER Languedoc Rousellon', silvert 100698 SNCP 2nd Coral TER Languedoc Rousellon', silvert 100699 SNCP 2nd Coral TER Languedoc Rousellon', silvert	\$20.00 (2
300158 Mithelithurgus Parkorama coach, red-brawn 300158 MSB 2nd, recess door, green, early logo 300168 SSB 2nd, recess door, green, early logo 300018 SSB 2nd, relat, green/gold doors, later logo 300018 SSB 8nd Lightweight, two tone green, red doors 300004 SSB 8nd bightweight, green/gold doors, later logo 300059 SSB 8nd mikil, green/gold doors, later logo 300629 SSB 2nd mikil, green/leafly logo 300629 SSB 2nd left lightweight, green/leafly logo 300629 SSB 2nd left lightweight, green/leafly logo 300629 SSB 2nd left light Subse, purple/grey 1300609 SSB 2nd left light Subse, purple/grey 1300609 SSB 2nd left light Subse, purple/grey 1400609 SSB 88 2nd mikil, green/gold doors, later logo 1300609 SSB 8nd mikil, green/gold doors, later logo 1300609 SSB 8nd left End Life Van, grey 300909 DB Balkmecht 4wh LifeS van, grey 300909 DB Balkmecht 4wh LifeS van, grey 300909 DB Balkmecht 4wh LifeS van, grey 300909 DB Sidewall van, silverbruwn-weather 30003 NS Cargo Bogie stake with 3 x Swapbody, red 300565 CSB Sidewall van, silverbruwn-weather 300055 SSB Sidewall van, silverbruwn-weather 300048 SSB Sogie Easo open, grey 300048 SSB Sogie Easo open, grey seathered	\$20.00 (2
300518 Mitmithurgas Paincrama coach, redicmam 300188 MSB 2nd, recess door, green, early logic 300218 SBB 2nd, recess door, green, early logic 300218 SBB 2nd, recess door, green, early logic 300218 SBB 2nd, religitueight, teo tone green, redidoors 300218 SBB 2nd tally theelight, teo tone green, redidoors 300238 SBB 3nd sight-regist, green/leaf, logic 300258 SBB 3nd sight-regist, green/leaf, logic 300258 SBB 2nd sight-regist green/leaf, logic 1300258 SBB 2nd sight-regist green/leaf, logic 1300368 SBB 3nd sight-regist green/leaf, logic 1300368 SBB 3nd sight-regist green, logic 1300368 SBB 3nd sight-regist grey/leaffered 3000368 SBB 3nd sight-regist green grey/leaffered 3000368 SBB 3nd sight-regist green	\$20.00
300158 Mitmithurgus Parkorama coach, red-brawn 300158 MSB 2nd, recess door, green, early logo 300168 SSB 2nd, recess door, green, early logo 300218, SSB 2nd, recess door, green, early logo 300218, SSB 2nd, religitueight, teo tone green, red doors 3003048, SSB Bogie baggage, green jute logo 30056 Si SSB Bogie baggage, green jute logo 30056 Si SSB Bogie baggage, green jute logo 30056 Si SSB 2nd, religitueight, green/leafly logo 30055 Si SSB 2nd leghtweight, green/leafly logo 30055 Si SSB 2nd leghtweight, green/leafly logo 30055 Si SSB 2nd leghtweight, green/leafly logo 30055 Si SSB 2nd leght green/grey [Velo logo] 1,30055 Si SSB 2nd leghtweight, green/leafly doors, later logo 1,30050 Si SSB Baggage, green/grey [Velo logo] 1,30050 Si SSB Bagge gravel carrier, grey 30050 Si SSB Bagge gravel carrier, grey 30050 Si SSB Bagge gravel carrier, grey 30056 Si SSB Sidewall van, silverbrown/westher 30055 Sidewall van, silverbrown lego 3006 NS Cargo Bogie Baso open, grey 300300 NS Cargo Baso Baso Baso Baso Baso Baso Baso Bas	\$20.00 (2
300158 Mitmithurgus Parkorama coach, rediceaem 300168 SSB 2nd, recess door, green, early logo 300168 SSB 2nd, recess door, green, early logo 300168 SSB 3nd Lightweight, two tone green, redicors 300304 SSB 8ngie baggage, green late logo 300305 SSSB 8ngie baggage, green late logo 300305 SSSB 8ngie baggage, greenlight (special special	\$20.00 (2
300158 Mitmithurgus Parkorama coach, red-brawn 300158 MSB 2nd, recess door, green, early logo 300168 SSB 2nd, recess door, green, early logo 300218, SSB 2nd, recess door, green, early logo 300218, SSB 2nd, religitueight, teo tone green, red doors 3003048, SSB Bogie baggage, green jute logo 30056 Si SSB Bogie baggage, green jute logo 30056 Si SSB Bogie baggage, green jute logo 30056 Si SSB 2nd, religitueight, green/leafly logo 30055 Si SSB 2nd leghtweight, green/leafly logo 30055 Si SSB 2nd leghtweight, green/leafly logo 30055 Si SSB 2nd leghtweight, green/leafly logo 30055 Si SSB 2nd leght green/grey [Velo logo] 1,30055 Si SSB 2nd leghtweight, green/leafly doors, later logo 1,30050 Si SSB Baggage, green/grey [Velo logo] 1,30050 Si SSB Bagge gravel carrier, grey 30050 Si SSB Bagge gravel carrier, grey 30050 Si SSB Bagge gravel carrier, grey 30056 Si SSB Sidewall van, silverbrown/westher 30055 Sidewall van, silverbrown lego 3006 NS Cargo Bogie Baso open, grey 300300 NS Cargo Baso Baso Baso Baso Baso Baso Baso Bas	\$20.00 (2

PIKO	
50037 DB 95-034 2-10-2T, epill	C96.0
59547 DBAG 146 228-2, red	E70.0
52005 DBAG Br612 2 unit DMU (Regio NVBW), white/yellow.	£135.0
52001 DBAG Br612.4, two unit DMIU, white/red stripe	£130.0
52000 DBAG VT612, two unit DMU, redigrey (DCC fitted)	£135.0
50011 DR 03 2243-8, 4-6-2, epill	C95.0
59740-3 DR 130 003-7, margon/white stripe, DCC (Expert)	£75.0
50060 DR 94.2067, 0-10-0T	£140.0
50066 DR Br94 2087 0-10-0T (DCC Fitted)	£115.0
96517 SNOF 8805559 electric, green	£95.0
96170 SNOF 88663695 (Inha), yellow-brown	650.0
59425 UNE ADAM VIO.2 desel, red white	690.0
53062 DB 1st, recess door, green.	0.8/2
59681 DB 1st/2nd Abym 411, green	632.0
59682 DB 2nd/drivers Byrml centre-entrance, green	042.0
59623-3 DB 2nd baggage BDums272, green	632.0
58800 DBAG 2nd drivers, D Deck, white/red stripe	628.0
53243 DR Schwaen Bogie Baggage, green	£18.0
53101 DR Double Deck, Driving Trailer, brown/grey.	045.0
53083 DR 6wh REKD Post coach, green	620.0
53140 DRG LWB 4wh 2nd #24619, green	622.0
53143 DRG LWB 4sh 3rd #94347, green	622.0
	999-09 E16.0
	\$16.00 \$10.0 \$16.00 \$10.0
	91549 E10.0
53154 KSSIEB 4th, 4wh LWB, green	
53157 KSSEB 1st2nd Abtellwagen with brake hut, green	£20.0
54791 BP Bogle tanker white	622.0
54083 CD Bonps refrig van, white	£12.0
54035 DB Gr20 van, brown, epill with brake hut	£14.00 (
54145 DB Ommp 50-Europ open, steel, brown, pro weather,	
54270 DB 4wh tanker, grey epiti.	£12.00 (
54340 DB Cargo Facris bogie hopper, red	£24.00 (
54391 DB Cargo Bogle canvas cov. red, open	£18.0
54392 DB Cargo Bogie canvas cox, red steel coil carrier	0.813
54469 DB Stake wagon with stone load, brown, epill	-New £18.0
54505 DB Cargo Hbbills 310 High Capacity van, silver	622.0
54861 DB Omm39 steel open, brown, pro weether, epill	19.0
S4876 Db Post 4wh LWB van, green	£16.0
54885 DB Hasserodervan, cream	612.0
54888 DB Cargo 4wh flat Lgs 799 with 3 x Sinuico Cont	£18.00 H
54889 DB Cargo 4wh flat Lgs 799 with Sinatos Cont	£18.00 (
54890 DB Sinalco van, vellow (pro weather)	£15.0
54947 DB UR-Krostitzer beer van, white (pro weather)	615.0
58305 DB Cargo/Rallion Taoos long bogie hopper, red/factor	
weather egV	£22.00 (
95808 DB Bogie tanker, blue epill	£14.0
95872 DB Uhlenbrock van, white	640-00-09.0
54339-2 DB Cargo Roos-t 642 bogie stake with log load, red	640.00

SHOW DO SKIBCO Han, yellow giro weather)	1.12.00
54947 DB UR-Krostitzer beer van, white [pro weather]	£15.00
58305 DB Cargo/Rallion Taxos long bogie hopper, red/factory	
weather, egV	622.00 (I)
95808 DB Bogie tanker, blue eptil	£14.00
95872 DB Uhlenbrock van, white	649-99 09.00
54339-2 DB Cargo Roos-t 642 bogie stake with log load, red	640.00 (4)
54300 DBAG Bogie closed chalk hopper, brown	£20.00
54311 DBAG Bogie closed chalk hopper, brown	£20.00 (2)
54805 DBAG Bogie stake Rs669 with 4 x concrete pipe load .	£18.00
54808 DBAG Bogie stake Ru669 with load	\$18.00 (2)
54500 DBAG High Capacity van, silver	£18.00
54590 DBP Bahn Post wagon, 4wh green	00.813
54876 DBP Post 4wh LWB van, green	£16.00
Special Deutsche Post 4wh LWB van, blue'shier doors	£18.00 (10)
54246 DR Blogle Coal hopper, brown, epill	\$15.00
54247 DR Bogie Coal hopper, brown, eplV	£15.00 (2)
54239 DR Cement twin slip 28x54, grey, epill	\$12.00
54159 DR asi Bogie steel open with log load, brown	£16.00
54159 DR Eal Bogie steel open with scrapiron load, brown	\$16.00
54385 DR EVW bogie tanker, grey	£18.00
54062 DR Bibhos refrig van, white	\$12.00
54471 DR klms-23130 stake wagon with log load	\$12.00
54173 DR km lidded wagon, brown, epN/	£10.00
54170 DR kmm lidded wagon, brown, epN/	\$10.00
54150 DR Coru bogie open, brown	29.00
53235 DR PWg 88 Baggage, green	00.819
54833 DR Stake wagon kirm3230 with cable-drums load	E16.00
54065 DR TTribhrs 19 Refrig van, white	\$12.00
54233 DR Ucs Cement wagon, Karsdorfer, grey	£12.00
94439 DR WIFO Bogle tanker, grey	£18.00
54244 DR 25254 twin silb, grey	£12.00
54375 DRB Deutsche-American Petrol bogie tanker, grey, epil	(C) 00.813
54854 DRB "E" wood open, brown-epV	25.00
54948 DRG Anker Bier van, red, light weather	£15.00
54842 DRG Gr van brown, epil	£10.00
54214 DRG Leikeim Beer van with brake hut, blue	E12.00
54553 DRG Refrig van Landskron, white epil	
54712 DRG Woters beer van, blue	£16.00
54883 DRG Illurzburger Hofbrau Bieer van, white jpro weather	
58433 ENVILO Usore silo, silver, epVI	£40.00 (3)
58432 GATX/Dyckerhoff Usons slo, silver, epVI	£40.00 (5)
	E2640 E20.00
54224 NS Fyffes banana van with broke hut, white, epill	£12.00 (3)
95485 NS/CAIB Shimms 358, Canvas Cov, red	£20.00 (3)
95545 OBB Gasteiner van, white/graphics	
54893 OBB Reininghaus Beer van, white, epill	£15.00
95541 OBB REXIVAL bogie tanker, white	
95542 SBB CICA, bogie tanker, grey	03.873
54095-SBB K3 van, grey	E12.00
54094 SBB K3 van, grey/silver doors, epill	£12.00
72037 SNOF Beer van with brake hut, La Goudale, cream	612.00

ı	II OLOGED SOIN & IVIC	/IN I LL
	RAILTOP MODELL	
	38201 Bayerish-Schwabische Museum coach, green/yellow	stripe\$40.00
	32101 068 1st Amz, red black, epills	\$28.00
	32111 068 Ampz 1st, two tone grey/red, ep/b	£28.00 (2)
	32111 068 Ampz 1st, two tone grey/red, epVb	CS5.00
	32112 OBB Amz 1st BC two tone grey/red, ep/b	£28.00
	32112 068 Amz 1st/Business, two tone grey/red, epVb	655.00
	32211 OBB 2nd Bmz EC, red/black, epi/a	£28.00
	32221 OBB 2nd Bmpz, rediblack, epVs	628.00
	32222 OBB 2nd Bmpz, red black, epVs	
	32225 OBB 2nd Bmpz, two tone greyhed, epVb	£28.00
	32226 OBB 2nd Bmpz, two tone greyhed, epVb	
	32231 OBB-2nd Bmpz, two tone greyhed, epVb	£28.00
	32401 068 2nd Baggage BDmpsz, red/black, epi/s	628.00
	32 402 CBB 2nd Baggage BDmpsz, red/black, epi/a	£28.00
	32501 OBS Diner, WRmz, red/tklack, epi/s	£28.00
	32505-068 Diner Wirmz, two tone grey/red, epVb	
	32505 OBB Wrmz Restaurant, two tone grey/red, epi/b	£145.00
	31712 SBB Die Post white/yellow, epil/a	\$35.00 (2)
	1301 S88 T2S TEN sleeper	625.00
	13001 SBB TEN sleeper, blue	
	REE	
	WB-403 CFL Flat TP Bogle wagon, grey	£24.00
	VB-024 SNCF OCEM Post coach, vellow epiVV	640.00

REE	
WB-403 CFL Flat TP Bogle wagon, grey	624.00
VB-024 SNCF OCEM Post coach, yellow epiV/V	\$40.00
WB-026.1 SNOF Algeco 4wh tanker, epill	640.00
WB037 SNCF Cereal hopper Frangeco, yellow, epN	624.00
WB-465 OCEM 4wh tanker, epill, DR-USSR Zone	622.00
ROCO (NEW AND SH)	
8504A 3 Unit Artic Tim, red lower	\$95.00
43331 BADEN G/2 2-10-0 #1048, green	£125.00
73052 BAV 2-4-0T #6068, green.	\$110.00

43331 BADEN G/2 2-10-0 #1048, green	£125.0
	0.0113
43339 BAV Glasskasten 0-4-0T #4515, green	690.0
63360 BAV \$3/6 #3618, blue/gold lining	\$130.0
63809 BLS 185 525-3, Cargo, silventitue, (DCC Lanz sil	ver) £119-99 (39.0
63510 BLS 465 001-6, white/graphics	695.0
63882.1 BLS Ae4/4 #251, brown (Swiss Special)	£115.0
43710 BLS Ae68 #206, brown	\$130.0
63595 CONNEX 185 515-4, blue	£75-00 £70.0
63431 CSD T679 2001, diesel, margon	680.0
43836 D319.34T.3, AVE, grey/white	£79-40 055.0
62315 DB 042 202-2, 2-8-2.	£150.0
63720 DB 101 130-3 Metropolitan, silver (Mashimamotor)	
43619 DB 103 231-7, red	E96-00 CSS.0
63698 DB 110 365-4, blue	
43684 DB 112 153-2, orient red	670.0
63430 DB 142 001-7 desel, margon	EP9-00 095.0
43384 DB 151 165-8, tb, digital	969-66 CSO.0
63933 DB 220 001-2, maroon, Digital Sound	E+60-00 £140.0
72960 DB 220 028-1 (digital sound fitted)	0.8019
43704 DB 232 180-0, maroon/white stripe	
43830 DB 260 150-8 Jackshaft 0-6-0 diesel, maroon/hic	
63382 DB 280 007-6, maroon, Sound	
43288 DB 50 2840 2-10-0 (DCCRtwd)	£125.0
63708 DB Cargo 140 810-3, red	095.0
63710 DB Cargo 150 111-3, red.	665-00 000 00 C
63689 DB Cargo 232 800-3, red	670.0
63-423 DB Cargo 290 029-8, red	E00-00 CSS.0
From set DB Cargo 290 125-4, red-lend stripes, flashin	
roof light	E76-00 050.0
43659 DB E10 27, blue	£70.0
43717 DB E17 G7, green	675.0
43636 DB E41 001, blue	0.089
43427 DB E9120 electric, grey	CH5.0

43659 DB E10 27, blue	
43717 DB £17 G7, green	675.00
43636 DB E41 001, blue.	690.00
43427 DB E9120 electric, grey	CH5.00
63380 DB V80 010, maroon (DC 0CC)	675.00
63642 DBAG (ESG) 111 030-3 "Vampire" graphics	\$115.00
63723 DBAG 101 098-2 'Bayer', blue/green/graphics	CH5.00
63802 DBAG 101 078-4, Makrolon, graphics/blue	£95-00 £30.00
63804 DBAG 101 082-6 Bkk, yellow/black	6400-00 C30.00
43741 DBAG 101 083-6, red.	£85-99 £70.00
63803 DBAG 101 095-8, Mini Cooper Graphics (Digital)	\$110.00
63801 DBAG 101 141-0 ELB 2000, black/yellow graphics	
63742 DBAG 103 132-7 electric, TEE redicream	\$96.00 DBS.00 (2)
63743 DBAG 103 173-3. TEE, red.	£96.00
43619 DBAG 103 251-7, red.	686-00 090.00
	CH5.00
63741 DBAG 103 233, red	
63700 DBAG 110 320-9 Verkehrs rot (red)	695.00
63642 DBAG 111 030.3 VAMPIRE, blue/graphics	£125.00
63641 DBAG 111 088-6, red.	695.00
62348 DBAG 140 815-2, Verkehrs rot (red)	675.00
63561 DBAG 145 018-8, red	E79-00 SSS.00
63566 DBAG 145 076-6, red	290.00
62500 DBAG 146 203-2, red.	690.00
72545 DBAG 146 240-7, red, DOC fitted (#1440)	295.00
43385 DBAG 151 163-3 electric, t/b	995.00
43692 DBAG 181 221 3, red	£75-00 \$10.00
63825 DBAG 182 009-1 DHL_yellow/red	£96-00 £35.00
63596 DBAG 185 109-6 (Raillor), red	£75.00
62502 DBAG 185 222-7, Rallion, red	£75.00
62432 DBAG 189 027-6, Rallion, red, DCC fitted (KS)	295.00
73632 DBAG 189 100-1 Raillon, red DCC fitted (#1800)	695.00
62812 DBAG 204 671-5, red.	E68-00 050.00
63980 DBAG 2112 169-7, red	695.00
52501 DBAG 232 559-5, red (not sound)	\$30,00 (7)
63913 DBAG 232 589-2, desel, red	675.00
43705 DBAG 232 683-3. Orient red	670.00
62967 DBAG 234 545-2, red	E00-00 (75.00
67875 DBAG 290 189-0, desel, maroon/light weather	095.00
67875 DBAG 290 189-0, 1/b.	00.002
63411 DBAG 332 097-5, 1/b	£66-00 (50.00
72998 DBAG 360 343-8, 16-DCC 9thd.	675.00
72999 DBAG 360 343-8, 1b (DCC fined)	675.00
63378 DBAG 365 716-0, 1/b.	095.00
63710 DBAG Cargo 150 111-3, red	680.00
41081 DBAG Kof 333 136 G, red lgrey + 2 x wagon + 6wh	
coach works	£95-99 \$35.00
63636 DBAG Railon 151 038-7, red	685.00
62700 DBAG Rallon 152 096-4, red	675.00
63663 DBAG Rallon 189 040-9, red	690.00
63217 D-DME 18 201, Streamline, 4-6-2, green	£145.00
87201 Displok 162 001.5, alteritation	625.00

63710 DBAG Cargo 150 111-3, red	00.00
41081 DBAG Kof 333 136-0, red igrey + 2 x wagon + 6w	A.
coach works	E96-99 CH5.00
63636 DBAG Railion 151 038-7, red	095.00
62700 DBAG Rallon 152 096-4, red	675.00
63663 DBAG Rallion 189 040-9, red	680.00
63217 D-DME 18 201, Streamline, 4-6-2, green	£145.00
62701 Displok 152 901-5, silvertyellow	675.00
62705 D-LM 185 666-5, silver/marcon DCC fitted (#189	0.00113
63404 DP4 M V60, Post, 1/b.	CH5.00
43317 DR 01 089	
63912 DR 132 411-0, maroon/white stripe, DCC sound.	
63431 DR 132 577-8, maroon	£75-49 050.00
73709 DR 142 004-1, maroon inot sound	£75.00 (2)
43680 DR 143 573-4, maroon/white stripe	£79-60 ES5.00
43351 DR 44 1166 2-10-0, no deflectors	@109-00 CS5.00
	New 899-99 670.00
63689 DR Cargo 232 800-3, red, Sound	£496-00 £120.00
72515 D-Ralipodi 185-691-3, silventilue	
63205 DRG 01 1001, 4-6-2 streamline	£135.00 (2)
43353 DRG 98 306, 0-4-0T Glasskasten	
43032 DRG E44 064, grey = 4 x coach, epil	£436-00 £120.00
DRG ET 91 02 #1999 dark blue/cream with passengers.	
72515 D-RPool 185 691-3, OBB 3011 Licht ins Dunkel, I	00.0113 suld
63678 ES64 U2-005 Rul4Chem, green/yellow	£75.00
63677 ES64 U2-903 BoxXpress, yellow/silven/blue	
72626 PS 6636.034 electric, brown	£120.00
	£120.00
62365 GySev 1047 504-4 Joseph Hayden/graphics	
63593 HOYER Br185 cl005, silventilue (DCC Lanz)	
63684 Hupac 1116 901-8, silver (DCC Fitted)	£95-00 \$15.00
62513 HVLE 185 583-2, silver/orange (DCC Lenz silver).	£76-00 095.00
61458 KKSx.B (Austria) Br85.10, 0-4-0T + 3 x wagon (Sc	
62839 MRCE ER20 009, black	690.00
63916 NS Railion 232 902-7, red	900-00 (75.00
43559 NSB 16,2212 electric, black/red	680.00
63680 068 1016 003-4, red	696-00 032.00
43434 088 1018 02-4, orange	00.00
43658.2 OBB 1044 077-4, red (prey	090.00
43724 OBB 1044 240-8, red grey	00.00
43767 088 110 529-3, red/grey	E00:00 E75.00
43760 088 1110 018-7, red grey	675.00
63686 OBB 1116 G30-6, red .	C96.00
62449 088 1116 201-3, Rallet, marcon	
63675 OBB 1116 Relipcol, silverblue	696.00

690.00

£90.00 £95.00

£118.00

\$80.00

£250.00 £110.00

62961 RZD RE 109-017, blue/vellow stripe.....

43696 SBB Ae6/6 #11423, redictrome bands . 43699 SBB Ae6/6 #11454, red .......

43508 SBB Be4/6 #12320, brown.

41259 SBB Ce6/8" Crocodile Digital Start set + 4xwagors + track + DOC coreol 43024 SBB De4/4 + 2 x mk/ll coches (no dummy De4/4).

62430 SBB 189 995-4 CARGO, blue/yellow

Ī	43631 SBB Fe4/4 Baggage Raikor #18518, blue/white	
	(missing 1 buffer)	265.0
	63840 S88 Re4/4" #11128, green	£110.00
	43751 S8B Re460 019-3 MELE, blue/grey	E440-00 C90.0
	63731.1 SBB Re6/6 #11636, red	£120.0
	62993 SNCB 6005-desel, yellow/blue/weathered (good)	0.002
	63650.2 SNOF 888102, green	0.002
	43475 SNOF 19000, orange brown	£45.0
	43644.1 Swiss Airdio V100 works loco, yellow	\$65.0
	63429 TLG 202 446-5, yellow blue	000-000000
	43/191 Twin Artic Tram, Alpia, pirk.	096-09 CIS.0
	63808 TX 185-537-8, silver (DCC-Lenz)	000 00 TROO
	63674 Wilener Lokal Bahnen ES64U2 027, blue/grey, Taun	
	World Cup 2008 Special in Wooden Box #119 of 1000.08	
	Swiss/Austrian World Cup graphics, reduced price.	
	43259 Wurt 'C' 4-6-2, green #2029	0.002
	45508 Bahn Touristic Express 2nd, blue/red	\$20.0
	45507 Bahn Touristic Express 2nd/baggage, blue/red	620.0
	44598 CR, 2nd/DEV, green	622.0

400GF Bahn Touristic Express 2hd/baggage, bluered	529.0
44598 CR, 2nd/DEV, green	622.0
44449 DB Baggage Pikes, green, epill	\$15.0
44506 DB 1st 6wh, clerestory, green	\$15.0
44640 DB 1st/2nd Eurolima, blue/white-stripes	£9440 \$18.00 C
447 47 DB 1st/Corridor, t/b	620-00 £17.0
44841 DB TEN sleeper, blue	\$98-00 \$20.00 C
45299 DB 2nd Drivers S-Bahn, orang/grey	696-00 \$32.0
45349 DB works recess door, maron, epill	New 620-00 \$15.0
45663 DB Bogie baggage, epilli, green	695-00 C22.0
421 48 DB Deutsche Wrinstrasse Ewh 2nd, blue/oream	£12.00 (
4220S DB Baggage Pikes, green, epill	646-00 £10.0
42489A DB 2nd Pikes, green, epitl	\$15.00 (
4290S DB 1st Pikes, green, epill	\$15.0
4291S DB 1st/Ord Pikes, green, epill	£15.0
44232A DB-2nd, recess door, green	£20.00 (
44233A DB 1st/2nd, recess door, green	630.0
44235A DB Baggage recess door, green	£20.00 (
44792 DBAG 1st/corridor, two tone blue/grey, 1:87,	
Eurolina	\$9540 E18.00 (
ARROST DOLLO for 108-major bloodsom:	P46.6

Eurolina	\$26400 £18.00 (3)
45235 DBAG 1st, VAmpire, blue/grey	\$25.00
45485 DBAG 2nd/drivers two tone green/grey	
64900 DBAG 2nd/Touristik, blue/yellow/graphics	£35.00
44551 DR 3rd Recess door, green	CN6-00 C12:00
45510 DR 1st, green/oream/brown roof	\$28.00
45677 DR 1st, recess door, green, epill	695-00 022.00
44510 DRG POST 6wh, clerestory, green	£15.00
44541 DRG 6wh Baggage with Cupola, green	£20.00
45477 DRG 3rd 6wh, gondala end, green	New 629-09 £12.00
44661 FS 2nd/Eurofima, orange, corridor	
44772 FS 1st/Corridor, grey	
45218.1 FS 1st/Eurofima, green/grey	
45219.2 FS 2nd Eurofima, greenigrey	
45615 FS TEN sleeper, blue/white stripe, white roof .	\$30.00
	£30.00
64611 FS 1st/2nd/Conidor, maroonigrey	
45570 KPEV 2nd/3rd 6wh, green/brown	
45571 KPEV 3rd 6wh, brown	
45572 KPEV 3rd 6wh, brown	
45573 KPEV 4th 6wh, grey	
44574 OBB Bogie baggage recess door, orange/orea	m 622.00
44665 OBB 1st/Eurofina, redblack	£28.00 (S)
44850 OBB 2nd JAFFA, orange/owam	
44850.1 OBB 2nd JAFFA, orange/cream	
44851 OBB 1st.JAFFA, orange/cream	
44852 OBB 1st/2nd JAFFA, orange/cream	\$28.00
44854 OBB 2nd/Diner JAFFA, orange/oream	628.00
45222.1 OBB 2nd Eurofima, orange	\$25.00
44298 S88 3rd heavyweight, green #8809	625.00
44320 SBB 1st mkll, two tone greybink stripe	\$500-000 C18.00 (D)
44329 SBB 1st mkil, green, late logo.	£20.00 (4)
44334 SBB Bogie baggage, green/grey	£15.00
44337 SBB 1st/2nd, mkl. green	\$22.00
44466 SBB 3rd heavyweight, green #8754	£25.00
44768 SBB 1sti Panorama, white/grey	\$48.00
44868 BLS Bogie baggge, green	
44875 SBB Restaurant, heavyweight, brown	£25.00
45108 SBB 1st mkill green (old logs)	
45109 SBB 1st mk8, green jold logol.	\$22.00
45193 SBB Bogle baggage, green/grey	
45195 BLS Bogie baggge, blue/oream.	£25.00
45462 SBB 2nd D Deck, blue/white/red doors	
45462.1 SBB 2nd D Dack, blue/white/red doors	
45462.2 SBB 2nd D Dack, blue/white/red doors	
45464.1 SBB 2nd/drivers D Deck, blue/white/red doo	
45468 SBB 2nd/drivers D Deck, blue/white/red doors	
graphics.	00.003
45469 SBB 2nd lithivers D Deck, blue/whitehed doors, I	
454 20 CBB Elevative Energy Musichitained doors	000.00.00

44608 SNCF 2nd DEV, green/silver	520,00
45113 SNCF 2nd/Corridor/Eurofima, greyhilver	00.003
45113.1 SNOF 2nd/Comdor/Eurofima, gray/silver	00.002
45730 SNOF 1st/Eurofima Corall, two tone grey/oran	00.003
4239C 508 2nd mk8, green/cream	\$22.00
44732 SOB 2nd Seetal style coach, green	£26.00 (5)
44161 AAE BMW twin unit High Capacity van, white.	C32.00 (4)
	Mew \$1840 \$10.00 (2)
47327 CFL Us van, bauxite	09-09-DB.00 (4)
	Mow \$14400 \$10.00 (4)
48047 CSR Bauemebl van, white	£10-00 CS.00
45097 DB 4wh-covered van "Kuba Imperial", grey, ep	
4399W DB 4wh LHIB stake with Roco 30" cont	E49-99 CILOD
47169 DB 5 x tub wagon, brown	QN6-00 £13.50
46450 DB Bogie Car carrier, blue	
DB Cics 4wh striker, white	£1640 £13.50 (2)
W0012 DB Cont wagon MAN, yellow	£10-00 £3.00
45836 DB Gmmhs60 van, brown	68.00
46843 DB Gmms44 van, brown	CS.00
DB High capacity Fals Bogie Refuse wagon, green	\$4000 £17.00 (2)
W0008 DB Hupac with 2 x Circus Krone Swap body.	E20.00
44311F DB Hugac with Kombinal Articitory trailer, ye	
46361 DB Hupac with Schenker Artic Trailer	
47560 DB ITG 4wh tanker, light grey	00.012
46092 DB Josera twin silo wagon, light grey	00.112
46034X DB Lowside with 2 x Portable tolet loads	
66508.2 DB LWB 4wh van (Circus Krone)	69.00
46132 DB Quartzsand 4wh covered hopper, brown	
47492 DB Stake wagon with Bawya lony	00.813
1907 DB Stake with 2 x Artic Traktor load	£18.00 (2)
46308 DB Stake with 2 x Cont load	00.013
4399A DB Stake with Sainsbury Beef Cont load	00.013
76821 DB VTG bogle tanker, grey	£15.00
47058 DB VTG Laubag Bogle slic/tanker, grey	699-00 E20.00
47510 DBAG 4wh stake with tanker trailer load	620-00 €18.00
66584 DBAG Bogie flat with 2 x WilliBetz swap body.	
46649 DR Glitths van, brown	E+0-00-09.00 (5)
47520 DR Guards van, green	
46365 FS Hupac with Danzas Artic trailer	£25.00
66176A/B/C I-Trans Trasfeimer bogie tanker with cov	
white/orange	E9840 (20.00 (3)
4368 NS VAM Compost togie wagon, green	£12.00 (2)

45470 SBB Elevetino Food, blue/white/red doors... 65444 SBB 2nd Eurofima, orange...

090.00 (2) 025.00

4368 NS VAM Compost bogie wagon, green	£12.00 (2)
67526 OBB Hupac with 2 x Haus Haus swap body.	£27.00
66585 OBB Hupac with 2 x Kalser swap body	\$25.00
46573 OBB Hupac with 40" Cort, red/white	\$99-00 (20.00 C)
46372 OBB Hupac with LKW Augustin Artic Trailer.	yelow 625-00 C22.50
46361A OBB Hupac with Muller trailer (Special)	696-00 C25.00
66836 OBB OEVA 4wh tanker, grey	
46237 OBB Tds van, white	C9-00-03.00 (I)
47933 RENFE HBIS 25 YR Roco/Soldat	\$10.00 \$3.00
46574 RENFE Hupac Flat with 2 x Cominado Swap	Body, blue £22.00
46579.6 RENFE Hupac with Estrella Artic Trailer, bri	
46355 SBB Hupac Danzas Artic trailer	£25.00 (2)
46364 SBB Hupac Gartner Artic Trailer, weathered.	\$25.00
46371 SBB Hupac with 2 x Jacky Mander Swap Bo	
66682 SBB Stake wagon with 2 x Military Ambulano	
44067 SBB Uetker Dunker HBIS van + closed 4wh	
46354 SNCB Hupac with Novatrans artic trailer	£25.00
47008 SNCB TRW Hupac Maerak-Pierre Cort load	£25.00 (2)
46161 SNOF Gbs LWB 4wh van, brown/silver door	
46370 SNOF Hupec with Guyon Artic trailer	£25.00
44311A SNCF Novatrans Hupac with Novatrans Art	ic Trailer025.00 (5)
46374 SNCF SEGI Hupac Danone Artic Trailer	
44311D SNCF SEGI Hupac with Novatrans Artic tra	
47833 TLG 4wh gravel hopper, brown	\$15.00
and the same of th	

See website for full list of Roco and other Manufacturers. Many items reduced in price.

5244k DB 4wh flat with Penal cont.

50195 K DB Lowinds, brown 52196 K DB 2 x oad wagen + lony set. 5228 K DB Flat with 4 x Von Haue Zu Haus cont... 5236 K DB Lowinds with 4 x Dortmunder Beer cont. 5236 K DB Lowinds with BASF cont. 5238 DB 4wh fat with BASF cont.

\$245k DB Cargo Heavy bogie flat Sgris with IMAERSK cont. 695400 CB SNRk DB Long bogie stake with 2x cont load \$22.00 CB \$2250 CB \$250k DB Long bogie stake, OCL + Evergreen conts. 695400 E22.00 CB \$253k DB X05 wood lowside, brown (pro weather) \$14.00 CB \$253k DB X05 wood lowside, brown (pro weather) \$14.00 CB \$253k DB X05 wood lowside, brown (pro weather) \$14.00 CB \$253k DB X05 wood lowside, brown (pro weather) \$14.00 CB \$253k DB X05 wood lowside, brown (pro weather) \$14.00 CB \$253k DB X05 wood lowside, brown (pro weather) \$153k DB X05 w

<b>CONTIKITS</b>	
STRICTLY MAIL ORDE Continued from the previous p	R
HOm HALLIG 1002013 TRAM GT4 Halle, red/silver	£115.00
HOBBY MODELS (METAL MODELS) 87009 FO Fd 4853 Gravel Carrier, grey/weathered	295.00
FERRO SUISSE Rh8 Tm20 taktor #91, brown	£250.00
LEMACO O11 PhB Abe 4/4 #31 (Zimo decoder + LEDs fitted)	£465.00
010-1 MOB BDe 4/4 K9006, blue/bream	£595.00
O10-3 MOB BDs 4/4 #3004 Panoramic Express, dark blue/crean	
O10-3 MOB BDe 4/4 #3003 Panoramic Express, dark blue/crean 023-2 MOB Bde 4/4 #18, blue/cream .	£525.00 £595.00
O13-1 MOB Ars115 Salon Barwagen Super Panoramic, dark blue	e/
cream 013-2s MOB ASt116 Steurwagen, Super Panoramic, dark blue/	£165.00
Cris-2s MOB Act 16 Steurwager, Super Parloramic, dark bluer cream.	£195.00
013-2b MOB ASt117 Steurwagen, Super Panoramic, dark blue/	
owan	£195.00
BEMO METAL	
1294 203 BFD HG 314 #3, digital. 1292 301 MOB FZe6/6 #0901 Ralicar, blue/white	£375.00
1252 SUI MUO F28010 R2501 PORCER, GIVENERIES	14/200
BEMO SH	
	£145.00
1278 592 81/2 Tm2/2 #2922 with hydraulic arm, brown	\$85.00
3271 501 BVZ 82281, red/silver stripe	£25.00 (2
3271 504 BVZ B2284, red'silver stripe	£25.00 (2
	\$25.0
3276-501 BVZ A2073, red	\$25.00
3276 502 BVZ A2072 1st, red/silver stripe	622.00 C
3276-516-BitZ A2076, red	622.0
3276-582 8VZ A2072 1st, red/silver stripe	£25.00
3279 511 BVZ Bt2251, 2nd/drivers, red	645.00
3279 513 BVZ Bt 2253, 2nd/drivers, red	£45.00 (2
3298 501 BNZ 1st AS2011 Panoramic, Glacier Express, red/grey	£45.00 (2
3288 502 BNZ 1st AS2012 Panoramic, Glacier Express, red grey . 3288 503 BNZ Panoramic AS2013, red silver .	\$45.00 D
2288 501 81/2 Hak-v 2471 bogie van, silver	\$24.0
2288 502 BVZ Halk-v 2472 bogie van, silver	\$24.0
2283 297 DFB X2947 van, grey (2001 Ed)	£18.0
1260 222 FO Ge44", URI, 862, red 1262 202 FO He 44" #102, red (as new)	£110.00
1262 217 FO He 4/4 #107, red, digital	£145.0
1262 226 FO HGe44" #106, Furkaturnel, black/graphic	
1263 212 FO Deh 4/4 #52, Ralicar, red	£125.00
1264 212 FO Deh 4/4", #92, Realip, red	
1267 201 FO Hgm 4/4 #61, red. 1271 206 FO Te2/2 #4926 taktor, orange	
	\$22.00 C
3270 FO D4343 boole bappage, red	\$25.00
3239 211 FO 84201 4wh, red	630.0
3255 222 FO 84272, red white stripe (short)	0.812
3255 224 FO B4264, red/white stripe (short)	£18.00 £25.00
3266 209 FO B4269 Lightweight, red/white stripe	\$25.00

See us at the following events:
5th July @ Hampsthwaite Summer
Show and 18th & 19th July @ Railex
NE - Please check website as may be
cancelled. Let us know what you
would like to see and we will happily
bring it along, no obligation to buy!
PLEASE give a few days notice. We are
happy to buy or part exchange, just let
us know what you intend to bring.

	5.00 7367 110 RhB Digital Start set (ESU) Bernina Bahn - railca
	5.00 2 x coach + track
	8.00 7259 120 PhB Goods start set, loco + 4 x wagon + track 4.00 1268 110 ABe 414 #30, green/oream, DCC fitted
209 211 FO D4341 bogie baggage, red	
	5.00 1259 121 RhB Ge41/1" #641, Portresina, blue/graphics
	5.00 1259 151 RhB Ge44" #641, COOP, white/graphics
288 209 FO AS4029 Panorama (Lights + Passengens), red/white	4.90 132 RtB Ge44" #643, Abula Jubliee, red graphics.
	2.00 1359 134 RhB Ge414" #644 Radio Romantsch, blue/graph
	6.00 1259 145 RhB Ge414" #645 Radio Rumantsch, white light 6.00 orachics
254 FO Gby 4404 van, brown £154	G.00 graphics.  ©(3) 1259 145 RhB Ge44" #545 Radio Rumantsch, whiteflight
254 FO-Sibv 4438 van, brown	5.00 graphics (As New)
254 FO Gby 4444 van, brown	5.00 1259 137 Rt B Go44" #647 "Was Lauft", blue/graphics (A
250 235 FO GbV4445 van, Bike wagon/ALETSCH, white	2.00 1250 118 RhB Ge4.4" #548 "Vereina", red byachics
276 615 GFM Ek open (wood) 705	8.00 1259 139 RhB Ge4/4" #649 HCB, white/graphics
262 554 MGB HGe4/4, #4 75 Yr Glacier Express, red	
299 252 MGB D4342, bogie baggage, red	
250 259 MGB x4917 Hilfswagen van, brown/silver	0.00 3259 RhB D4213 Bogie baggage, green
259 313 MOB Ge4/4" #8003, Kuh-Plakate, black/Questions marks £13	5.00 3395 136 RhB AB1516 Raikar centre coach, red
259 322 MOB Ge44" #8002, Golden Plats	5.00 3278 421 RhB AB1518, centre entrance, red
	5.00 3368 146 RMB As 1256 Arosa Express 1st. blue/praphics
299 333 MOB Ge4/4", #8003, Menuhin Festival, black/graphics\$12	5.00 3230 140 Rhill 82060, 4wh/gondola ends, green
280 301 MOB GDe 4/4 #5001 Vevey', blue/white	
290 302 MOB GDe 4/4 #5002 "Rossiniere", blue/white £15 290 300 MOB GDe 4/4 #5000 "Saanen", blue/white £15	A AA
290 304 MOB GDe4/4 #6004, Interlaken, blue/white. £11	A AA
280 326 MOB GDe4/4 #606, Login, yellow/graphics	E AR.
281 323 MOB BDe 4/4 #3003 Railcar, blue/white	©(2) 3365 119 Rhill Bicucle bannage DO4039, Blainn practic
281 324 MOB BDe 4/4 #3004 Ralicar, blue/white	0.00 3030 101 RhB C361 Aub. green
281 325 MOB BDe-4/4 #3005 Ralicar, blue/white	8.00 3230 102 RNB C352 4wt/condols ends, green
	5.00 5363 Rhill Did Sil Auth, baccage, red
267 320 MOB 8210 2nd, Blue/bream	A AA TETE THE THID GRUTHWAY SET IN A TRUTHWAY
267 328 MOB 8208 2nd, blue/bream	A DE SET E TON PERO METOR SO DE PERO DEPERO DE PERO DEPERO DE PERO DE
272 304 MOB AB4 104 Salon wagon, blue/bream £4	E AA JEPA TIS PERB WESTER PRESIDENT, 1900
288 312 MOB Bs 252, Golden Pass Panoramic	
288 313 MOB And 151, Golden Pass, Panoramic, drivers	0.00 2007 142 Shill East 8742 hooks named honour communitation
290 312 MOB 8202 2nd, blue/cream	W1/FT 9505, 178 GMS ENSETS stand open harven-fortony weather
291 312 MOB AB 302 1st/2nd, blue/oream. 630.5	
291 313 MOB AB 303 1st 2nd, blue/oream	200 105 RhB Gb5015 van, brown/silver door
200 307 MOR A107 Golden Pass, blue/cream 63	0.00 2383 126 RhB Gbk-v 5516 van, Cargo Domicil, blue
292 327 MOB A167, Golden Pass, bluelbream	0(2) 2293 138 RhB Gbk++ 558 van, browntrack cleaner
295 305 MOB Ars 115 Salon Bankagen, blue/bream	8.00 2283 135 RhB Gbk-v 5605 van, Relax, white/chickens
290 J18 MUB A3118 GODEN PBB, PBROTBING	8.00 1003 100 Stall Chia v 5608 van Yana Crischusa vikita
295 324 MOB As114 Panoramic Express 1st, blue/oream	QUANT AND THE PROPERTY OF THE
295 294 MOB As119 Panoramic Express 1st, blue/oream	9505 150 Dell Chi 5570 Budraum mann
296 300 MOB Bis220 Panoramic Express 2nd, blue/cream	8.00 2293 120 RhB Gbk-v 5610 van, Eugenio, white
296 312 MOB 85222, Golden Pass, Panoramic	A 66 2283 131 PRB GDR-4 5611, Telecom, White
296 320 MOB Brig 20 Panoramic Express 2nd, blue/oream	K do 2000 130 Hill Gold I ferra Grechura van, write
296 326 MOB Bs226 Panoramic Express 2nd, blue/oream	A.66 ZISZ 177 PRIB GEN-II yan, Cargo Domoli, turquose
	5.00 2298 136 RhB Hisk-qy5166 bogie slidewall van, USEGO 5.00 2298 134 RhB Hisk-qy5166 bogie slidewall van, USEGO
	0.00 2398 114 RhB Halk-v 5134, bogie van, HG Commerciale, j n an 2398 138 RhB halk-v 5168 bogie van Usego
	8.00 2258 Rtill KK/348 twin tub
276 306 MOB E616 wood open, brown	more and finall to a 1998 toward a silling
276 309 MOB Eld09 wood open, brown £22.0 276 310 MOB Eld 10 wood open, brown £2	WIND AND AND THE PERSON NAMED IN COLUMN TO A PERSON NAMED
274 337 MOB Gk 527 van Hazyland, black/yellow	(4) Z257 111 PIND KW/3U1 low/side + PIND cont, red
274 323 MOB Gld03 van Cardinal Beer, yellow	0.00 2259 114 Hind LD-Y 7804 1 Cloop cont wagon
773 304 MOB Gk504 van, brown/silver-door	(C) Z289 111 HRB Lb-v 7861 Coop cont wagon
274 317 MOB Gl607 van Ausoni, blue 630.0	0 (2) 2299 112 RhB Lb-v 7962 Coop cont wagon
274 327 MOB GA607 van Coop, brown/white	
274 327 MOB GAG07 van, Coop, brown/white £22.0 273 300 MOB GAG10 van, brown/silverdoor £22.0	TO SEE AND THE PARTY OF THE PAR
273 300 MOB GAS10 van, browntskendoor £22.5 273 300 MOB GAS10 van, browntskendoor £26.5	THE PARTY AND PA
	0.00 2369 124 RhB Lb-v 7874 Coop cort wagon
	0.00 2369 115 FibB Lb-v 7875 POST cont wagon
	2.00 2269 108 Rh8 Lb-v 7878 POST cont wagon
274 318 MOB GA518 van, Boisson Riviera, blue	
273 309 MOB GA519 van, brown/silver door	
	2.00 2292 108 Rhill P10068 van, A-M brown
	9,00 2290 102 RhB Rp-w 8282 bogie stake wagon, grey 0,00 2291 107 RhB Rp-w 8357 bogie twin tub wagon
274 330 MOB GM530 van Coca Cola, red	
274 308 MOB GASSE van Glacier de Diableiets, blue \$3	
	0.00 2250 RhB Uce 8013 silver/green
262 491 SBB HGe4/4", prototype #1951, red	0.00 2259 177 Rh8 UCE 8027 cement wagon, silver
271 469 SBB 8329 Golden Pass, gold/white	0.00 2259 RhB Uce 8028 cement wagon, silver
	4.00 2253 Fit B Uce 8072 Cement wagon, silverlorange
271 433 See BOAS 1 184	4.00 2250 177 RhB Uce 8097, BCU, white 0.00 RhB WN 9885 van, brown
276 421 S88 A201, red	
276 421 588 A201, red	4,00 2352 RhB X9040, twin tub, grey, ballast
276 421 588 A201, red 52 276 422 588 A201, red 52 277 428 588 A8408, red, 100th Brunig Bahn 52	

7367 110 RhB Digital Start set (ESU) Bernina Bahn - railcar,		D8.6
2 s coach + track	£245.00	2009
7259 120 PhB Goods start set, loco + 4 x wagon + track		2816
1398 110 ABe 4/4 #30, green/oream, DCC fitted	£145.00	2826
1256 103 RhB Gu214 #201, digital, fremum	£135.00	2401
1259 121 RhB Ge64" #641, Portresina, blue/graphics	£135.00	2001
		2001 2001
1259 132 RRB Ge44" #643, Abbits Jubiles, red graphics 1259 134 RRB Ge44" #644 Rado Romantsch, blue/graphics 1259 145 RRB Ge44" #645 Radio Rumantsch, white light blue	C126.00	2001
1059 125 Rh.R Gaddin MSS Rudio Rumantoni, obergraphics	L100.00	FRII
graphics	£175.00	MOB
1259 145 RhB Ge44" #645 Radio Rumantsch, white light blue		217A
graphics (As New)	£185.00	209 %
1259 137 PhB Ge44" #547 "Was Lauft", blue/graphics (As New 1259 118 RhB Ge44" #548 "Vereina", red graphics	£185.00	238 %
1259 118 RhB Ge44" #548 "Vereina", red graphics	£135.00	239%
1259 139 RhB Ge414" #549 HCB, white/graphics	£185.00 (2)	000
1259 110 RhB Ge44" #550, Klein Rote, red.	£120.00	SCF
1259 132 RhB Ge44" M52, red, digital-analogue	C125.00	
1239 124 RtB Ge44", Radio Grecha, purplei graphics. 1259 137 RtB Ge44", Was Lauft, blue graphics. 3269 RtB D4213 Bogie baggage, green	£145.00	STL
3259 RhB D4213 Bodie bacquoe, creen	622.00	2204
3285 136 RhB AB1516 Railcar centre coach, red	E36.00 (2)	2204
3278 421 RhB AR1518, cartre entrance, red	632.00	2204
308 146 PhB As 1256 Arosa Express 1st, blue/graphics 3230 140 PhB 82060, 4wh/gondols ends, green. 3260 163 ReB 82223, Stahlwagen, green/bream.		2208
3230 140 RhB 82060, 4wh/gondola ends, green		2208
3250 103 RhB 82223, Stafitwagen, green/oream. 3243 103 RhB 82413 Centre Raikor coach (for 7243 104)	E35.00	TILL
3243 103 RRB 82413 Centre Malcar coach for 7243 104)		T103
3282 103 RhB 82463, EWIII, Bernina, red/black. 3282 105 RhB 82465, red/black.	E25.00	T100
3292 105 RhB 82465, red black	PS0 00	
3365 119 RMB Bicycle bassage DO4039, Blains practic	637.00	HO
3287 133 PRB BD: 2nd-drivers, red. 3285 119 RRB Bicyclet-baggage CP4279, Diking graphic. 3290 101 RRB Cyclet 4wh, green. 3290 102 RRB Cyclet 4wh, green.	625.00	BEA
3230 101 RhB C361 4wh, green 3230 102 RhB C362 4wh/gondole ends, green	630.00	DB 9
3253 PhB D4038 4wh, baggage, red	E20.00 (c)	1004
7272 114 RhB Salonwagon set x 4, red/oream	£165.00	1006
3274 104 RhB WR3813 Diner 60-er, red	E34.00	1000
SELECTION OF MADE IN PROBLEM IN THE	500.00	BEA
3274 114 RhB WR3814 8011 Restaurant, red	C38.00	3013
2287 142 RhB Fad 8742 bogie gravel hopper, grey/white	638.00	3014
2255 178 Rh8 Fb8518 steel open, brownfactory weather	£16.00	3003
2750 171 HBB (IMMOD) years becambered	620.00	2003
2250 105 Rh8 Gbd015 van, brown later door 2283 126 Rh8 Gbh v 55 16 van, Cargo Domioli, blue 2283 138 Rh8 Gbh v 555 Van, brown track cleare 2283 138 Rh8 Gbh v 556 Van, brown track cleare	622.00	2203
2283 126 RhB Gbk-v 5516 van, Cargo Domizii, blue	£20.00	2058
2253 136 RhB Gbk-v 556 van, brownfrack cleaner	E30.00	3080
2003 176 GHB GHA (SNA uso ElektroDestra white	P18 M (5)	2601
2293 136 RhB Gbk-v 5606 van, Elektro-Raetus, white	£22.00 (c)	
2293 129 RhB Gbk-v 5609 van, Badraun, green/graphics	\$20.00 (I)	BRA
2283 120 RhB Gbk-v 5609, Badraum, green	E22.00	0420
2293 120 RhB Gbk-v 5610 van, Eugenio, white	622.00	LILI
2293 131 RhB Gbk-v 5611, Telecom, white	E22:00 (2)	761 0
2282 133 Rh8 Gbk-v Terra Grischuna van, white	622.00	754 0
2292 177 RhB Gbk-v van, Cargo Domick, turquoise. 2298 136 RhB Halk-qy5166 bogie slidewall van, USEGO	622.00	L370
2000 114 Ohd Mak-syo 100 bogs stoewall van, USCUU	E36 00	1375
2298 114 RhB Halk-v 5134, bogie van HG Commerciale, yellow 2298 138 RhB halk-v 5168 bogie van Usego	£25.00	L294
2258 RhB Kk7348 twin tub	\$16.00	753.5
2363 105 RhB kk-w 7325 lowside, silbver	00.813	750 S 740 S
2367 129 RhB K-w 7509 lowside with Surava Cont	625.00	7403
2357 129 RhB K = 7509 lowside with Surava Cont	623.00	L375
2299 114 RhB Lb-v 78541 Coop cont wagon	E43.00 (2)	L375
2369 111 RhB Lb-v 7961 Coop cont wagon.	643.00	L316
2259 112 PMB Lb-v 7862 Coop cont wagon	(Q 00.000)	L316
2299 103 RhB Lb-v 7963 POST cont wagon.	E43.00	1,294
2367 105 RhB Lb-v 7865 POST cont wagon. 2369 102 RhB Lb-v 7872 POST cont wagon.	543.00	730 V
2269 113 RhB Lb-v 7873 Coop cont wagon	643.00 Ø	L1777 7033
2269 124 RhB Lb-v 7874 Coop cost wages	E43.00	L370
2269 115 RhB Lb-v 7875 POST cont wagon	643.00	913.2
2269 108 Rh8 Lb-v 7878 POST cont wagon	643.00	7112
2269 104 RhB Lb-v 7884 Coop cont wagon	643.00	_
2269 109 RhB Lb-v 7886 Coop cort wagon	643.00 (2)	Pk
2282 108 RhB P10068 van, A-M brown	E22.00	Pk
2390 102 RhB Rp-w 8392 bagie stake wagon, gwy	£28.00 £34.00	
2391 107 RhB Rp-w 8357 bogie twin tub wagon. 2395 111 RhB Ush 8131 bogie tanker.	625.00	Pk
2259 171 RhB-UCE 801 gement wagen, silverblue + orange pipes.		Wif
2360 RhB Uce 8013 silven/green.	£15.00	***
2000 177 Gad Light \$507 compet wasser silver	EN6.00	_

	D&R	
.00	20007 RtB B2007 open Panorama coach 4wh, yellow	526.00
0.00	28162 RhS R-w6262 bogie stake with cont	\$24.00
.00	28261 RhB Rw 8261 bogie stake with log load.	
.00	24012 FO PS4012, Panorama coach, Glacier Express, red/white	£38.00
.00	20012 FO Panorama AS4012 red/white, Glader Express	£40.00 (2)
.00	20013 FO AS4013 Glacier Express Panorama, red/white	
1.00	20014 FO AS4014 Panoramic Coach, Glacier Express	£40.00 (3
1.00	FRILID	
	FRIHO	****
.00	MOB Gk 522 van Getaz Romang, orange/white	634.00
.00	217A MOB Gk 560 van Henriez, blue.	E34.00
	238 MOB Gk. 508 van Bivaliment, turquoise/white	\$34.00
.00	239 MOB GISSZ van AMZ, white.	534.00
1.00	227 W/O ORJON YELLOWS, WIND.	-
.00	SCRATCHBUILT	
.00	CPV Bogie Ralicar # 5, blue/white	\$115.00
.00	or a single riance is a single mine	
.00	STL	
1.00	2204/4 FO 1st Panoramic, red white #4024	£45.00 (2)
100	2204/5 FO 1st Panoramic, red/white #4025.	645.00
.00	2204/2 FO 1st Panoramic, red white #4026.	\$45.00
.00	22082 FO AS4024 Panoramic, white/red	
0.00	2208/1 FO AS4026 Panoramic, white/red	638.00
.00		
1.00	TILLIG	
.00	T10361 CFD double TT wagon with log load	£18.00 (2)
1.00	T10001 CFD 0-6-0T + 3 x wagon set	£115.00
0.00		
.00	HOe	
.00	BEMO METAL	
1.00	DB 99 651, 0-10-0T	\$375.00
100	1004 800 PGEG Museum Lok Wurtt Tred 99633, 0-4-4-07,	
.00	weathered	_\$475.00
1.00	1006 890 DR VK Voliniko 996 96, 0-10-0T, light weather	£475.00
.00		
1.00	BEMO (SH)	
1.00	3013 DB N2r bogle 2nd, green 3014 DB N2r bogle 2nd, green 3003 DB N2r 4nd 2nd, green	\$24.00 (2)
1.00	3014 DB K2i bogie 2nd, green	£24.00 (2)
1.00	3003 DB H2il 4wh 2nd, green	016.00
0.00	even a i i per pari perin magair, proes-	\$24.00 (2)
.00	2203 811 DB 4wh buffer wagon, green	622.00
.00.0	2051 RhB E wood open, brown	
0.00	2058 RhB twin tub wagon	£14.00
0.00	Juleu 100 Pinio open Parloramic Heri coach with patietingers	1300
(2)	2601 820 HO gauge wagon to transport Hoe stock	620.00
(0)	DOM:	
100	BRAWA	****
.00	O420 Harzer 199 879-8 Bollo diesel, marcon/white stripe	585.00
.00	LHIDIT	
(2)	LILIPUT	612.00
.00	761 OBB 4wh beggage, green	
.00	754 OBB 4wh Tamsweg, brown/oream	512.00
100	L370401 OBB Brils 4wfi green, Jausenstrubel, epV	Print
1.00	L375S25 OBB guards van, brown L294001 OBB Owls 60044 wood-open, brown	E1000
.00	753 SkGLB 2nd/3rd 4wh green	612.00
.00	750 SKGLB baggage, 4wh, green	EV2.00
.00		
.00	T40 STLB 4wh baggage #851, green. T40 STLB Baggage, green, 4wh	\$12.00
1.00	T40 STLB Baggage, green, 4wh	\$15.00
(2)	1 3 25545 STI R Roois 2nd, gesen/owarn, artif	£20,00 (2
1.00	L375545 STLB Bugle 2nd, green/bream, epV L316705 STLB GG459 bogie van, grey L316804 STLB cox650 bogie wood open, brown	\$14.W
(2)	L316804 STLB opu650 basis wood onen brown	\$15,00 (2)
1.00	L294215 STLB van Steinlecher, blue	\$15.00
1.00	730 WD (Swiss) July 3rd green/spondals ends	£14.00 (3
1.00	730 WD (Swiss) 4wh 3rd greenigondols ends L177700 ZB 0-6-2T+ 3 x 4wh coach set.	£120 0
(2)	70331 28 1st/2nd 4wh, brown	612.00
1.00	L370300 ZB 1st/2nd 4wh, brown, Ramsan/Hippach, brown, epl/	
1.00	913 ZB 2nd 4wh brown.	£12.00 (2)
100		A

LGB	
	£525.1
	045.0
48110 DR Lidded wagon	E70.1
40120 DR Lowside with brake hut.	£70.0
40390 GC DEV 137 4wh Quards van.	C55.0
41560 Goss Pig Iron wagon.	E74.0
42672 Lake George + Bolder Box van, Battery sound	
(No switch or instructions)	C55.1
40833 CBB 'E'4wh steel open, brown	£55.00
40893 OBB Flat with Kuehne + Nagel swap body	085.0
40921 Pair of bogie stake wagons ione has double stakes)	£150.0
3019 Peigh Post van, green	£55.0
	£75.0
46810 RhB van, Die Post, brown	£75.0
40813 RhB van, yellow	285.0
40884 SSB 'E' 4wh steel open, brown	C55.0
	E70.1
	£70.0
	£70.0
	£30.00
	690.0
16150 Radius 3 LH electric point	\$50.00
	20271 Rhill Heidi G3H 2-4-0T green, digital sound, smoke unit. 4033 Aeh Cort wagon. 41955 Areston Alah caboses, brown. 44190 BM Bergen 4wh hopper, orange. 41190 DBAG Bogle lowside with Fork Lift load. 48100 DB Lot Bogle lowside with Fork Lift load. 48100 DB Lot Bogle lowside with Fork Lift load. 48100 DB Lot Bogle sound. 40100 DB Lot Bogle sound with brake hut. 40100 Gcos Pig Iron wagon. 42572 Life Goorge - Bolder Box van, Battery sound. (No switch or instructions). 40830 CBB 'E' 4wh steel open, brown. 4080 CBB Rat with Number - Nagel swop body. 40921 Pair of bogle stake wagons (one has double stakes). 2019 Pargh Post van, green. 40810 RB van, De Post, brown. 40810 RB van, De Post, brown. 40834 SBB 'E' 4wh steel open, brown. 40839 SP Cattle wagon. 50118 S amp transformer. 51010 S amp controller. 51150 BRILL ontrol box.

L375555 ZB 2nd bogie Swarovskii, brown epii

L294282 ZB Beer van, brown

ROCO

33260 OBB MH6 0-8-0 ... 33230 DR 99 4652 0-6-0 33231 SkGLB 0-6-0 K32 ...

34522 OBB Bogie open, brown

34531 Bbo bogie open, brow 

STANGL 2005 088 011-9 Bollo desel, red brean

5029 HSB 99 5001-4 2-5-2T Mashim motori weathered.

OBB 0-4-0 diesel 2190.03, green (missing one handrall)

L37509 28 B4p30 bogie 2nd, blue/bream, eplV 375907 28 B4p31 bogie 2nd, eplV 375508 28 B4ipts 3045 bogie 2nd, green eplV

L294302 28 beer lan, prown 1294300 28 bogie van, grey 714 28 coach, 4wh, pranjetineam buflet L141210 28 011 0-4 -0 deset, pranje. L141010 28 D14 disest, bluelragie. L371011 28 FS2 Machinewagon, brown, epV. L294002 28 Owls 218 4wh open, grey, epilititis 14 table 28 L140 A.S.2 are

L141401 28 Un5 0-6-2, epi/ L344522 28 V55, driving trailer, red. epi/ L344520 28 V56, driving trailer, red. epi/ L170110 2T U#1 0-6-2T, epi/ (m)

£12.00 (2) £12.00

625.00 (2) 626.00 626.00

£15.00

£18.00 £12.00 £58.00 £75.00 (2) £16.00 £12:00

958.00

£135.00 £125.00 £125.00 \$25.00 \$25.00

£22.00 £24.00 £22.00 £22.00

120,00 (2)

\$375.00

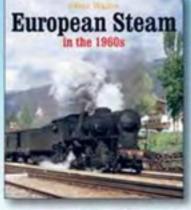
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ease Note! Our stock is changing regularly. If you do not see what you require give us a ring or rite. We may be able to help and we always enjoy chatting to fellow enthusiasts

WANTED: We specialise in buying and selling secondhand equipment. Top quality only please in Gauges Z, N, HOe, HOm, HO urgently required. Part exchange a pleasure. Same day quotations. As fellow enthusiasts we pay good prices for European and American Outline, Brass and high quality kit built of all types always wanted. Simply telephone or write with details. We rarely disappoint. Why not 'Spring Clean' the collection and make cash on those surplus items. Part exchange a pleasure – so give us a try. We are particularly interested in any Z, HO, N or Narrow Gauge as well as European Brass in good condition. European and American 'O' scale always required.

#### European Steam in the 1960s

By 1960 diesel and electric traction was replacing steam, particularly in Belgium, the Netherlands and Switzerland - but in other countries such as



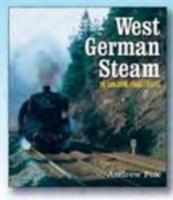
Austria, Britain, East and West Germany, Spain and Portugal, it was still possible to see many of the most impressive steam engines hard at work on both passenger and freight traffic. By the end of the decade however, many of these iconic locomotives were taken out of service. In some countries withdrawn locomotives were retained as a strategic reserve in case of emergency but in other countries, most notably Britain and France, vast numbers of relatively modern steam locomotives made their final journey to the scrapyard.

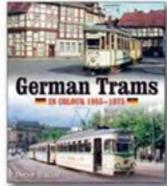
This book incorporates some 210 mostly unpublished colour images of steam in operation in the 1960s from all corners of Europe portraying many of the classic designs hard at work on the main line including both standard and narrow gauge operations.

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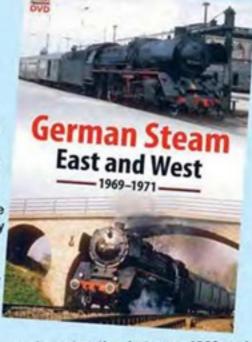
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