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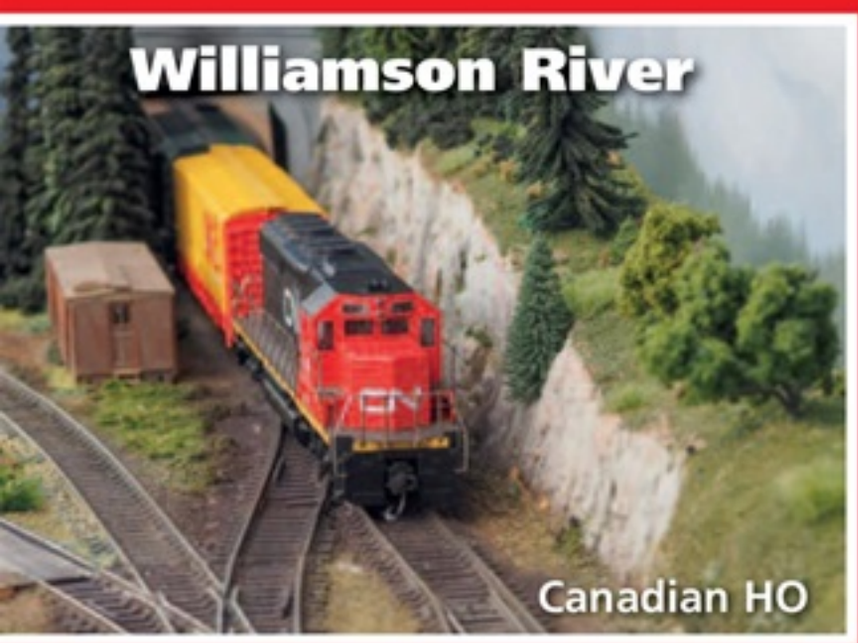
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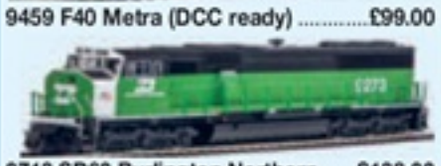
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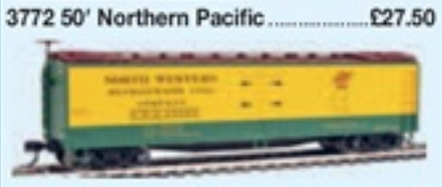
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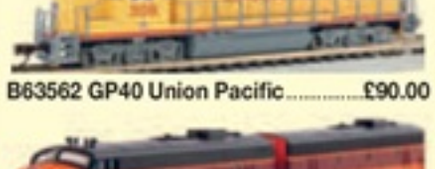
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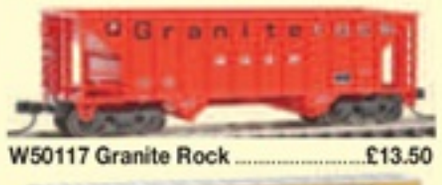
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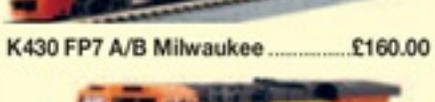
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N

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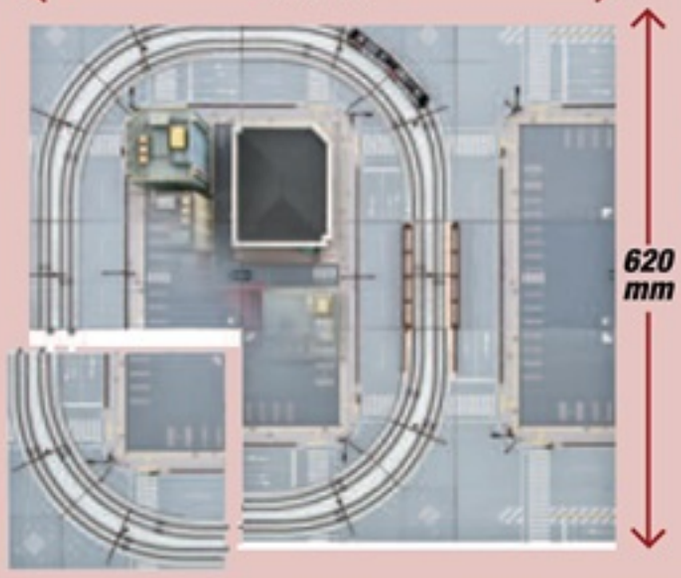


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RAILWAY MODELLER
For all modelling British railway practice.
Published on the second Thursday of the preceding month.



Cover
A Renault ABJ4 *autorail* pauses at the remote passing station of Landeyrat-Marcenat, as modelled in HO by the Association des Modélistes Cheminots de Limoges.
Photo: editor.

NMRA-BR 75

We congratulate the British Region of the National Model Railroad Association on the occasion of their seventy-fifth anniversary – a remarkable achievement, which probably makes them the oldest special interest group in Britain devoted to modelling overseas railways. In this issue, the current President, Charles Hendy, marks this significant milestone, reviews current activities, and invites interested modellers to join.

We know from experience the positive atmosphere at meets and the annual convention. Our now retired colleague Bob Phelps, the long serving designer of Peco products, was a great supporter of the Region, often representing Peco at their events – an interest he inherited from his father, who we understand was one of the Region's early members.

It is a great shame that in the present health situation the NMRA-BR will not be able to hold the Annual Convention to celebrate the anniversary in the appropriate manner – that pleasure will have to wait.

In this context it is particularly sad to note the passing in early August of John Spratley, known to many as 'Toad', who was a stalwart member of the NMRA-BR for many years, often to be seen at their meets and the annual convention, as well as other model railway exhibitions across the south-west of England as a visitor and an exhibitor. He modelled primarily American narrow gauge in Nn3 and HOn3; his work was featured in our *Modeller Book of Narrow Gauge* (long out of print) and his *Toad Creek* HOn3 layout appeared at the Warley show at the National Exhibition Centre in 2015. He was quite a character, and his sense of humour will be missed.

We were also saddened to hear of the sudden death of Chris Klein, one of the co-founders of Ixion Models, responsible with two Australian colleagues for a diverse range of interesting items for various markets in various scales and gauges; Chris subsequently concentrated on British outline O under the name of Minerva Models, with another partner. He was a talented modeller, and in fact we first encountered him as a contributor to RAILWAY MODELLER long before he was involved commercially. In both respects, a great loss to the hobby. Fortunately, both Ixion and Minerva will continue.

As our news pages have reported previously, Ixion are working on a model of the Victorian Railways J class 2-8-0 in HO which – like so many other projects – has been delayed by the effects of the corona virus situation, in China and elsewhere.

During the month of August (while this issue was being prepared) we experienced serious disruption to our e-mail and we believe a number of messages were returned as 'undeliverable', particularly if sent with attachments. This was entirely outside our control, but we apologise for any inconvenience.

There is evidence that railway modelling thrived during lockdown, with increased demand for products, increased interest in our magazines, and more article submissions as a result – though the supply of material was not a problem for us anyway.

Although things do seem to be slowly improving, it appears it will still be a while before we can enjoy meetings and exhibitions again. But while these activities are important elements of our hobby, the core of what we do is an individual creative pastime which fortunately we can continue to enjoy even in difficult circumstances.

We hope you will be able to stay safe, and keep well.

CONTINENTAL MODELLER

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Contents



642 **LANDEYRAT – RAILWAY OF THE MONTH**
Fabien Roussy describes one of the HO exhibition layouts by the Association des Modélistes Cheminots de Limoges, a wayside passing station deep in the French countryside

650 **NMRA-BR 75**
The National Model Railroad Association – British Region marks its 75th anniversary: Charles Hendy, current President, outlines the appeal to modellers of American railroads, and invites others to join and share the benefits.

656 **THAI C56 2-6-0 – SCALE DRAWINGS**
Scratchbuilt in 1:30 scale for 32mm gauge track – Kevin Smith chose an unusual scale and gauge to model a Japanese loco used on the metre gauge in Thailand.

662 **HAUTELUCE**
Paul Spray was inspired by a holiday in the Alps to create a compact three-dimensional souvenir using Z gauge.





656 662





666 **FRENCH OCEM PL COACHES**
Jacques Poré shows how to enhance proprietary products, in this case excellent Models-World HO OCEM PL coaches which could be used on many French layouts.

671 **DCC TEST MODULE**
Les Fordham shows how he assembled a simple test track to program decoders off the layout using a computer.

672 **WILLIAMSON RIVER**
A compact layout with plenty of switching interest – Ryan Gray and Will Taylor describe the Canadian HO layout adapted by members of the Cupar & District MRC.

678 **KALKA – SHIMLA**
A relic of the Raj but also characteristically Indian – Ranjeev C.Dubey relates how his aim to reproduce this famous narrow gauge hill railway gradually expanded and eventually took over most of the allocated room.

686 **CHIHIRO HORIKOWA**
Tony Galiani has built a neat Japanese N micro-layout featuring a suburban station with simple goods facilities.

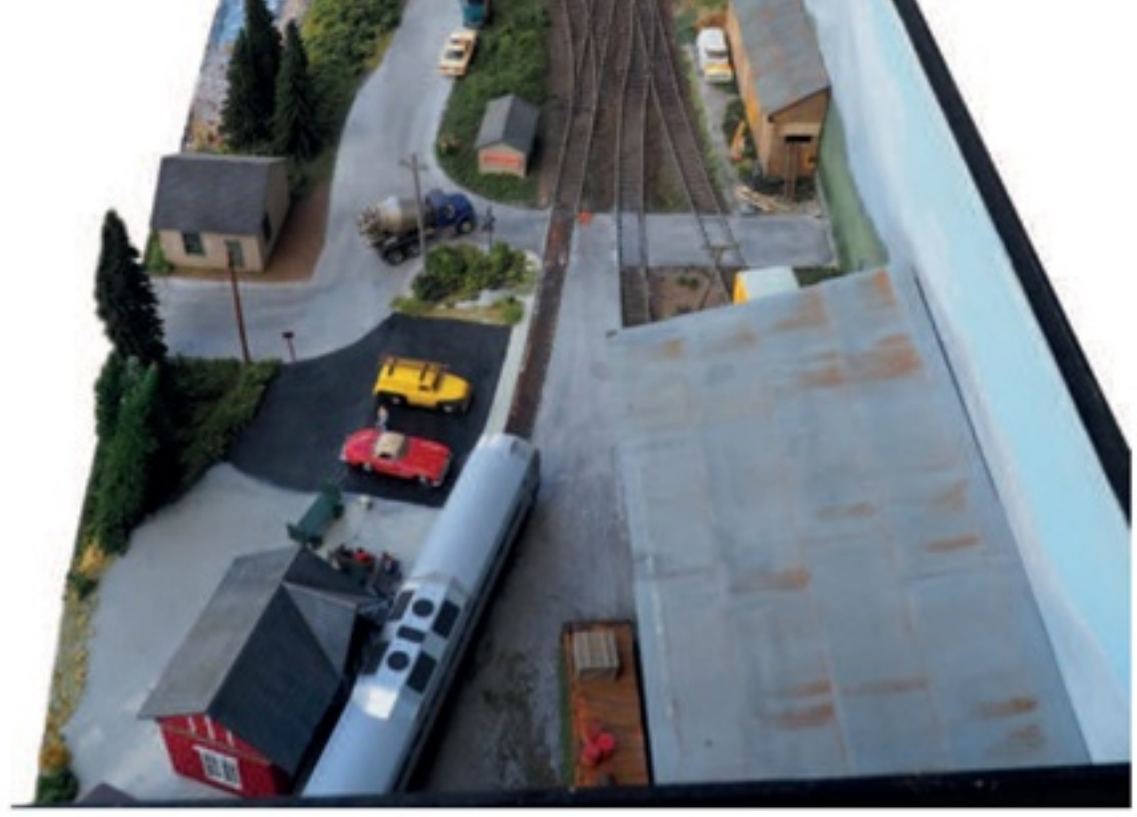
690 **OSOBLAHA – PLAN OF THE MONTH**
A rural narrow gauge terminus in the Czech Republic – Martin Axford recalls a visit to this remote location and suggests it would make a good model.

696 **TUNNEL VISION**
Joseph Garcia plans a series of novel portable modules to capture the essence of the New York subway in O.

700 **LATEST REVIEWS**

702 **BOOK & VIDEO REVIEWS**

20a **NEWS**













Fabien Roussy describes one of the exhibition layouts built by members of the Association des Modélistes Cheminots de Limoges (ACML).

Landeyrat-Marcenat

A wayside passing station deep in the French countryside

We had such a good time at the Meursault exhibition in 2010, where we showed our *Verneuil sur Vienne* layout (see CM August 2012), that we wanted to return to exhibit again. For that we had to design and build a new layout, or at least an extension to *Verneuil*.

The idea of reproducing a station in the Massif-Central had been in our minds for a long time. Our choice quickly fell on Landeyrat-Marcenat, a Cantal station lost on the Cézallier plateau at an altitude of 1,000m, where livestock was moved from one grazing ground to another in a seasonal cycle, to the lowlands in winter and the highlands in summer.

The first steps were taken in November 2012, a little over a year before the deadline for first outing. After taking photos and measurements on site, we were able to obtain the station plans from the SNCF archives at Le Mans.

The layout is in two sections. The first, the longer, is the station, built on four modules each 1.40m long. The second part is the open line section, on two 1.4m modules. The baseboard is 1.30m from the ground. At each end of the layout there are storage yards, with sliding trays on heavy duty drawer runners (with ball bearings). These sliding platforms are well suited to the theme of the layout because traffic on the line was typically short trains due to the steep gradients. We have five storage tracks plus one programming track at the open line end and six storage tracks at the station end.

Between the two scenic sections we have a blank module which serves as a logistics cabinet. It also houses a hidden junction which allows us to have either 12m in a straight line or a right-angle of 7.80 x 4.90m, to be seen from outside the L shape.

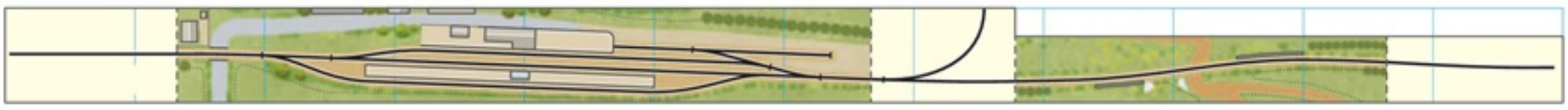
Right
A Renault ABJ4 *autorail* waits at the platform as a freight hauled by a 141TA pulls into the loop.

Photographs by the editor

Below
ABJ4 and X2800 *autorails* pass at Landeyrat-Marcenat as livestock is unloaded from ventilated vans.







LANDEYRAT-MARCENAT STATION
Overall size: 12m x 0.73m. Each grid square 1m x 1m.

The whole layout was planned to fit into a 16m³ capacity van. The modules are packed in pairs.

The structure is made of plywood with a few MDF elements which give an almost perfect surface finish, especially on the viewing side. The backdrops are lightweight flexible plywood, which allows beautiful round corners, with much better appearance.

The landscape was made from expanded foam coated with MAP plaster filler, used for plasterboard – it has the advantage of setting slower, and it is also more resistant.

Below
A BB66000 couples up to the now empty vans as cattle are herded away from the loading dock and along the road.



Above
141TA 278 arrives hauling a short freight as the cattle are directed along the road.

Below
The crossing keeper's house is from a custom-made kit by Architecture et Passion; the barriers come from ABE.

Below right
Point and trackwork details.

The plain track is SMP with bullhead rail, with the sleepers thickened using Evergreen styrene 4mm x 1.5mm strip. The four main line points are Peco, supplemented by two SMP kits for the sidings. All the points have been super-detailed using a kit from Apogée Vapeur (ref.3150M) which includes, among other things check rails, check rail supports, and tie bars. This transforms the appearance of the points.

We wanted to recreate the railway buildings as faithfully as possible, so we asked Architecture et Passion to make them for us as kits. The platform edges were already in the ABE range, which also provided the barriers for the level crossing. The luggage cart, the gutters on the buildings, the point levers, the point rodding and bell cranks, as well as the two warning bells come from Haxo-Modèles. The telegraph poles were made from skewers cut down and fitted with the correct region four crossbars.

Articles published in *Loco-Revue* were invaluable for certain details such as the stakes which define the ballast on curves or the wagon loading gauge.

The island platform shelter formerly produced as a kit by MKD did not satisfy us, so we asked Bernard Bransol to scratchbuild it for us in plasticard. He also made the houses at the back of the station. They were based on photos, modified and placed according to the false perspective.





Above
A modernised X2800 *autorail*. The platform shelter and houses were scratchbuilt. The warning bells are from Haxo-Modèles. The station and the toilet block are also Architecture et Passion kits.

Right
The cows ignore the waiting railfan photographer.

Below
The wagon loading gauge.

The vegetation is particularly sparse (remember that the site is more than 1,000m above sea level), but many fir trees were planted along the line to help prevent snow-drifts, according to the instructions of the engineer Wilhelm Nordling. As we needed nearly seventy, we started making them ourselves, following a tutorial on the internet.

The ground was treated in the classic way using foliage by Woodland Scenics, MiniNatur, Noch, and Heki.

The cows (92 in all!) are made from Preiser items, with the horns modified to resemble those characteristic of the Salers. The animals were painted brown and sprinkled with burnt umber weathering powder.









The locos and rolling stock are appropriate to the period. For the 1960s we have 141TA 2-8-2Ts by Modelbex and Hornby Jouef, X2400 and X2800 *autorails* by Electrotren and Roco respectively. We plan to acquire an Electrotren Renault ABJ4 *autorail*, as the old AS Models item is showing its age.

For the 1980s we use the AMJL BB66000 and Jouef BB67000 diesels along with a modernised X2800 *autorail* (from Roco), which were the last units to work the line.

Coaches and wagons are by REE, LS Models, and Roco.

Above left
The steep gradients on this line mean that even the powerful 141TA is limited to relatively short freight trains.

Top
BB66044 positions ventilated vans carrying cattle at the unloading dock; some will be conveyed further in lorries but most will walk to the summer pastures.

Above
Cows arriving undoubtedly outnumber passengers as two *autorails* pass at Landeyrat-Marcenat. The distinctive stone platform edging is by ABE.

HO **LANDEYRAT-MARCENAT** FRANCE

Above
A freight in the open country section, which can be linked to the station boards either in a straight line or at 90° as space allows. The fir trees were planted to help prevent snowdrifts – for modellers they make a very useful scenic break.

Below
141TA 278 must stop shunting as 141TA 440 enters the yard. Note the white fouling point marker and the highlighted features on the points – with a relatively simple layout, details matter.

Above
As well as being quite short, the freights were made up of many varied wagon types which adds to their appeal on the layout, in contrast to long uniform block trains.

Below
A good place to watch trains, the sweeping curve is broken by a small farm crossing, with authentic signs. The farmer and his tractor add interest and colour.

Control (of both locomotives and points) is digital, using an ESU ECoS central unit with another connected to it as a slave. This allows us to control trains from both ends of the layout.

The six points in the station are controlled by two ESU Switch Pilot decoders and the associated extension modules. We need two as one can work a maximum of four points.

The power supply for the point motors is an old Jouef transformer adjusted so that it delivers 9 volts at the output – this allows us to have an even slower movement of the Tortoise point motors. For this you have to separate the point control signal (the digital bus to the Switch Pilots) and the power supply for the motors.



All the wiring for the points was installed in a drawer under the blank module. This made it easier to wire all the digital equipment as well as the power to the motors.

To work the layout, there is an operator at each end. The layout is divided into fifteen different zones, each connected to an ESU ECoS detector unit which detects the presence of a train by its current consumption. This system allows the operator to know where all the trains are as they are displayed on the track diagram on the ECoS screens.

Automatic operation, shuttling between the two traversers, is also possible, which eliminates the need for an operator – useful during meal times, for example. This is made possible by detecting traffic via the ECoS detector module. In general, shuttles can be assigned from any section, provided that the track plan allows the route, of course. You can also set the stop time at each end.

The main ECoS unit is also connected to a wi-fi router via the RJ45 port. This allows us to operate the layout (locos and points) via the TouchCab application on smart 'phones (a brilliant system). As a result, we have digital wireless control, which is very practical for operation, especially for shunting at the station.

It is often said that digital simplifies layout wiring, and this is true if it is limited to driving the locos. Beyond that, it gets more complicated! Our completely digital layout used about 400m of wire under a baseboard only 12m long! Another detail – main power bus was provided across the whole layout, to have electricity easily available for the transformers, the power boosters, the router, mobile 'phone chargers, coffee machine ...

With hindsight it was quite an achievement for us to complete this layout in just thirteen months in order to be able to exhibit it at Meursault, where it made its debut.

Charles Hendy, current President of the National Model Railroad Association – British Region, marks a significant anniversary, outlining the appeal to modellers of American railroads, and inviting others to join and share the benefits.
Photographs as credited.

NMRA–BR

Celebrating its 75th anniversary

The National Model Railroad Association (NMRA) was formed in the United States in 1935. It is a not-for-profit organisation with a worldwide membership currently around 20,000. It is active primarily in the US and Canada, the United Kingdom, and Australasia, although there are members in many other countries.

The NMRA was founded during the formative years of the modern hobby, at a time of great proliferation of scales and standards. Its purpose is to promote fellowship between modellers, and co-operation between hobbyists, manufacturers, publishers, and consumers. The NMRA has continuously developed and monitored specifications for all aspects of railway models through the NMRA standards. Manufacturers have accepted and adhered to NMRA Standards and Recommended Practices, with the result that models from many different manufacturers are completely compatible.



Above
NMRA-BR member Cliff South sharing know-how with friend and fellow member Ron Gager (left) as he explains how the 'gizmo' on his Virginia and Truckee HO layout emits smoke.
Photo: Mike Hughes.

Above
On the HO *Crystal Creek*
by Ian and Andrew Morris
which was featured in CM June 2010
a fast freight made up of refrigerator cars
is hauled by a powerful Norfolk & Western
A class simple articulated 2-6-6-4. Photo: Steve Flint.

Right
Rocky mountain scenery, spindly wooden trestles, and chunky narrow gauge locos – for many the epitome of US railroads. *Eagle Rock*, the On30 layout of the Wakefield RMS, was featured in CM December 2013. Photo: Steve Flint.

Regions

The NMRA is organised into Regions, and British Region was formed just after the Second World War, receiving its Charter, signed by the NMRA President Ed Ravenscroft and Secretary Bernard Gottlieb, on 2nd September 1945. The British Region has actively evolved over the years, primarily to promote interest in North American railroading in both model form and the real thing. From its beginnings as largely an association of UK lovers of American steam locomotives, today the members of British Region see themselves as an umbrella organisation for all scales and interest in all types of railroading.

As it celebrates its 75th Anniversary, the NMRA–BR has resolved to seek to promote itself much more widely among the model railway community in the UK, and to spread the word about what we can offer. Most model railway organisations in the UK are dedicated to a local area, or to a particular scale or specialism. This is where the NMRA is different. It seeks to bring all scales and outlines together, to include, promote, and encourage modelling across the board. There are members all over the UK, and its most valuable asset is the unique NMRA Achievement Program.

Friendship forms the foundation of the British Region, and its motto is "Sharing Know-How".

Left
A signature scene on the Union Pacific-themed HO *Green River* by Bob Phelps, a longstanding supporter of the NMRA-BR, whose father was one of the Region's early members.
Photo: Steve Flint.



Magazine

A bi-monthly magazine, *Roundhouse*, is available to members both in print and on line. It is a quality journal, created, edited, and published by an expert graphic designer, using colour images throughout. The content is highly varied, covering NMRA activities and aspects of railroading and modelling from the UK, North America, and further afield.

It carries a long-running series entitled 'Back2Basics' whose purpose is to cover all aspects of model railroad construction and operation for newcomers and those looking for a new areas to explore. This ongoing series, all of which is available to members on the website, represents a comprehensive portfolio of enormous benefit to modellers both of long standing and new to the hobby.

Differences

There are differences between modelling American and British railways, but this is largely confined to terminology (e.g. 'ties' rather than 'sleepers') and the appearance of the models. Most, if not all, of the skills and knowledge are completely interchangeable between North American and British modelling. For example: building any model railway commences with the planning stage. Some modellers still prefer to use a traditional pencil and paper design, although with the advent of CAD software, highly sophisticated design programs are available. All layouts require sound baseboard construction, upon which everything else is built. From there, the laying of track, wiring, building scenery and structures is very similar.





Above left
A small part of a large N gauge layout assembled at one of the modular meets where members from various NMRA-BR groups get together.
Photo: Mike Hughes.

Left
Part of the Region's HO *Thorn Tree Flats* modules.
Photo: Mike Hughes



A particular difference between the countries is in the approach to model railway operation. Experience has shown us that North American operations are often more sophisticated, using card and waybill systems for freight forwarding, for example, or the JMRI (Java Model Railroad Interface), an electronic computer system, plus fast clocks, timetables, and dispatching.

Modules

Modular railroading is now a popular approach, especially in N and HO. Sets of standards have been developed for both scales so that individuals can build modules which can be taken to a venue and connected to others, forming a much larger layout for train operation. The modules may be stand-alone, where an modeller has limited space at home for a layout, but can then be easily integrated with others.

There are many modular groups who meet on a regular basis, either for just one day or a whole weekend, to get together to run trains in a friendly manner for the enjoyment of everyone. The NMRA-BR believes that this is an aspect of American modelling which could prove highly interesting to British modellers, who could develop their own modular standards to reflect British outline interests and requirements.

Above
***Horsethief Bridge*, in N, by Anthony Quinlan, a portable exhibition layout based on a real location.**
Photo: editor.

Above
Brian Moore has complemented the modular *Quisling, CA.* (see CM March 2017) with a fixed Southern Pacific HO layout, *Guadalupe.* Alco S4 switcher #1467 idles as a classic GM-EMD F7A-B-A set headed by #6315 passes with a long train of Pacific Fruit Express reefers.
Photo: Brian Moore.



Above
RS Tower (HO) is an excellent example of a portable layout built by a local group and used to promote the NMRA-BR at shows. See CM October 2011. Photo: editor.

Below
Red Hook Bay (HO) set in Maine is the work of scenic and structure specialist Mike Carter. See CM November 2014 and American Special. Photo: editor.



Local groups

The British Region comprises thirteen local groups with representatives who keep in touch with members in their area. These 'Divisions' hold their own meetings.

There is also an annual Convention, held over a long weekend, usually in the autumn, with operating layouts, specialist traders, members bring & buy area, and talks or 'clinics' on numerous subjects given by expert members. After a banquet on the Saturday evening, awards are presented to acknowledge members' achievements. It is a celebration of the hobby and an important social event for all those attending.

The Convention is open to the public on the Saturday, as the Region looks to recruit new members. It is an excellent opportunity to sample what the NMRA-BR has to offer.

Achievement program

The truly unique feature of the NMRA, and an important part of the British Region activities, is the Achievement Program. Dating from the 1960s the AP forms a sort of Degree Course in Model Railroading. It is designed to recognise and reward modelling success in a wide range of categories. Each participant starts out on a journey during which they will inevitably develop their modelling skills and increase their modelling ability to an extremely high level. There are eleven categories divided into four areas, and a member can obtain as few or as many as they wish. A member who achieves seven certificates across the four areas qualifies as a Master

Above
The *Columbia and Western* created by Mike Dobson is unusual for being O scale standard gauge, Canadian, and a large installation in the style of a 'typical' American home layout – but in the UK. See CM May, July, August, and September 2018.
Photo: editor.

Right
***First Snow on the Rio Grande Southern,* a dramatic diorama in HOn3 by Pit Karges, was described in CM December 2014.**
Photo: editor.

Below
Another view of *Guadalupe* with Krauss Maffei ML-4000 C-C diesel hydraulic #9010, a rare example of a European design built for America.
Photo: Brian Moore.

Model Railroader (MMR), of which British Region has had seven to date, out of a worldwide total of 650 or so. There is no time limit, nor any restriction on the types of models submitted, as long as they fit the requirements of the AP. Models are assessed on their merits according to clearly laid down standards.

The AP is unique: no other model railway organisation in the world has such a programme that recognises modellers for their abilities and achievements. It is well within the grasp of British modellers, and the British Region already has some working towards MMR at the present time.

UK modellers are warmly invited to join the NMRA-BR and enter the AP – it is great fun and well worth while.

Contact

The NMRA is always at the forefront of technology, and now the use of social media. It can be found on Facebook and YouTube, and the British Region has its own website:

https://nmrabr.org.uk

North American, British, or Continental – we are all about steel wheels running on steel rails!



Kevin Smith chose an unusual, but eminently practical, scale and gauge to model a locomotive once used on the metre gauge railways of Thailand. *Photographs by the author.*

Thai C56 2-6-0

Scratchbuilt in 1:30 scale for 32mm gauge track

The corona virus situation changed my modelling plans for this year completely. All the model railway exhibitions I was due to attend in spring and summer with the Z gauge layouts I am mainly known were cancelled, and the lockdown meant I would working from home for the foreseeable future.

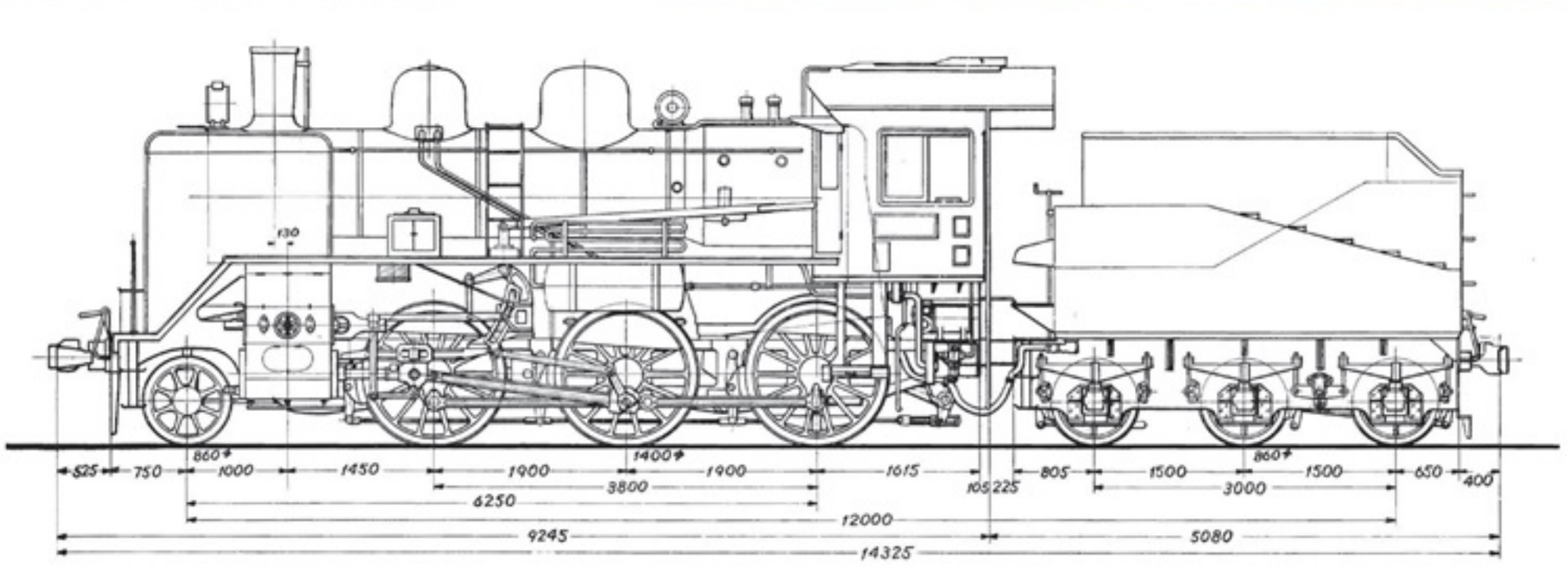
This caused to me to get some long term projects that have been stalled for quite a while out of the loft with a view to getting at least some of them finished.

The key project was a metre gauge Thai C56 2-6-0 modelled in 1:30 scale running on 32mm (O gauge) track. My original idea had been to build a garden layout in this scale and gauge but the popularity of my Z layouts meant I never had time to persevere, hence it being sidelined. I had been inspired by a few trips to Thailand where I had discovered the large, varied, and very busy SRT rail system, and taken hours of video and thousands of pictures.

The C56s were taken to Thailand by the Japanese forces during the Second World War. They were instrumental in the construction of the notorious 'Death Railway' to Burma which cost so many lives. A Japanese standard design, they were re-gauged from 3'6" to metre, and rails were added to increase the capacity of the bunker as they would be burning wood, not coal, in Thailand. Eventually the cab roofs were altered and some boiler fittings lowered to suit the Thai loading gauge. With a top speed of 47mph and weighing just 65 tonnes they were ideal for lightly laid trackwork. Of the 164 built, no fewer than 45 were taken into RSR stock.







Right
714 on display at Hua Lamphong.



Left
713 in Thonburi shed. Note the Japanese smokebox number plate.

Remarkably quite a few have survived and the last time I checked the following could still be found in Thailand:

Nam Tok	702 ex C56 4
Bangkok Thonburi	713 ex C56 15
Bangkok Hua Lamphong	714 ex C56 16
Bangkok Thonburi	715 ex C56 17
Kanchanburi	719 ex C56 23
Nakhon Lampang	728 ex C56 36
Bangkok Makkasan works	733 ex C56 47 (actually 738)
Salaya	738 ex C56 41 (actually 733)
Chang Mai	744 ex C56 53

725 and 735 have been repatriated to Japan as C56 44 and C56 31 respectively.

There is at least one in Burma.

The two kept at Thonburi depot are in working condition for the River Kwai celebrations. 713 still has its Japanese smokebox numberplate fitted.

The easiest one to access is 714 which is just off the end of the platforms at Bangkok Hua Lamphong station. I was able to take most of the detail pictures I needed on this one.

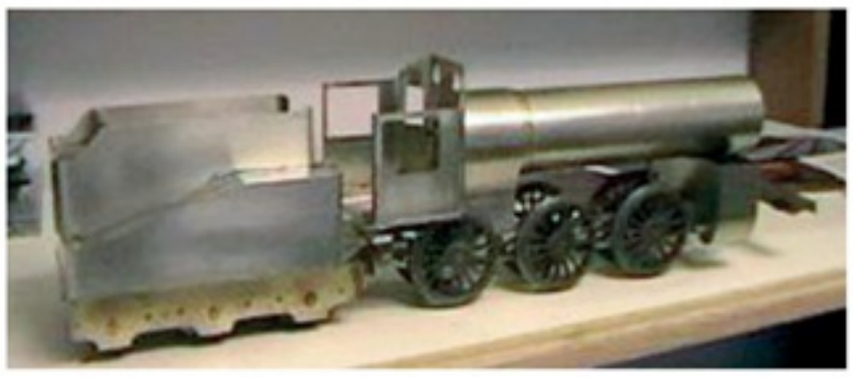
I had a good set of drawings of one in JNR condition, complete with smoke deflectors, and was I able to annotate and then modify it to reflect the Thai alterations.

Left
733 at Makkasan works.

Right
738 at Ekkamai (Salaya).

Below
C56 in JNR condition. Drawings reproduced to 1:87.
Author's collection.

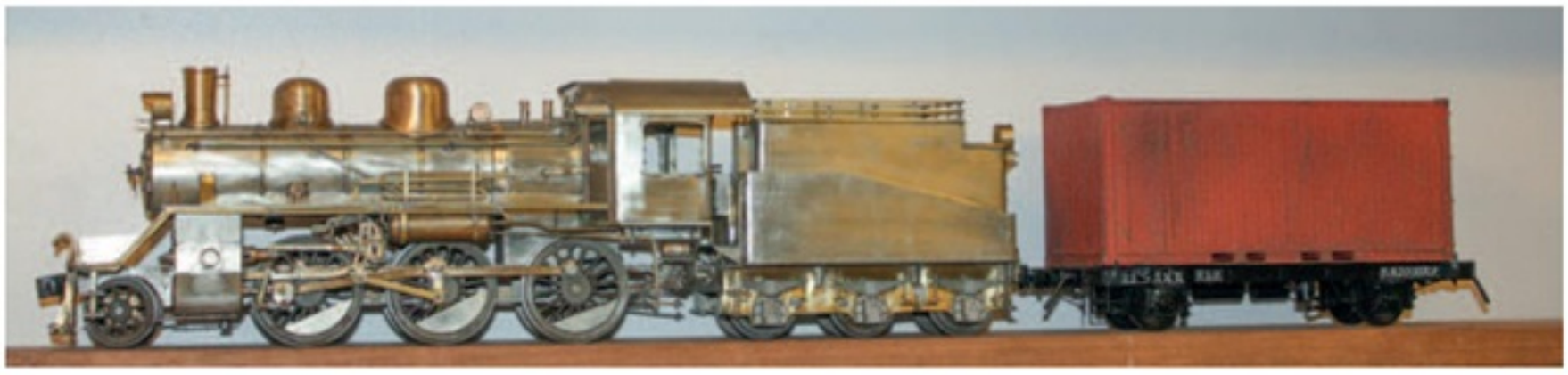
1m C56 2-6-0 THAILAND





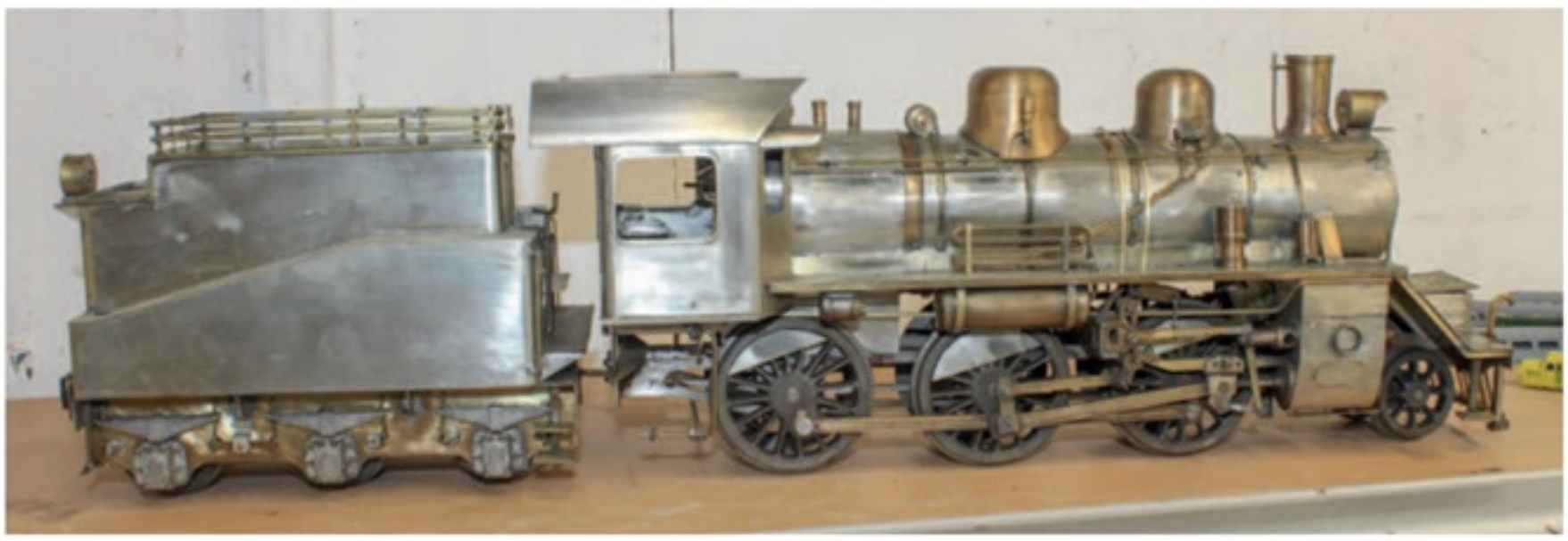
Above
2007 – early stages.

Above right
2007 – some progress.

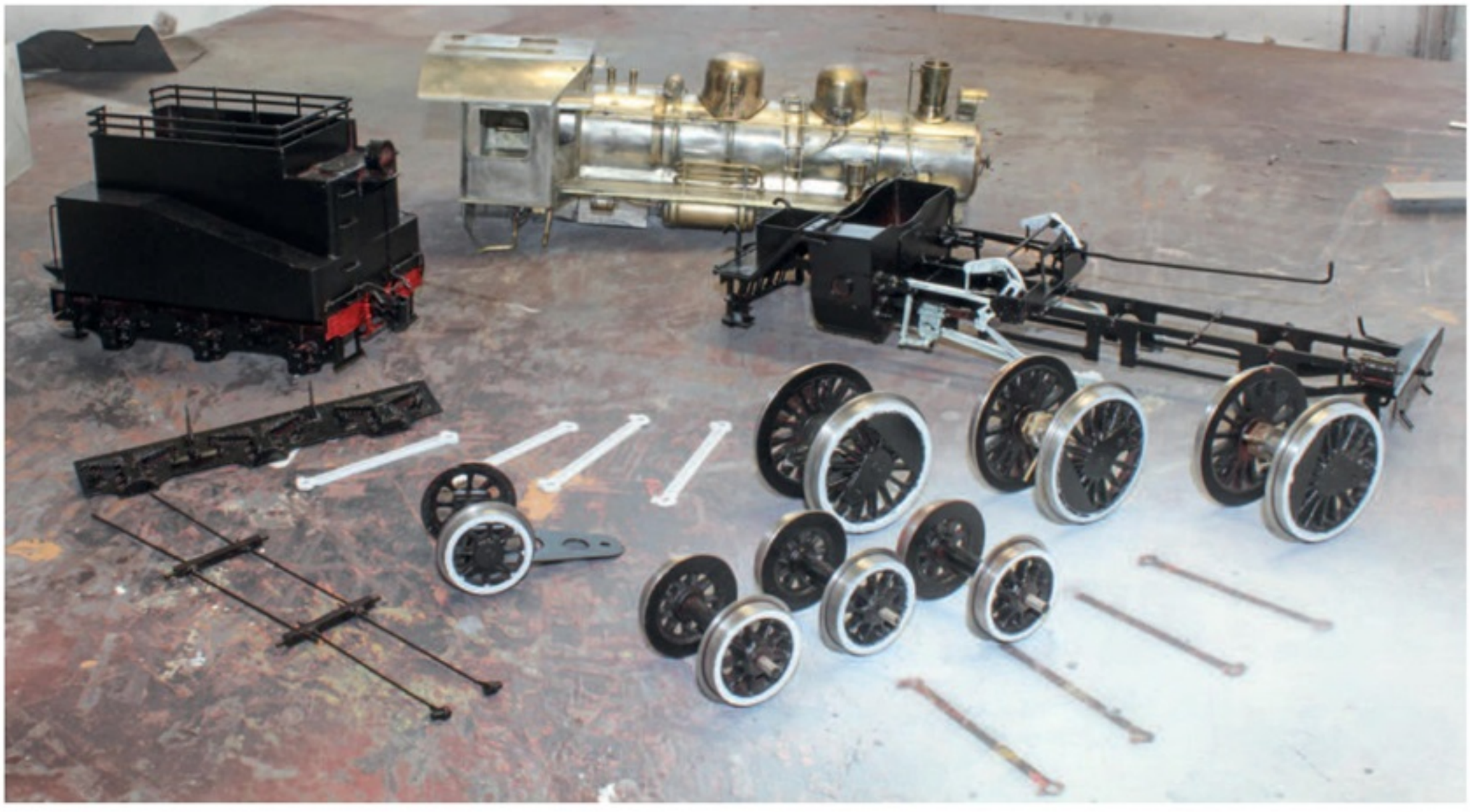


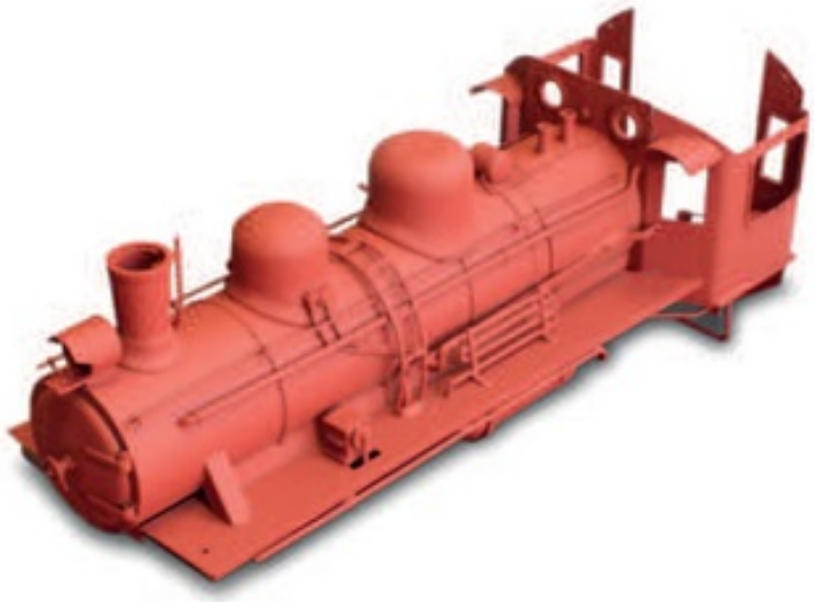
Right
2010 – largely complete, with one of the wagons built to run with it.

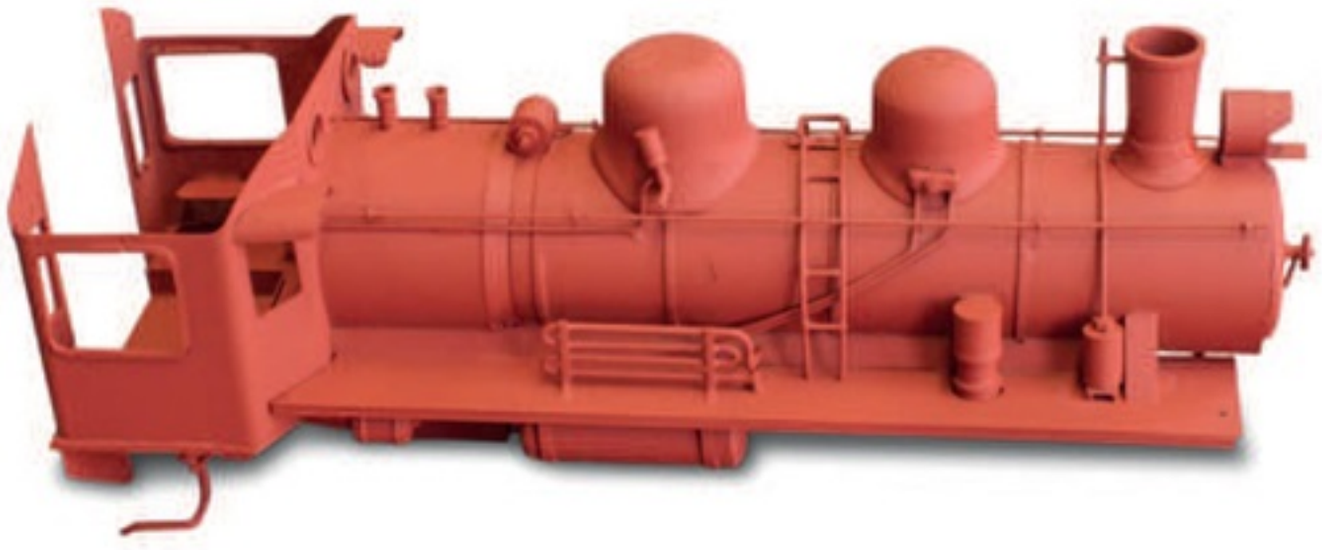
Right
Ready for the paint shop.



Below
Dismantled for painting, with all of the black parts and the white trim done.







Above and above right
The loco body in red primer.



Right
The rolling chassis.

The model

I had started the model in 2007 and made good progress for a while, so I knew that there was not a vast amount to do, but there was going to have to be a fair amount of cleaning up as much of the brass had tarnished.

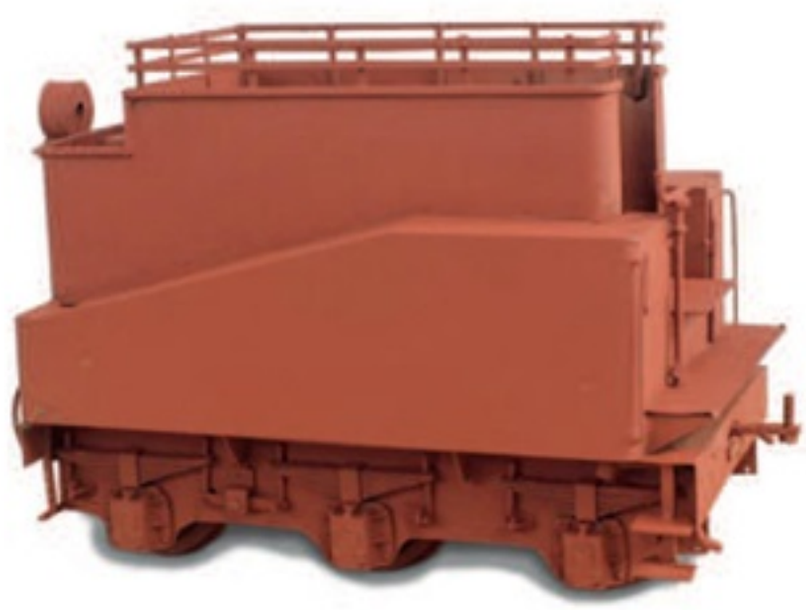
The model was constructed with a chassis made from ground flat stock (GFS) steel milled to represent the bar frames. Wheel castings came, if I recall correctly, from Locosteam, and the tender axleguards were modified from some British ones. Most of the superstructure and tender was made from nickel-silver, with most of the fittings in brass. The valve gear was profiled on a pantograph engraver, and the only bought fitting was the lubricator; all the other fittings were scratchbuilt.

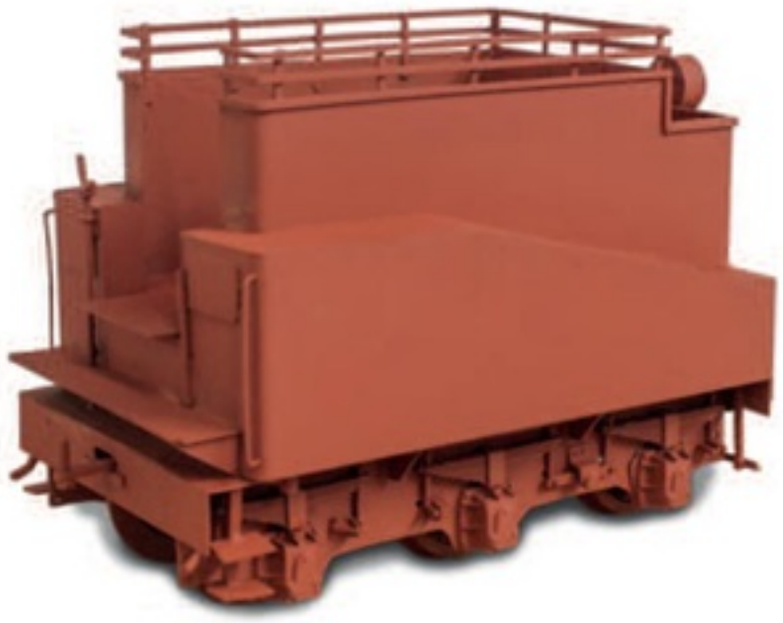
Kadee Gauge 1 knuckle couplers were used.

The original idea was to power it with a Sagami motor in the firebox but getting my usual gearbox in between the sprung main axleboxes proved impossible, so for the moment it is only a display model, but I have the option to power the tender sometime in the future.



Below and below right
The tender in red primer.





Above
The detailed backhead (*below*) was made separately and fixed within the cab.







The colour scheme is a little strange, with only the boiler and cylinders painted green. This colour proved problematic – photos of them in regular service years ago show it as a dark Brunswick green, whereas later photos and the preserved ones seem to be a variety of shades. Talking to one of the SRT engineers at Bang Sue maintenance shed, I got the impression that the green faded very quickly in the intense Thai sun. In the end I plumped for Tamiya Flat Green acrylic with Hycote Gloss Black and white primer over Hycote red primer.

The valve gear is painted white, as are the wheel rims on the preserved examples, with the exception of the two active examples which have the valve gear in polished steel.

The cab roof is lined with wooden planks inside and painted white to reflect the heat. On the model this was done with 3mm x 1mm stripwood laid individually.

The SRT lettering was a problem, there is obviously no commercial waterslide decals available so instead I took a broadside picture of a cab side and tender, reduced it down in Photoshop and printed it out onto self adhesive labels which I then stuck to plasticard. Cutting out the letters left me with a stencil I could use with a Pilot fine tip white permanent marker to mark out the outlines of the letters and numbers and subsequently fill in.

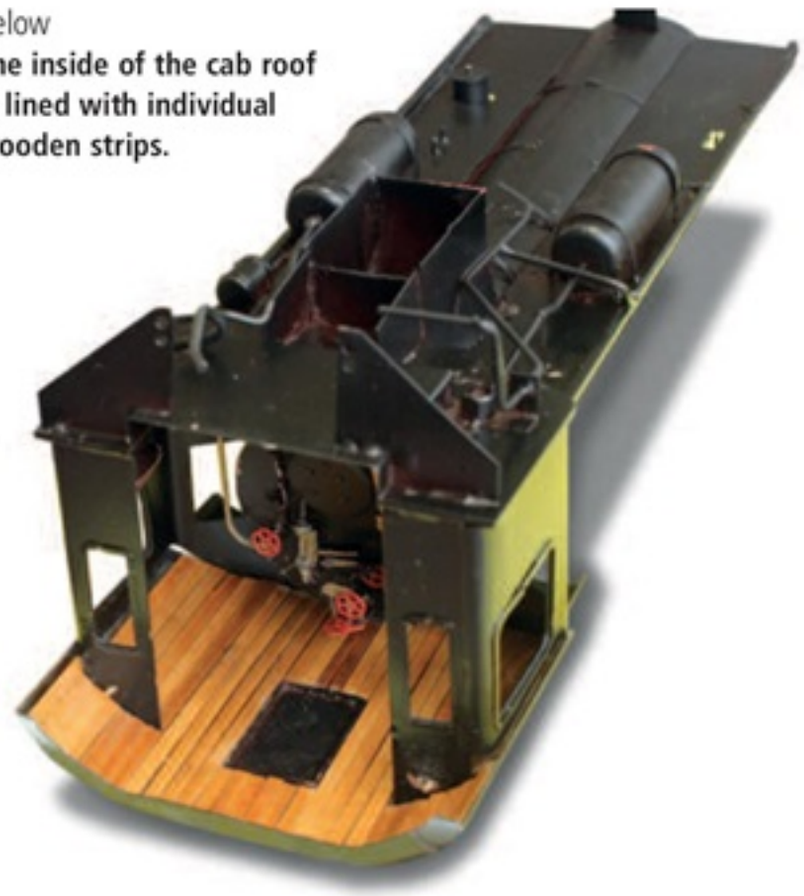
The wood load for the tender came from last year's fuchsia bushes! The dead stalks look convincingly like scale logs and were trimmed to length and glued onto blocks to sit in the tender.

For those who want more detail, I recorded the construction process on video and it is on Youtube in four parts:

Part 1 https://youtu.be/cwgE-mPWGWE
Part 2 https://youtu.be/rVsbKwfbNRA
Part 3 https://youtu.be/A9-9j0Jsd-c
Part 4 https://youtu.be/JB0LQ_rsHow

Above
The finished model.

Below
The inside of the cab roof is lined with individual wooden strips.



Below left and below
The front and back of the tender.
The wood fuel in the bunker was made with real twigs.











I have also constructed four four-wheeled freight vehicles to go with the loco – a type SW salt wagon, a type CG van, and two type CF 20' container flats.





Paul Spray was inspired by a holiday in the Alps to create a three-dimensional souvenir. *Photographs by Alan Spray.*

Hauteluce

A compact layout with unusual animations

In spring 2018, we had a holiday in Hauteluce, a village in the French Alps. Across the valley from our chalet, we could watch a tanker draw up daily at each farm to pick up milk to take to the creamery to make Beaufort cheese. That could be done by train, I thought.

I wanted a layout compact enough to carry in our small car, so decided on Z – which immediately translated Hauteluce across the border into Switzerland, for which Märklin can supply rolling stock.

As with my previous layout, *Lesobeng* (CM March 2017), I started with the backscene – in this case, a panoramic view of the mountainside opposite our chalet.





These pages
The passenger train generally just circulates as an old 0-6-0T shunter serves the dairy farm sidings.









Above left
Cows move into the milking parlour, powered by servos.

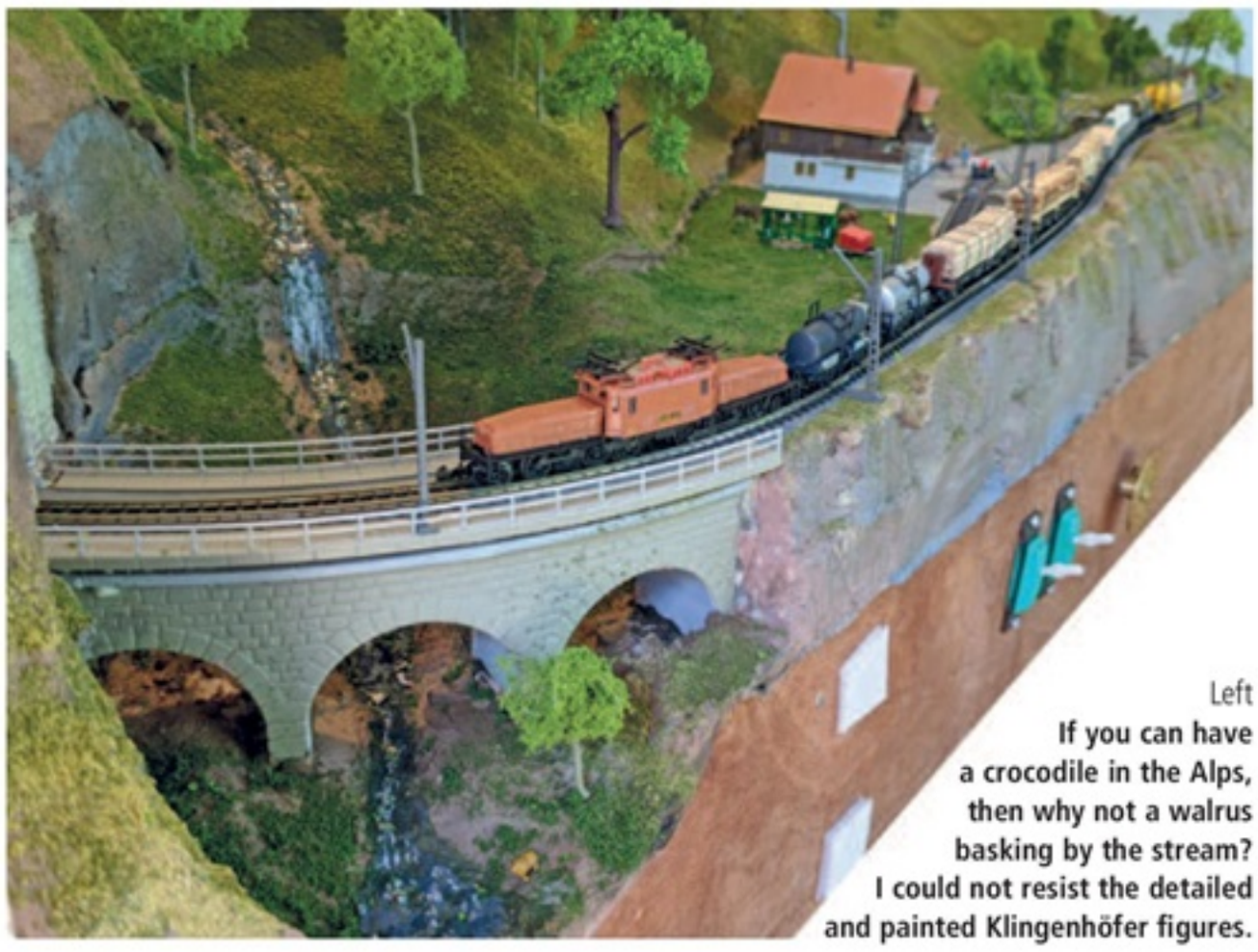
Above
Felled logs transported by horse and sawn by hand.

Left
A milk tank wagon is delivered to the farm siding.

The hills – Woodland Scenics 'Shapersheet' on top of Celotex – drop down to the line, which runs along the side of the mountain, with sidings for two farms. The buildings, and the bridge, are by Kibri. Hopefully it is not too obvious that the track circles round to hidden loops under the mountain.

These are forested hills, and one of the two main features of the layout, I think, are the masses of realistically-sized trees, from The Model Tree Shop.

Below
A woodsman prepares to fell another tree as haymakers wield their scythes in the meadow.





Left
If you can have a crocodile in the Alps, then why not a walrus basking by the stream? I could not resist the detailed and painted Klingenhöfer figures.

The other attractions are the extraordinarily detailed and painted figures from Klingenhöfer – two men sawing, and a horse dragging another log to them; haymakers with scythes; children skipping; a man with a parrot on his shoulder. And I could not resist a walrus, which has somehow found its way so far upstream …

In addition to the trains, there are some animations for visitors to operate at exhibitions. Two cows move into a milking parlour, powered by servos. A fox runs along a field – a large amount of Meccano under the baseboard to move a very small fox. Push a button to chop down one of the trees (a Noch mechanism), and less plausibly to resurrect it.



Left
A second siding at the back serves another dairy farm.

Above
The tiny fox is just visible in the field above the line on the extreme left.



Forthcoming exhibition

Hauteluce will be part of Zedex, the dedicated Z gauge show, which will take place on line this October, and should then appear at the real event in October 2021.

Below
On the balcony of the farm there is a man with a parrot on his shoulder; in the yard children are skipping.

Jacques Poré shows how easy it is to enhance excellent proprietary products, taking as examples the Models-World OCEM PL coaches which could be used on many layouts. *Photographs by the author.*

OCEM PL coaches

Illuminated and populated



The Office Central d'Etudes de Matériel de chemins de fer (OCEM) designed standard rolling stock for various French railway companies in the 1920s. More than two thousand passenger coaches were built up to 1940, all of all steel construction. Most were inherited by the SNCF (formed in 1938) and they remained in traffic for many years, the last not being withdrawn until 1987. Quite a good lifespan!

There were three main types, in succession:

– first, the 'rivets apparents' (RA), with visible rivets, the classic way of metal assembly at the time.

– then, as visible rivets were not considered attractive, the style changed to 'parois lisses' (PL), with smooth panels. The construction still used rivets, but they were countersunk and did not protrude from the body.

– eventually, improvements in welding techniques allowed the construction of an all-welded body. This final type was called 'faces lisses' (FL), smooth faced.

During the life of these coaches they were developed and refurbished, and under the Models-World brand LS Models have produced accurately detailed versions for various periods.

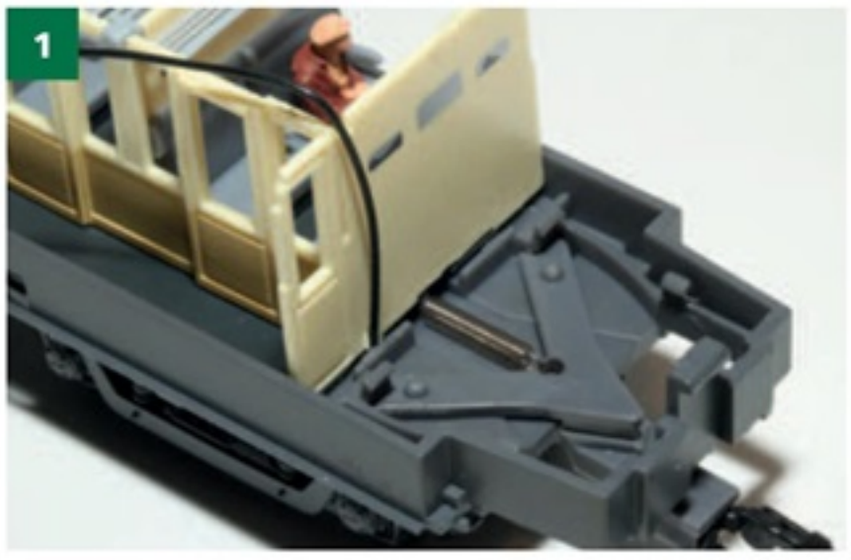
They are very beautiful creations, but even they can be improved, for example by adding interior lighting and placing passengers – almost a necessity once lighting is in use.

There is a bag of detail parts with each model – these are not optional extras but spares in case of loss or damage. So there is not much to do to get them running 'out of the box'.

Note that, as far as the bogies and current pick-ups are concerned, the latest Models-World products (A8, B9, etc. body shells) are not the same as the first models released several years ago (B10 and C10 with stretcher doors and type A3½/B5). Now, just by removing the roof, you can install a lighting circuit board (or a strip of LEDs with an associated regulator circuit) simply by connecting it to the two contacts already linked to the pick-ups built in to the bogies, which significantly simplifies things for the modeller.

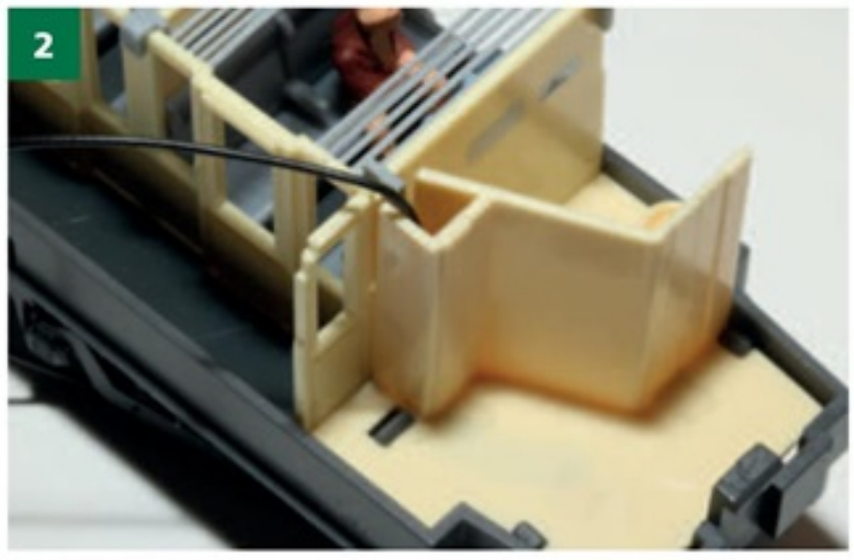
In the older models, the wheelsets are insulated one side so axle wiper pick-ups can be used to collect current from one rail in each bogie. The new models have pick-up from all eight wheels via the stub axles – another improvement. Well done to Models-World!

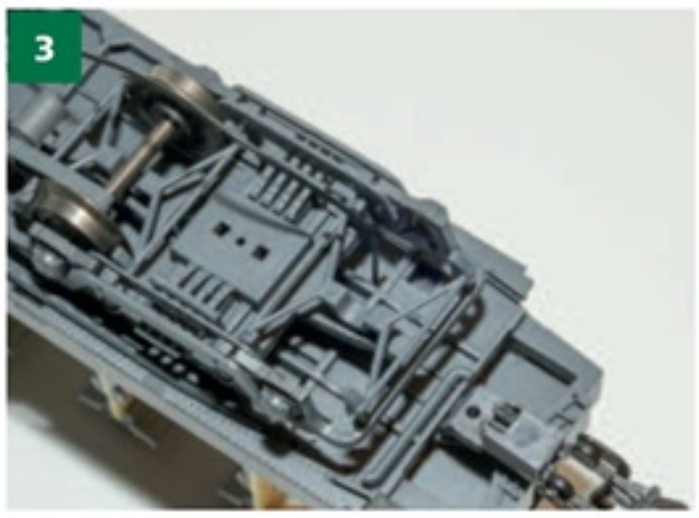
Older model



1. With the body removed from the chassis with the interior, wires must be installed each end to connect the pick-ups to the light strip. I drilled a 1.2mm diameter hole in the chassis next to the door between the corridor and vestibule.

2. I then replaced the separate end of the interior, guiding the wire through the small electrical cabinet.





3. The wire under the chassis is cleverly offset from the centre line of the coach, and will pass between the axle and the central part of the bogie.

4. This shows how to guide the wire between the underside of the chassis and the bogie. I removed the outer wheelset and the corresponding brake shoe supports to be able to insert the contact strip.

5. I chose contact strips from CDF (ref.8045810). The two T parts of each strip were cut with scissors, and a fine file was used removed any burrs. Then I curved the two pairs of wipers so that they made good contact with the axle.





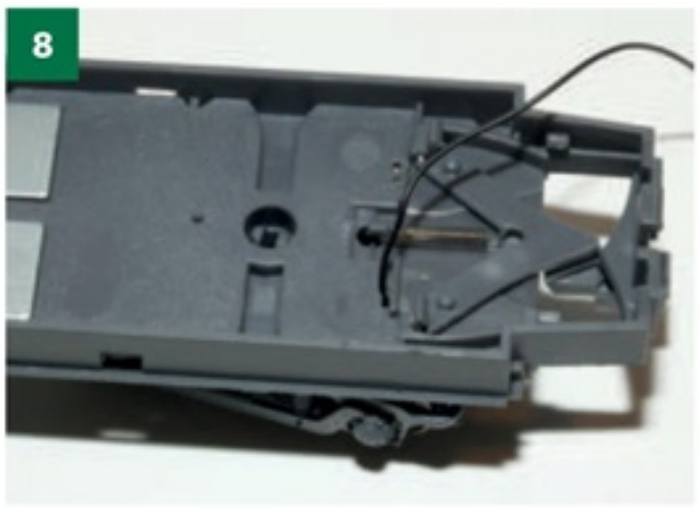


6. Insert the contact strip under the brake assembly of the removed wheelset.



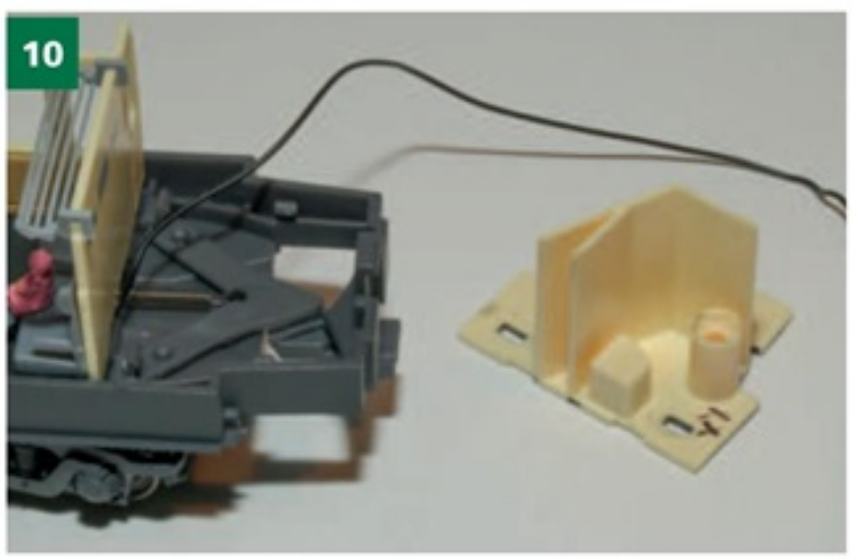
7. The connecting wire soldered to the contact strip – this is best done away from the plastic parts, then thread the wire back up through the floor.





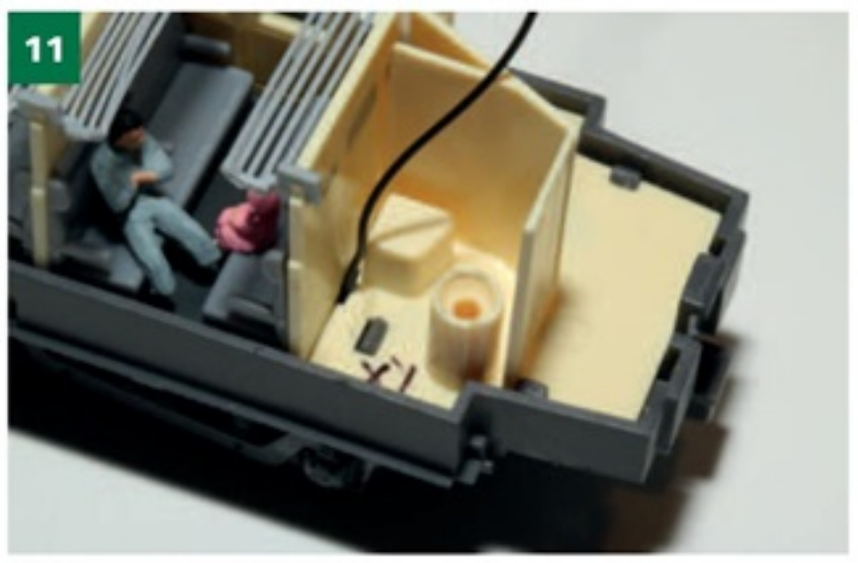
8. The wire can then be pulled up from inside the body, leaving just enough slack to ensure good rotation of the bogie.

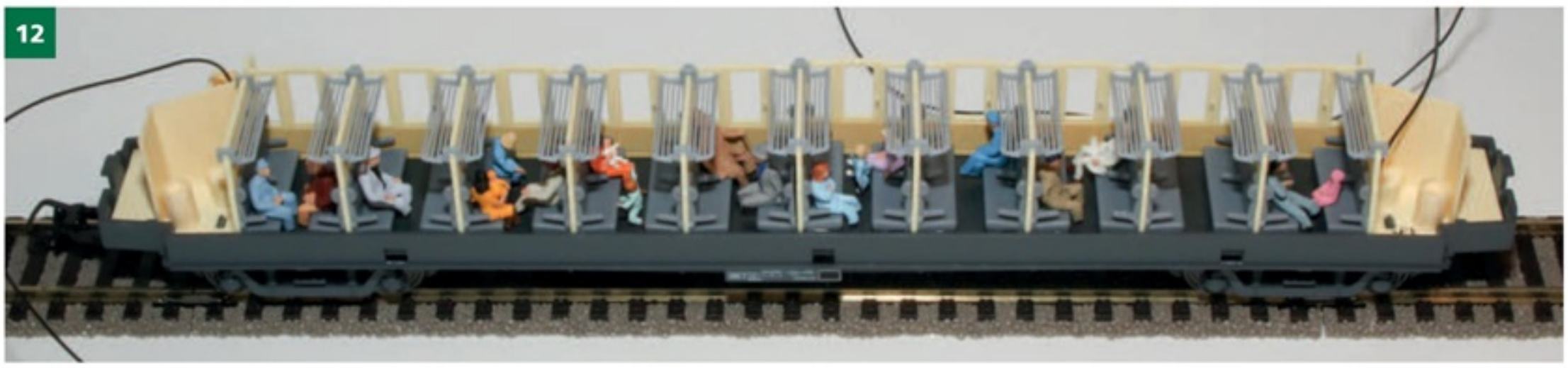
9. At the other end, it was not so easy to drill the hole for the wire without removing various parts of the interior. I took the opportunity to place a few travellers; some of these figures had to have the legs somewhat shortened.



10. At this end of the coach, I decided to route the wire through the toilet cubicle, so made a small notch next to the toilet itself for the wire.

11. Replacing the toilet compartment, carefully locating the wire in its notch.



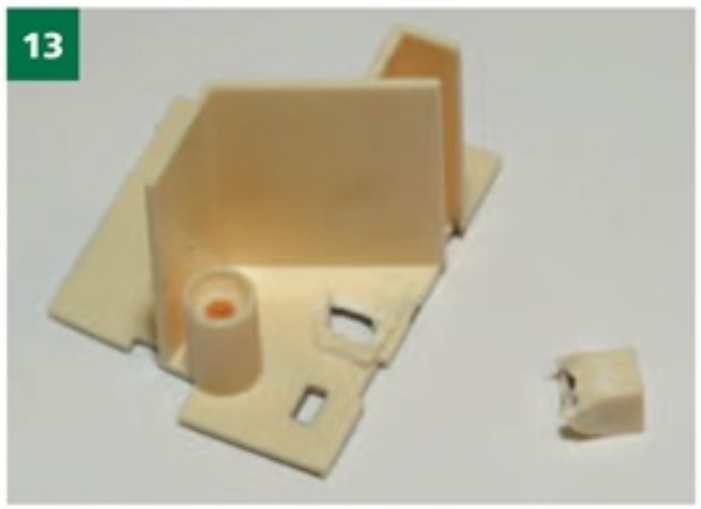


12. The chassis and interior with the wires installed and with travellers in most of the compartments. Many manufacturers now fit coaches with more or less drawn curtains in certain compartments: take care not to put figures where curtains are drawn – it would be a shame not to see them.
All that remains is to fit and connect a light strip.

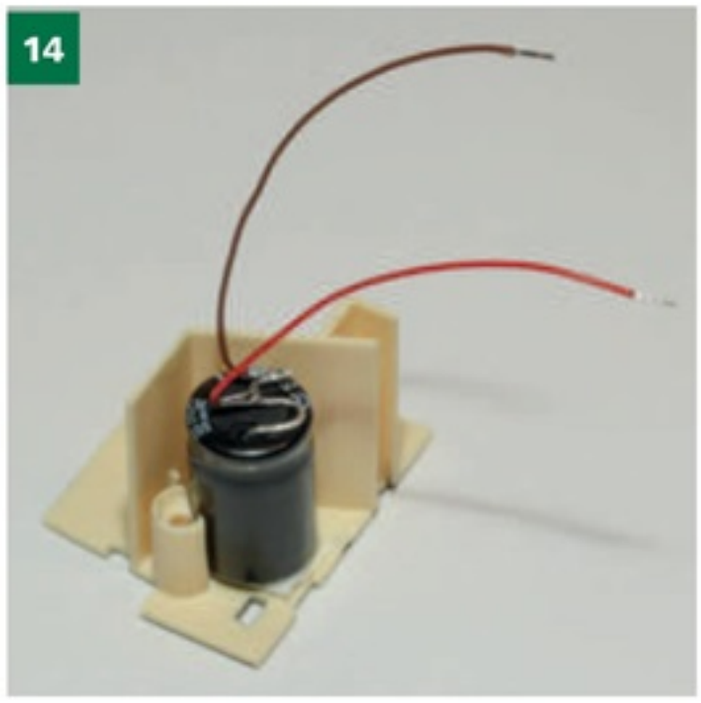
13. If you fit a LED lighting strip, it is essential to use a capacitor to avoid flickering in the event of imperfect rail-wheel contact. I decided to house the capacitor one of the toilets; this meant removing the toilet, which I did using side cutters.

14. The capacitor in place, held with a small piece of double-sided tape. It also proved necessary to remove part of the washbasin.

15. The light strip was held under the roof with double-sided tape. The black wires go to the bogies, the black and red pair to the capacitor.







16. The roof is attached to the body with a series of lugs along the edge. To ensure the roof went back the right way round, marks were made with a felt pen. Similar lugs hold the body to the chassis.





An illuminated and populated B10.



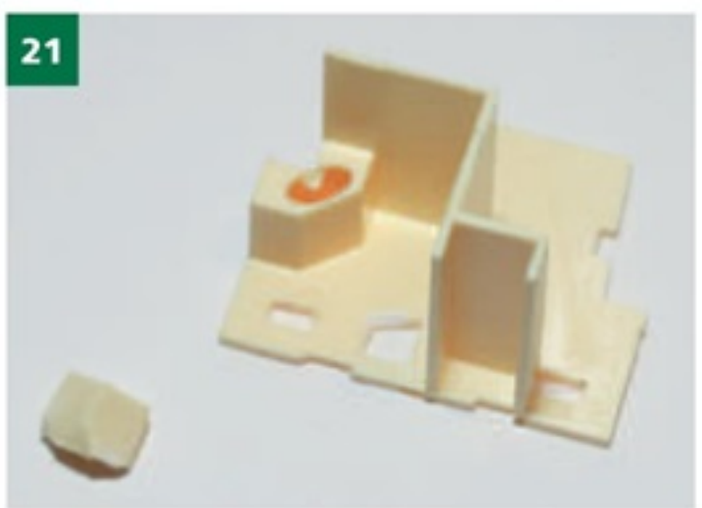
18. Dismantling an A8 (eight first class compartments) of the latest generation from Models-World.



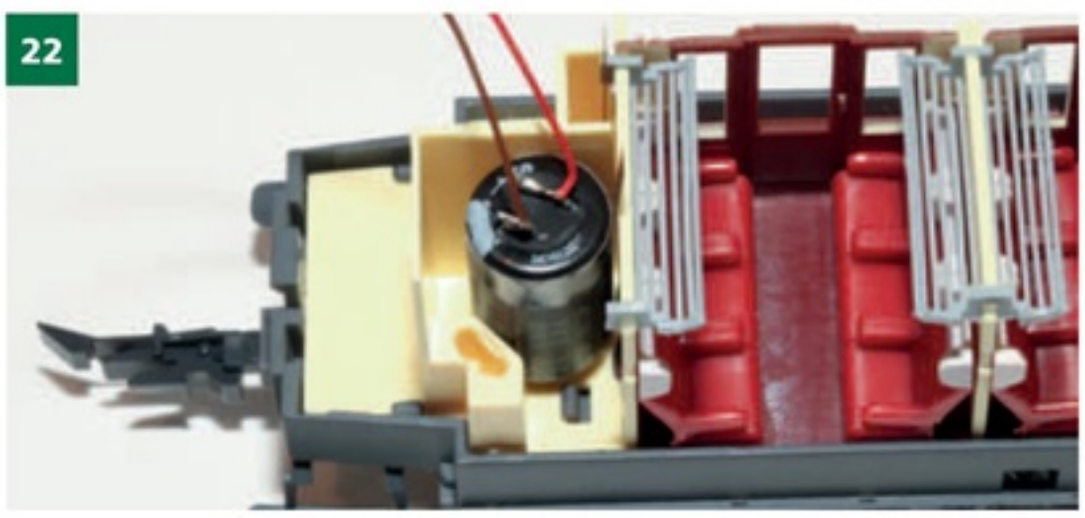
19. The top of the body, with the interior fittings. Note the contacts already in place, passing through the toilet and so completely invisible from outside.



20. Note the two sprung copper strips under the body corresponding to metal surfaces on the top of the bogie. This ensures a good connection in all circumstances, whatever the state of the track and the rotation of the bogie. These metal parts are bent at 90°, and pick-up is through the stub axles – there is no friction from wipers.



21+22. The anti-flicker capacitor has to be a certain size, and must be concealed. It is too big to fit between the top of the body and the roof, so again I decided to put it in the toilet. Once again the toilet had to be removed.



23. Wires to connect to the links from the bogies have been soldered to the LED strip. There are wires at both ends since on the new Models-World coaches all eight wheels collect current.



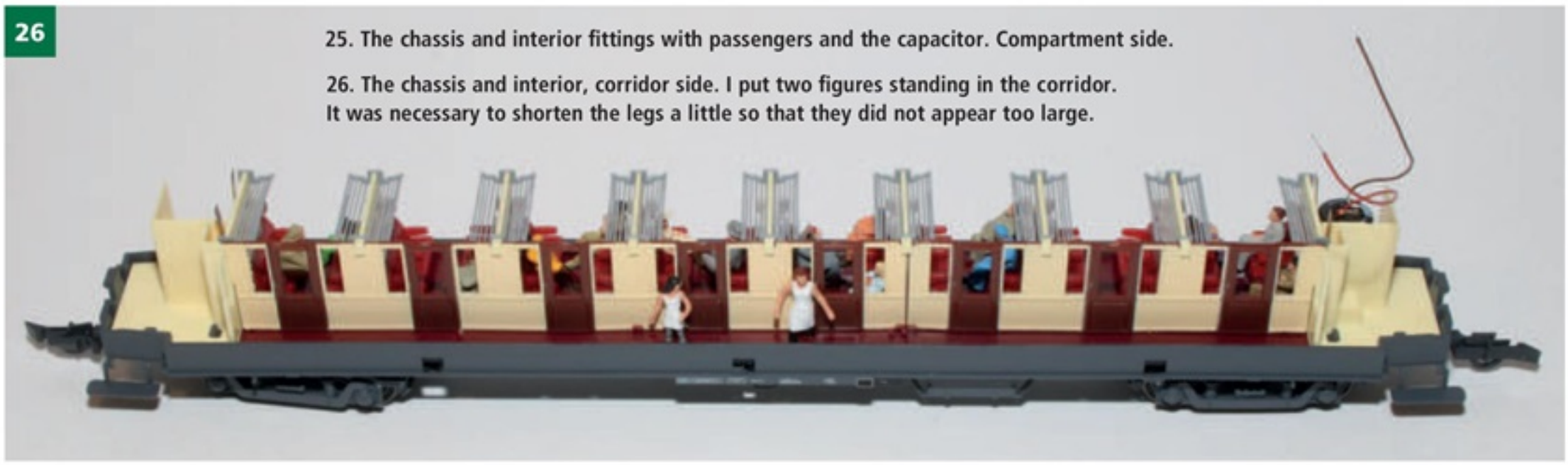
24. The LED strip was fixed to a strip of strong card with double-sided tape to ensure good rigidity, with the regulator circuit on the back. It can be accommodated without problem under the curve of the roof.





25. The chassis and interior fittings with passengers and the capacitor. Compartment side.

26. The chassis and interior, corridor side. I put two figures standing in the corridor. It was necessary to shorten the legs a little so that they did not appear too large.





27. The body replaced on the chassis, taking care to get it the right way round. Also take care to get all five of the small lugs on the body to engage properly, as they are not all at the same level! The LED strip with card support and the electronic circuit has been put in place and the wires soldered to the contacts.



28. The A8 first class coach re-assembled, with lighting and passengers.

29. A8 coach from the latest Models-World production, with working interior lights. Corridor side. See heading for the compartment side.



Les Fordham shows how he assembled a simple test track to be able to program decoders from a computer away from the layout. *Photographs by the author.*

DCC test module

Easy to make, and convenient to use

When I wanted to connect my DCC system to the computer to use Decoder Pro, I needed to find a simple way to do it. Decoder Pro is a free program that runs on a Mac or PC which allows you to programme locomotive decoders. You can save the settings of each locomotive so that you can recall or change any functions in the future.

I use the NCE Powercab system, but this test module can be used with other DCC systems that are reasonably portable if you want to be able to move away from the layout and use it near your computer or work desk.

The system needs a USB interface module as well as the DCC system controller. The NCE system I am using made it quite easy to setup a portable test module because the NCE Powercab is the complete DCC system in a hand-set which makes it very portable.

I built up a timber unit, about 600mm long and 120mm wide, but you could build it to any size that suits your requirements.

The USB module is mounted on the baseboard section and an NCE PCP panel mounted is at one end. The PCP panel has connections at the back so it needs to have space behind it to accommodate these components.

A normal mains plug adaptor is used to power the system through this panel – these are available from electronic supply stores. The one I have is 12 volt DC, 1.5 amp.

A controller coiled lead then connects the PCP panel to the USB module. A USB lead from the USB module connects to the computer.

The baseboard is set below the level of the sides so if a loco decides to set off unexpectedly it does not hit the floor.

I glued a piece of Peco code 100 track into the unit as a test track and at one end secured a Kadee plastic coupler height gauge; if you use the metal coupler height gauge you will need to cut rail gaps. If you are using a different style of coupling then an appropriate coupler gauge could be used.

Once you plug your Power Cab into the PCP panel you are ready to programme locos anywhere you want to, whether it is from your computer using programs like Decoder Pro or just with your DCC system.



While my design is quite simple and there may be many ways to achieve a similar result, I am not sure if other DCC systems would be as easy and quick to set up.

A couple of useful things to go with this are a few leads with alligator clips at both ends, and a decoder tester. I use an ESU test unit, with two leads with alligator clips that I attach to the two rails and it is ready to go.



Ryan Gray and **Will Taylor** describe the Canadian HO layout adapted by members of the Cupar & District Model Railway Club.
Photographs by Ryan Gray.



Williamson River

A compact layout with plenty of switching interest

Background

Our club has a long association with American layouts, and we were approached by the Scottish branch of the NMRA British Region to co-host a meet of their group. We would have our club rooms and a public hall below open with layouts set up and running. We had three layouts there – *Four Feather Falls* (On30, as seen in the July 2019 CM), *Feather River* (HO) and *Marksburg Yard* (HO).

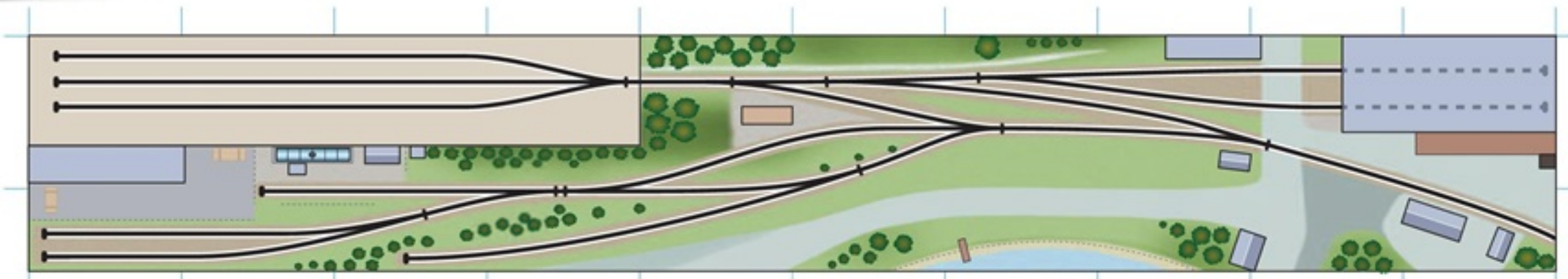
All our layouts at the time needed a hired van to be transported to exhibitions, and we had been thinking of building a small layout that could be carried in a car. At the event we attended, one of the NMRA members there had a small American layout for sale. After discussion between the club committee and some negotiation with the owner, we decided to purchase the layout to give us the option of taking a smaller model to exhibitions.

Above
Canadian Pacific General Motors Electro-Motive Division SW9 #7405 delivers a tank car to the fuel depot.

Below
Canadian National GM-EMD SD40-2 #5937 arriving with more box cars.

Above
CN GM-EMD SW7 #7008 stabled on the spur with a British Columbia Raillway box car.

Williamson River Overall layout size 10' x 18". Each grid square = 1' x 1'.



It was renamed in memory of our former club chairman Gregor Williamson, who passed away a few years ago. Gregor had an interest in Canadian railways, so we run mostly Canadian National (CN) and Canadian Pacific (CP) locomotives and freight cars, though you will see stock from railroads all over North America.

The layout

Williamson River represents a small industrial line, somewhere in British Columbia. It features a small terminus station where Budd railcars transport passengers to work. The line has mixed freight services from both CN and CP. A small fuel terminal receives tank cars. Cut lumber is delivered to the timber yard by truck and departs in mixed freight cars. The larger industrial building receives and dispatches multiple box cars.

Originally the layout was made up of three boards, and had been built for DCC operation. After taking the layout to a few shows, we decided to keep it on a longer term basis and as a result that it would need to be refurbished. We wanted to keep costs down as much as possible, so recycling buildings and scenery was the aim.

We took the opportunity to simplify and replace two of the three boards with a new section that would keep the look and feel of the original layout but now on just two boards similar to the original footprint. The purchase of the wood for the new baseboard was the only additional cost to the club.

We kept the track plan on the main board largely similar to the original. This has a number of points to allow locos to run around box cars.

The line enters the first board from the fiddle yard and runs along the rear of the layout to an industrial unit with a set of points to split the track. One track continues inside the building and the other runs along the outside to the canopied loading dock.

A third track diverges immediately on emerging from the fiddle yard and runs diagonally across the board to the station area.

The new second board has the fiddle yard behind a backscene. In front of this we have one line that enters from the first board and ultimately becomes three spurs, one for the fuel tank area and two for the lumber yard. This board also contains an extension from what was originally a loading dock.

Below
An overall view of the layout.







Trackwork and wiring

Track is Peco code 100 with points manually operated from the rear using a mechanical pull-wire arrangement. Track was laid onto the board and ballasted using a brown and grey mix to match the original. The sides of the rails were painted with a dark brown/rust colour to weather the track.

Due to a lack of DCC-fitted stock within the club membership, we opted to change to DC operation. Conversion involved some re-wiring, installation of isolated sections, and also the construction of a new control panel, using a Gaugemaster hand-held controller. The transformer for this is contained in a sealed wooden box that sits on the floor under the layout to meet some venue safety regulations.

Buildings and scenery

The scratchbuilt industrial building, the scenic area along the backscene, and the beach and river area at the front of the layout are pretty much as built by the original owner. There was a diner at the crossing which was removed and replaced with a scratchbuilt wooden structure.

The new board's backscene was hand-painted by club member Andrew to blend in with the original backscene on the first board.

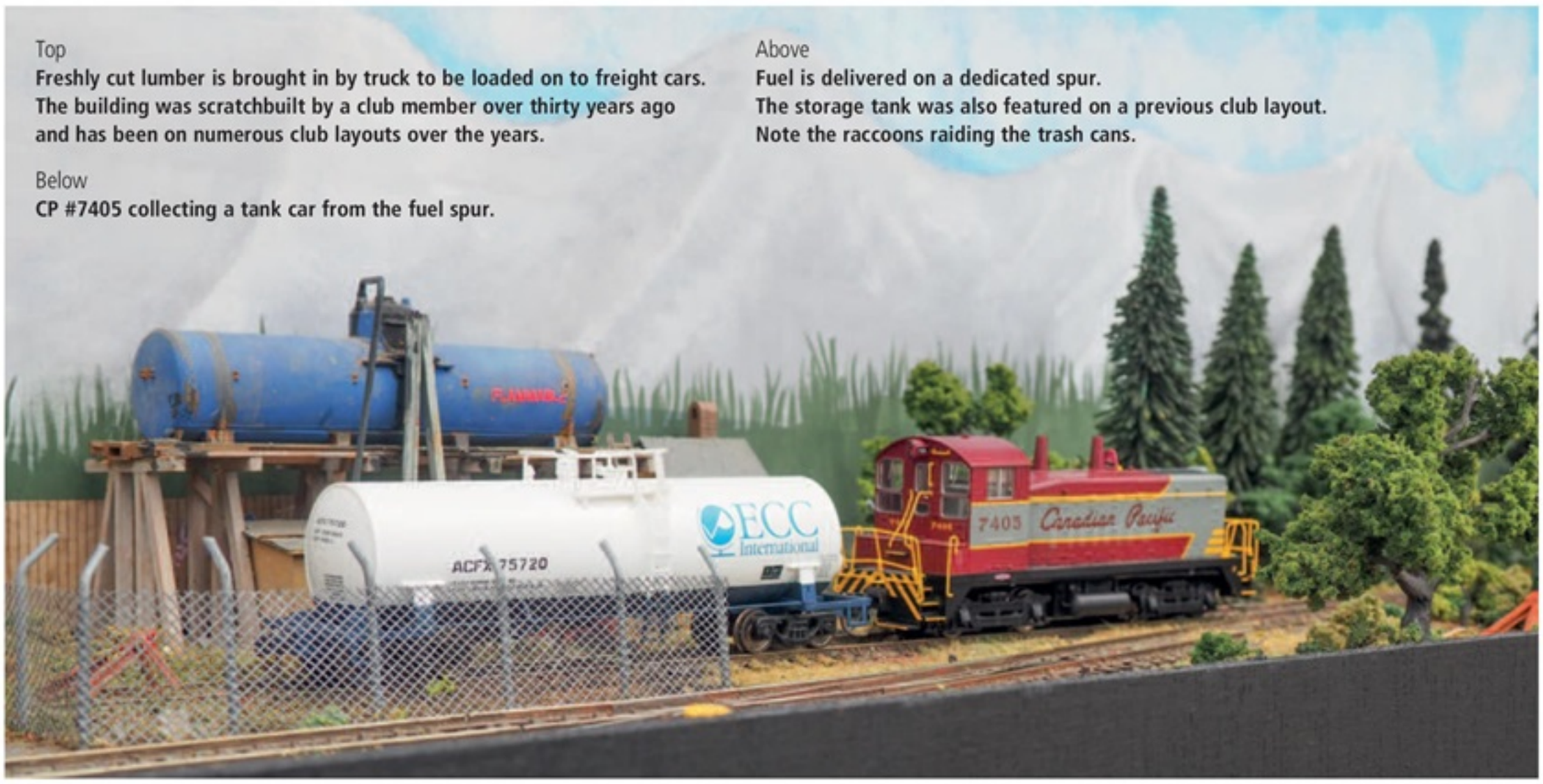
We had several buildings recovered from previous HO layouts which we re-used. The warehouse at the lumber yard is in fact over thirty years old and has been used many times on different club layouts. The fuel tanks and structure were previously on our now retired *Silver Pine Creek*. The station building was something we purchased ready built many years ago but was never used; it was repainted and glued in place.

Trees have mostly been re-used from other retired layouts, and given a spruce up (no pun intended!) with some new flock. Woodland Scenics scatter materials have been used throughout the layout.

Top
Freshly cut lumber is brought in by truck to be loaded on to freight cars. The building was scratchbuilt by a club member over thirty years ago and has been on numerous club layouts over the years.

Below
CP #7405 collecting a tank car from the fuel spur.

Above
Fuel is delivered on a dedicated spur. The storage tank was also featured on a previous club layout. Note the raccoons raiding the trash cans.







Left
The limited passenger service is usually provided by a CN Budd Rail Diesel Car (RDC).

This is Canada, so naturally where there are woods, there will be bears.

Above
CN ex-GTW GM-EMD SD40-2 #5937 brings more box cars to serve the local industries. The main line loco will run round and propel the cars into the warehouse for loading.



Left
This rusty old truck has been abandoned for so long that a tree has grown through the cab.

Below
SW7 #7008 switching an Ontario Northland box car as a yard worker moves pallets with the fork lift.





Andrew built a jetty by the river and a manned canoe was added to give scale.

A fire tender with flashing lights was left over from *Silver Pine Creek*. This has been integrated into the layout alongside a police car in an accident scene. The lights are powered with a 9V battery and controlled by a switch at the rear, but also from a yellow button on the front of the layout which we encourage children to press and turn on the lights.









Left
Main line motive power in evidence at Williamson River – CN SD40-2 #5937 and leased Burlington Northern GP50 #3148.

Above
CP SW9 #7405 switching a flat car carrying a motor boat removed from the river for a long distance move.

Above right
A 50' steel box car fully loaded and waiting for collection.



Right
CP #7405 under the loading dock awning while the Budd RDC waits for passengers before departing to the city.

Left
A small jetty is provided for river craft.

We have tried to add as much detail to the layout as possible, including a tree growing through an abandoned truck, pesky raccoons ransacking a trash can, and a couple of bears in the wooded area at the back.

Locomotives and stock

Locomotives and rolling stock come from all the major suppliers – Kato, Athearn, Bachmann, Walthers, and others.

All stock is owned by individual club members. Much of the Canadian stock formerly belonged to Gregor and is now owned by Ryan, so is fittingly used on this layout

Operation

The layout is run by one operator at a time. At shows we tend to work half-hour shifts. There is no operating sequence and the operator decides the variety of movements but is open to requests.

Conclusion

What was only intended as a short term stop-gap in our selection of available layouts has turned out to be a lovely little layout, ideal for transporting and exhibiting. So far we have taken it to exhibitions all over Scotland, and it was awarded a trophy for best scenery at the 2019 Dundee show.

The spend on the layout has been minimal. Other than the original purchase and buying timber for the new board, almost everything else was recycled from previous club projects or items we already had available.

Williamson River was scheduled to be at our own show this year, which of course has had to be cancelled due to the health situation. So next year, then, with luck!

Left
A pick-up truck has had an altercation with a telegraph pole, and the local Police and Fire Department are in attendance. The police car and fire truck have working lights, which can be activated via a button on the front of the layout.

Right
"Cushion Cars" are often used for more delicate items being dispatched from the warehouse and loading dock.



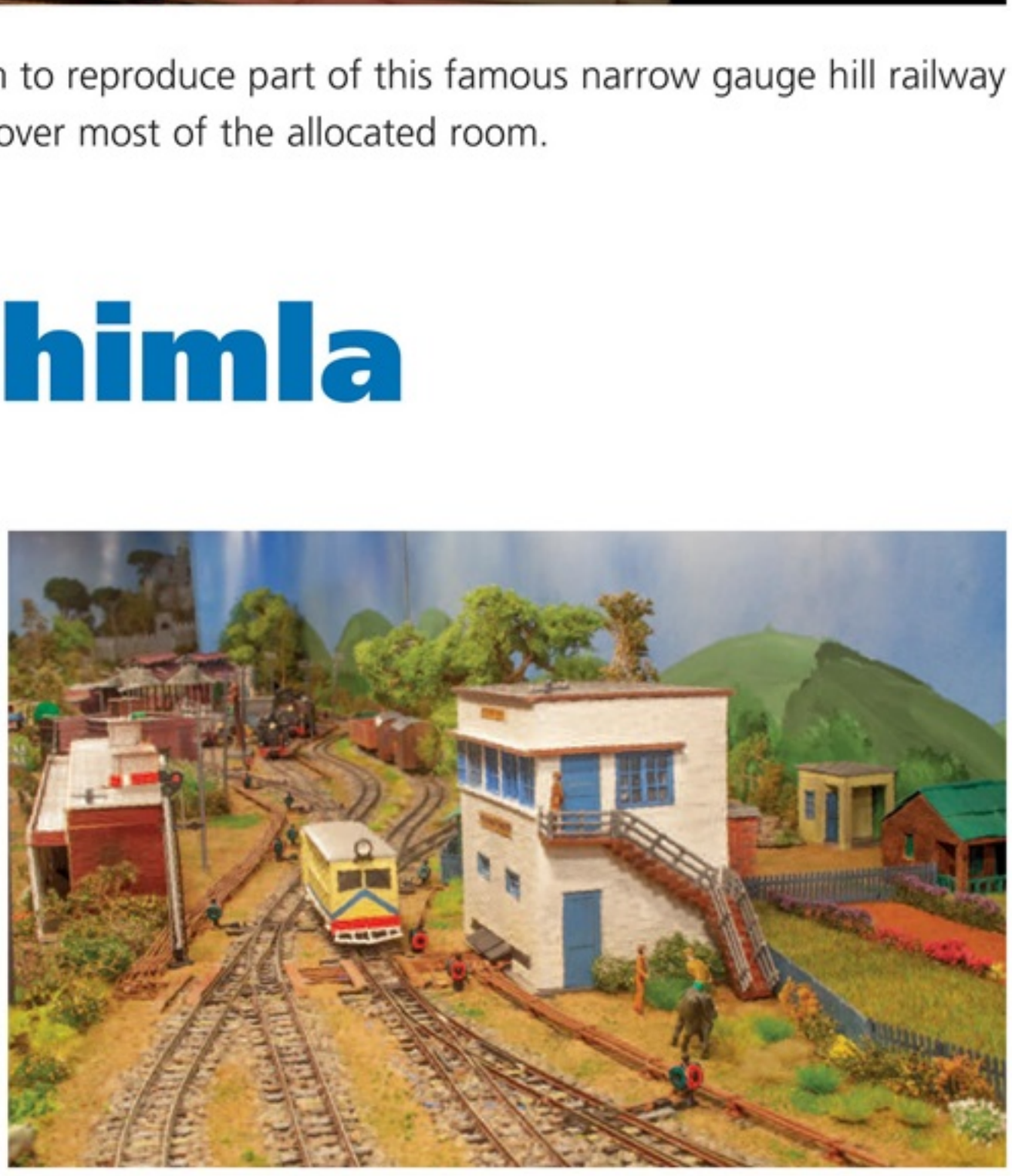




Ranjeev C.Dubey relates how his aim to reproduce part of this famous narrow gauge hill railway gradually expanded and eventually took over most of the allocated room.
Photographs by the author.

Kalka – Shimla

A relic of the Raj but also characteristically Indian





Built between 1898 and 1903, at a time when the only realistic form of wheeled transport was an ox drawn cart, the 2'6" (762 mm) gauge Kalka Shimla Railway spans 988 bridges and 102 tunnels as it gains 4,656' of altitude over its 96.6km route length. Consider that we are talking about the sunset years of the 19th century. The Himalayas had been penetrated only by a smattering of Europeans. Here, in an exotic third world country, over one of the world's youngest and most unstable mountain chains, British visionaries built a marvel of human ingenuity.

On July 8th 2008 UNESCO added this dramatic line to the Mountain Railways of India World Heritage site. That is when I decided to retrieve this long pending 'lifetime project' from my bucket list and implement it. It took ten years. Work began on September 26th 2009 over the Dussehra weekend (the festival symbolises the victory of good over evil!) and the first complete run occurred on October 2nd 2019. There must be some symbolism in the latter too because that day was the 150th anniversary of the birth of M.K.Gandhi, the father of my nation. I have a video of that run on YouTube if you interested in such things!



Above left and above
These overlapping views of Kalka loco shed, yard, and narrow gauge station show how the layout is safely accommodated in illuminated cabinets with hinged glass fronts to protect it from dust.

Why the Kalka Shimla Railway?

Why did I want to model this railway? I would say irrepressible pride, anachronistic 20th century nationalism, and the angst of a man who never shed his late teen rebellion! I mean I was not going to build somebody else's railway as a lifetime project. Do take this with a dose of tolerant patience but I thought I owed it to India – and myself – to try and capture at least one of its railways. I see railway modelling as an attempt to represent a place, a time, and a spirit in three dimensions. It is art, it is craft, and it is history. This model is the culmination of my art. I have overwhelmingly built Indian railway models since the late 1980s, first in N and then in HOe and Oe. None have even remotely been spectacular examples of skill, but most people writing to me at the time thought of my ambitions as brave if naïvely optimistic. I got disproportionate praise because I was going where no man had been before! I liked the idea of being the guy the philosophy of these projects represented.

Mainly though, choosing the KSR for my lifetime project was not about me; it was about the KSR. There is nothing else in India like it. The core atmosphere of the railway draws its essence from mainly two sources: (1) its syncretic cultural landscape and (2) its 'attitude' to the mountains. Between British 'collective guilt' (or whatever it is that modern liberals talk about on television these days) and modern Indian resentment of its colonisation, almost everyone loses sight of the delightful synthesis that emerged from the interplay between the two cultures that met at the Kalka Shimla Railway. This finds its expression in the buildings and design, giving it a certain unique 'look and feel'. The resultant beauty and charm is irresistible.

There is also the railway's 'attitude'. Things came together to create a railway that truly is at odds with the mountains. It was a time and place when nature still reigned supreme – when tigers routinely ate 'natives' for dinner, when scores of British officers died of bear attacks, when modern medicine was all but undiscovered, when Mount Everest was unmapped, leave alone 'conquered'. It was not a time when nature was besieged and mankind viewed as predatory and wantonly destructive. The spirit of those times makes the railway what it is. Where the mountains will not yield, the railway will burrow. Where the mountains present a chasm, the railway will flank and then bridge with viaducts, one of which is five tiers high. These bridges and tunnels make up three percent of the entire line! The KSR is a fighter and one senses it as one traverses its length. There is this bull headed will-to-win, this resilience, this indefatigable spirit. If I may be permitted to say so, there is no fancy footwork either – no winching up funicular, no switch-backs, and definitely no rack and pinion. The KSR is the best in human endurance at a time when this was by no means guaranteed.

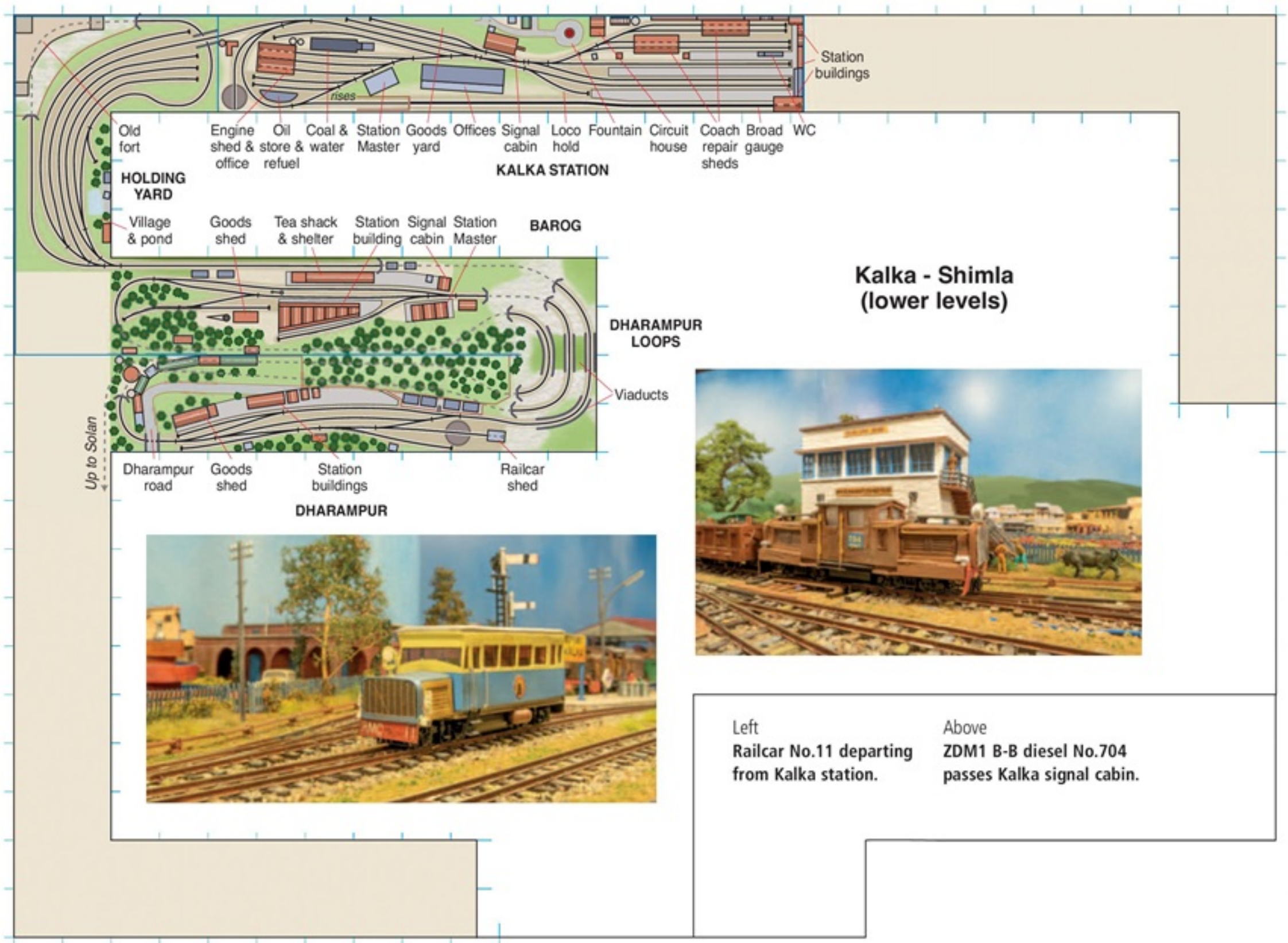
You can tell I am a devotee!

Left
Railcar 14 passes the signal cabin at Kalka station throat.



Left
KC class 2-6-2T No.521 shunting at Kalka.

Right
ZDM2 B-B diesel No.132 departs from Kalka yard with a long train of vans.



Kalka - Shimla (lower levels)

Left
Railcar No.11 departing from Kalka station.

Above
ZDM1 B-B diesel No.704 passes Kalka signal cabin.

I had known all along that I would build the KSR from end to end one day – well not *all* of it – but half a dozen stations, if not more.

To understand the choices I made, a little personal history would not be out of place.

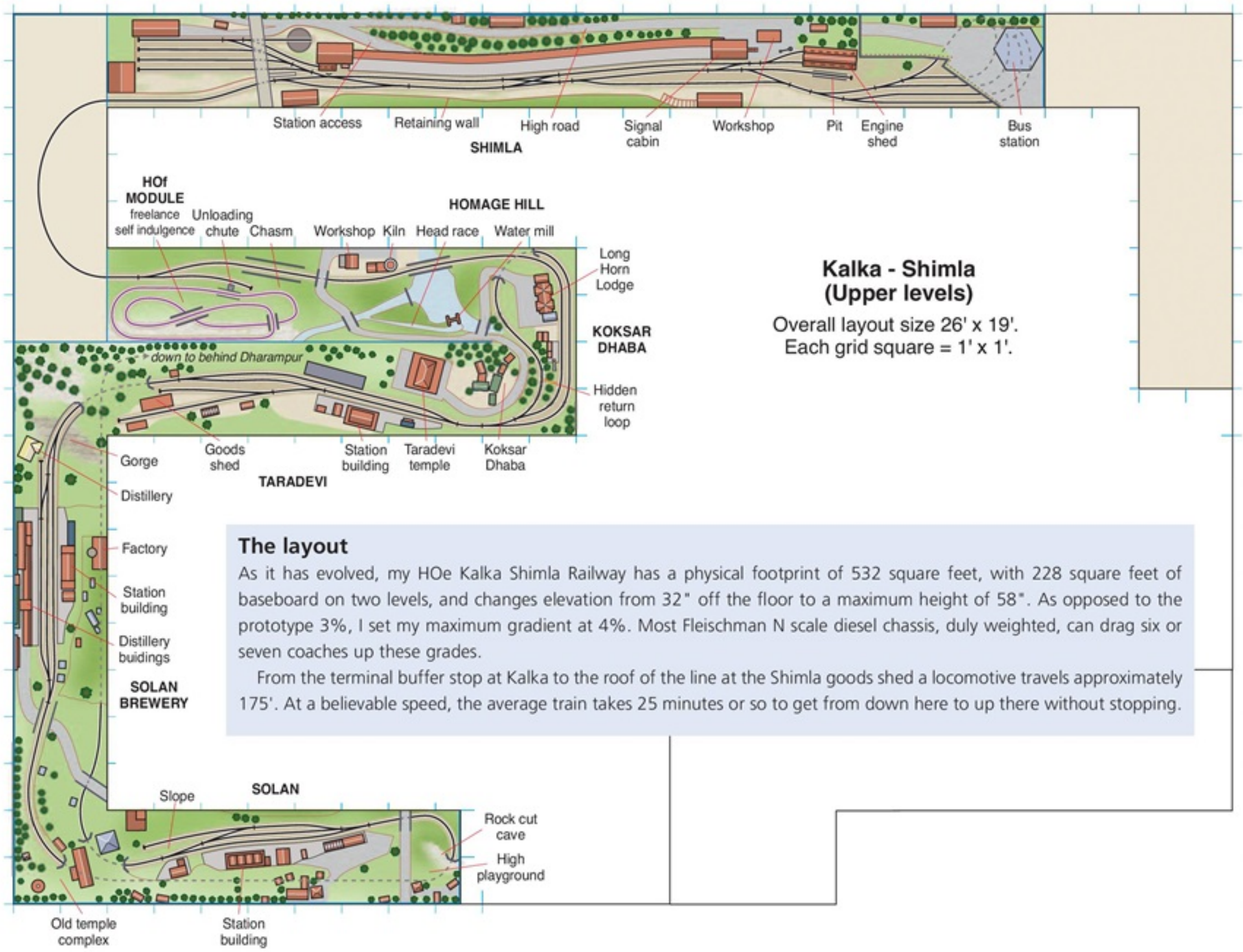
I first saw the line in the early 1970s. Steam was on its way out, but it was hard to tell. Several visits followed in the 1980s, but film was very expensive, and my budget far too frugal. Still, there are photos to look back on. The 1990s saw me embroiled in a high stakes litigation in Parwanoo, Solan, and Shimla. I was there every month and my library of pictures began to grow exponentially. Of all the challenges that faced this project, visual evidence was not the most daunting. Other kinds of data were probably more challenging. Work meant that there was no time for me to search for material amidst the characteristic chaos of an Indian library. Still, passionate fans had written books to help me along, R.R.Bhandari and Hugh Hughes amongst them. Then again, generous rail buffs contacted me after seeing my writings published in the 1990s and kindly sent me copies of relevant material they had unearthed. It added up over the years and by the time I was ready for my lifetime project, there was much material to rifle through.

Personal modelling history

Meanwhile, my modelling history progressed synchronously. I started out in N in 1986 mainly because I lived in rented accommodation and moved frequently. This was a time when India had severe currency restrictions. We had no access to credit cards or 'imported toys'. Returning Indian travellers routinely had their bags opened and their trinkets impounded. But then again, Delhi had second-hand garage sales run by returning expatriates selling their junk. There were pen-pals to make and trade with!

At the time, I built on foam sheets mainly because I needed lightweight layouts I could move around. I built one module at a time mainly because I was on a steep learning curve and thought I would get better very quickly. I would complete one module with scenery before I moved to the second. This habit sticks with me. My KSR has been built one station at a time. I could have stopped at any stage and it would still be a model railway. As it turned out, I did not stop until I got to Summer Hill Station and then I said: okay, enough – let's just do Shimla now.

Tastes of course evolve as we advance along the model railway road. By 1989, I knew I was a narrow gauge man. I had my N gauge mechanisms, bogies, and wagon



Kalka - Shimla (Upper levels)

Overall layout size 26' x 19'.
Each grid square = 1' x 1'.

The layout

As it has evolved, my HOe Kalka Shimla Railway has a physical footprint of 532 square feet, with 228 square feet of baseboard on two levels, and changes elevation from 32" off the floor to a maximum height of 58". As opposed to the prototype 3%, I set my maximum gradient at 4%. Most Fleischman N scale diesel chassis, duly weighted, can drag six or seven coaches up these grades.

From the terminal buffer stop at Kalka to the roof of the line at the Shimla goods shed a locomotive travels approximately 175'. At a believable speed, the average train takes 25 minutes or so to get from down here to up there without stopping.

underframes. I did not have much access to the variety of proprietary material one needs to build an entire layout but improvisation is the secret of success in the colonies, then as now! The transformation to HOe was painless.

My first attempt in HOe, *Rheasganj*, featured on the cover of CM in July 1995. It was not any good, but that is how exotic it was! I followed this up with a dual gauge HO *Rohinpur*, which featured in the issue of September 2000 issue of CM. In time, *Rheasganj* and *Rohinpur* came together as part of the larger double decked *Ritu Valley Railway* (CM August and October 2006).

It did not end there, of course. I experimented with building two stations of the KSR in Oe but had not the space for an acceptable treatment. Looking back, I am not proud of the results I achieved. The lack of skill – and raw material – was all too apparent, but people appreciated the dogged determination to make space for myself in the hobby on a shoestring budget. When you look back on life, beyond the daily grind and the trivial pursuits, you can always see a progression of the dominant themes. The *Ritu Valley Railway* led me to my lifetime project.

Cut to 2000 and I soon got on to building a bungalow. I would have liked to have a basement for a layout but there were, let's say, 'matrimonial issues' around (and I quote) "burrowing like a rat under the floorboards". The negotiated settlement after a prolonged debate ended with me being assigned one entire 28' long wall of a large family and TV room 19' wide. Then the war of attrition started. In a case of what the corporate lawyers call a 'creeping acquisition', I kept expanding the project until the television, the small dining table, the recliner, the sofas, and finally the family found themselves ejected from the room. The KSR, together with my workbench, occupies this entire room now and you can say I got more out of life than I thought I deserved.

The matter of standards

What scale/gauge combination should be used for the lifetime project? I had built test versions in both HOe and Oe. In my experience, its really hard to build a station in Oe in less than 12' and the track almost never has any curvature when building on modules less than 2' wide. Why 2'? I cannot reach in any further because my layouts have been furniture finished into glass-fronted wooden cases ('coffins', scoffs India's finest model builder Vikas Chander). Why these cases? I live on the edge of a desert: the dust is ubiquitous and inescapable. If I do not seal this stuff in, it would not



Above
Railcar No.11 is ready to depart from Kalka station as a freight is assembled in the next platform.

Below
ZDM2 B-B diesel No.130 at the head of a freight in Kalka station.



run. Using Oe would have meant better running but I did not think I could make it look like a whole railway network. If you get enough weight into the loco, HOe can run pretty well, or at least the ready-to-run specimens do. The problem is that I also wanted sound and that drastically cuts the weight in the locomotive. Life can present very brutal choices!

What era should I choose? I wanted steam. The chunky ZF Class prairies are great, the older KCs just a little more feminine but okay. Diesel was introduced to these tracks in 1955.

I started out determined to model the lush mountains of the western Himalayas right after the monsoons, so September 14th 1957 it was – my date of birth. As I progressed with the project, steam became untenable. I did not think I had the skill to take a Farish outside-framed six-wheel mechanism and add valve gear to it. I commissioned someone in the UK to do so but did not get delivery. It was not all doom yet. I did not mind the inside frames so much, not least because the KSR steam locomotives have low side tanks and after all are small in HOe. But when I built the locos myself on inside framed Fleischmann 2-6-2T mechanisms, the driving wheels were too far forward under the boiler and the centre of gravity was just forward of its rear driving wheels. Under load, the loco tipped back on start-up, lifting the front, reducing electrical contact to one pair of wheels. How does one go about fixing the prototype to have a better model?

I did build a fleet of four steam locomotives with sound installed but it was clear to me that this could never be a steam-only project. It did not have the reliability.

This is when the project moved to a mixed steam to diesel era with the latter dominating. Steam was withdrawn from the line in 1971, one year after indigenous ZDM3 diesels were introduced. Under current dispensation, my KSR dates to September 14th 1970, give or take.

Let us take a trip along the line and I will tell you how it goes, why I picked that station to model, and how I went about it.

Kalka Station interchange

First is the interchange at Kalka. This is where the overnight long haul expresses arrive on the broad gauge main line. Kalka's station is a long stone-built 'raj' building of the kind found in many parts of India, but unlike most of them, Kalka has not been crowded out by screaming hordes of relentlessly growing inner city buildings. It is still a peaceful little place with a spacious access and wide open parking.



Above
Kalka station, with the coach repair facilities on the left and a broad gauge siding on the right.

I did not model the broad gauge section but I did put in one track – firstly because I wanted to show a comparison between gauges, and secondly because Kalka has an interesting ramp for loading NG stock onto BG flat wagons. One of these years, I may even get round to simulate loading BG wagons with NG stock as the prototype does.

Regrettably, the station building ends where the NG part of Kalka begins so there is not much station building to show on my model. I suppose I should be grateful for the work saved.

The model Kalka station is 8 square feet of platform area and about 16 square feet of engine shed and station throat.

Behind the platforms are the car repair sidings. I built representations of the two basic sheds there but did not have the space for a full treatment. I also did the background buildings in relief. For the same reason, Kalka has only two short goods sidings. This means that Kalka cannot host a fair variety of rolling stock. I compensate by parking some wagons in the car repair shed area behind the passenger platforms.

Departing the platform, we run past the now abandoned signal cabin by the station throat. The buildings here had to be re-sized and re-positioned to meet space constraints, but they are all there at Kalka, with no exceptions.



Right
The main station building at Kalka – or as much as I could include on the model.



The buildings have been easy to build. All feature proprietary windows because there is such a huge variety available. For the rest, its either plain plastic sheet or brickwork overlay. Proprietary corrugated sheets make up the sloped roofs where appropriate. Where would we be without Slater's Plastikard?

I paint my buildings using cheap automobile acrylic spray paints, building up hues using shades of the same colour. Weathering is easily done using powder pastels, sealed with a final coat of clear acrylic matt finish. It has been fun making buildings from pictures, seeing bare plastic become a bit of history, and that is part of the magic of model railways. I mean this with respect but in my opinion the scratchbuilding part of the hobby is not about skill, it is about attitude.

This brings us to the loco shed. I am totally dependent for my data on old grainy black & white photos. The original

Above
The loco shed area, with fuel and maintenance facilities for both steam and diesel.



Left
Railcars 5, 6, 11, and 14 stabled alongside Kalka shed plus a trio of ZDM diesels.

Above
ZF class 2-6-2T No.119 on one of the inspection pits at Kalka shed.

Right
ZF 2-6-2T No.119 by the water column in Kalka yard.

shed may have been brick built – it is too far away to tell – but I have a photo showing a ZDM1, ZDM2, and two steam locos on shed. This dates the photo between 1966 and 1970 and clearly shows a cut price girder-and-tin-sheet structure. By the time I got to build a model of this station, my era had already moved to 1970 so I was home and dry. The structures behind the shed however are all but indeterminate, so I took the liberty and built them as they exist today. This may not be wrong because these structures are a lot older than the modern diesel shed up front.

... to be continued.





Right
ZDM1 B-B diesel No.744 gets attention from fitters in the open at Kalka shed.

Tony Galiani has built another Japanese micro-layout.
Photographs by Mira Gloss.

Chihiro Horikowa

Following on from *Chihiro Tetsudo* (CM August 2017)

Having brought my initial Japanese modelling project to completion – or as close as a layout ever gets – I wanted to continue to develop it. The design allowed for expansion from the left side of the layout, and I had determined that next steps would be to build an extension while also adding further detailing to the original portion.

Unfortunately, events, in the form of Catzilla, seemed to conspire against me. Just like Godzilla ravaged Tokyo, Catzilla ravaged *Chihiro Tetsudo*. I did not realize Catzilla was smart enough to open a closet door until he struck a second time. Somewhat discouraged, I found a better lock for the closet and focused my modelling on constructing buildings and planning for some sort of future project. During this time, a trip to Japan increased my interest in Japanese trains and my desire to continue modelling a Japanese setting.

I decided to make a smaller layout so that I could incorporate some new features – some sort of water scene as well as catenary. A higher level of detail was also a goal. The skills and experience gained would, hopefully, serve me well in my plan for a larger Japanese layout (possibly incorporating a revived *Chihiro Tetsudo*) at a later date.

I had a small shelf measuring about 36" by 10" that seemed to offer potential. As always for me, how to factor in some sort of fiddle yard made the design a challenge. Then I stumbled on a layout on the internet that was basically two Inglenook yards back to back. This immediately appealed to me as I thought one side could be a station area while the other would serve as the fiddle yard. They would be separated by some sort of scenic break.



Above
Tomytec Hankai trams wait to depart from the station.

After a bit of thought, I came up with the idea of a canal to divide the scene, again inspired by some layouts I had seen with Japanese themes. The Japanese word for canal is 'horikowa' hence the name of this mini-project.

As so often seems to happen, I quickly got diverted with ideas to modify the layout. I could have a town station on one side and a country station on the other. Or I could use a Japanese scene on one side and a German scene on the other, using one side as the fiddle yard for the other. But after a bit of distraction, I managed to regain my focus and increase my chances of completing the project by focusing on the original plan.

Below
Overall view of the layout.



Above
The small yard and station, from the other side.

Below
A tram waiting to depart with the *Koban* (police box) and container yard beyond.



On one side of the layout is a small station with two tracks and a third track that serves a small container yard. This area is connected by a bridge over a small tree-lined canal, which serves as a scenic break, to the fiddle yard.

This would allow me to alternate several different passenger trams into the station with a small amount of freight shunting – basically delivering container wagons, and possibly other freight stock, to the single yard track. Though this is not elaborate, it gives me a chance to play trains a bit while working on other models as the layout is small enough to fit on my workbench.

Track is assorted pieces of Peco code 55 and code 80, all of which have served on other projects.

Wiring is a simple as it gets – just one connection by the bridge. This works perfectly due to the power routing capability of the Peco Setrack turnouts.

The focus of the layout is the small two track terminus. The station area is a composite of ideas found while researching Japanese trams and railways. The platform is basic but does include a small shelter, some vending machines, a toilet facility, and a police sub-station or 'Koban'. These latter two items are Sankei laser-cut kits. I had been uncertain as to how to set up the terminus area when I remembered that during my recent visit to Japan a friend directed me to meet at the police box by the station. So I had my rationale for placing it in the station scene.

The police sub-station was the first Sankei kit I made and has a few rough spots as I had not done a kit like this previously. Wanting to use it, but hesitant to do so as I was not completely pleased with the finish, I started researching Kobans and learned that they are quite common in Japan and often decorated in ways that make them friendly and safe in appearance. They seem to come in all shapes and sizes, and I found pictures of them decorated with polka dots, in various shapes (such as a pyramid at the station I visited), and in various architectural styles. Knowing that, I decorated the police box with abstract shapes in primary colours, conveniently placed to hide my construction flaws!

Below
A tram departs as a railfan photographs the DD13 diesel.







The small town area by the station is made up of buildings from Sankei, Tomytec, and Green Max. All have had signage and extra details added with the hope of making the scene seem busy and consistent with my travel experience and pictures I have seen. When I visited Nikko, there was a small section of shops and restaurants around the open plaza at the station entrance which gave me the idea for this scene. I also included a small parking area and an access ramp to the station. (As the disability access director for my university, I had to make sure the station met accessibility standards!)

The canal was inspired by pictures of canals in the Bikan Historical Quarter of Kurashiki though it is not an accurate representation by any means. After considerable trial and error (mostly error, I must confess), the scene was completed to a reasonable level. I had to cover the wooden base with plaster to fill scars in the wood but I like to think the uneven surface works well enough for the water. After the plaster was painted an olive green to represent the water in the pictures, I used the Alan Downes method of coating the surface with PVA to form the water. One drawback to this is that the surface finish is somewhat dull. Three coats of a clear acrylic finish gave the water a nice sheen which looks good to me when the light hits it.

Most Japanese container yards are quite large but I was able to locate some smaller examples, though nothing as small as this. However, I wanted to have some sort of shunting opportunity so this seems like a reasonable solution. There is just enough space to stack some containers for shipment as well as a small crew office.

The track crosses a small bridge to reach the fiddle yard. Originally, I had planned to line the canal with trees but, even though this reflected images I had seen, it just did not look right to me when I made a test set up. So I worked out a less regular placement of the trees to frame the approach to the bridge over the canal and obscure the exit from the fiddle yard. A couple of Tomytec buildings were placed there as well to act as a view block.

Above left
No station in Japan seems complete without someone taking photos of the trains (while their partner waits ...).

Above
A tram crosses the canal as it heads out of town.

Above right
The cafés and bar by the station.

Right
Overall view of the layout from the fiddle yard.



Above
Kato 'Pocket Line' tram crossing the canal bridge on its way to the station.



Most Japanese layouts do not have catenary wires. Since the overhead wiring tends to disappear from view unless you are close to the scene, this works. However, I wanted to try to install catenary to gain some experience, especially as this would also serve as a photo backdrop for some of my models.

My original thought was to use Kato catenary poles but these are designed to be used in conjunction with Unitrack and needed some sort of mounting block since the track on the layout is just on a foam base. I read an article by Richard Bell on the website of the Japan Rail Modelers of Washington, DC, where finishing nails were used to represent the catenary. It turns out that this design is similar to the catenary of the Chichibu Railway in Japan so it is also somewhat prototypical. Black polyester thread was used to represent the wires, held in place with small dabs of glue.

Rolling stock is something of a mixed bag. I had the Kato Pocket Line tram and ordered several Tomytec Railway Collection trams to build up a small fleet. My hope is to develop my painting and weathering skills on these models by designing a paint scheme and applying it to these relatively inexpensive models in order to get a more uniform look. Currently the tram fleet consists of two older style Hankai Electric Railway trams, both E161 units, and two more modern units – the Kato Pocket Tram and a Tomytec Toden Arakawa Line 8900 tram. (Interestingly, I subsequently saw a photo of one of the E161 units on the Japanese Railway Society web site. Built in 1928, it is still in service for charter trains.)

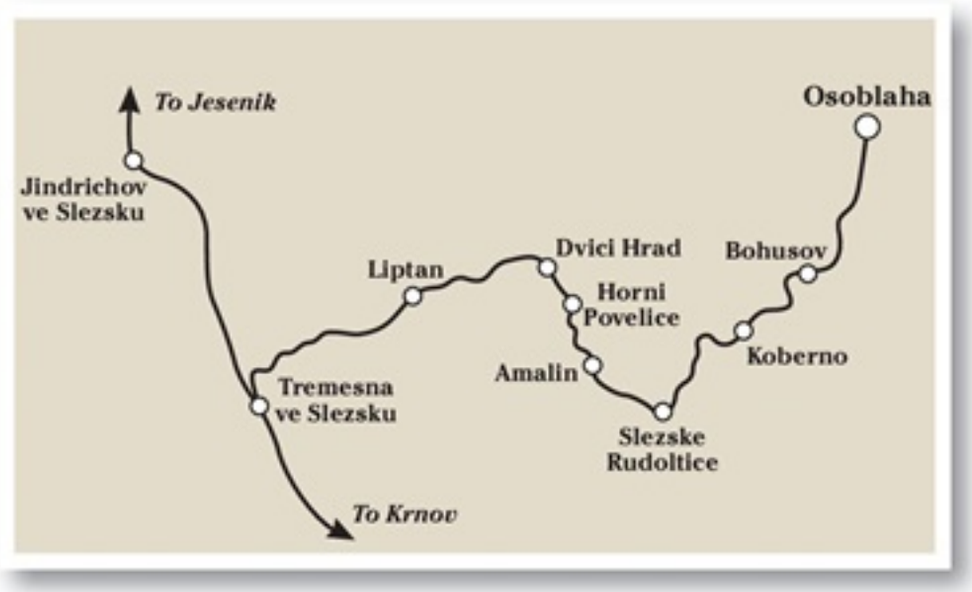
Freight service is in the hands of a Kato DD13 diesel and some Tomix Koki container wagons. I have a few other freight wagons as well which make an appearance from time to time.

I still am struggling to overcome my fear of weathering but that, as well as installing Micro-Trains couplers for the freight stock, will be a future project.

What next? I have enjoyed the process of building this layout and learned quite a bit while gaining some new skills. I am pleased with the layout and am looking forward to starting another project – hopefully, one that is bit larger. I have ideas for a harbour scene. For now, *Chihiro Horikowa* will live on my workbench so that I can run some trams between bouts of model building.



Martin Axford recalls a visit to this remote location and suggests it would make a good model.
Photographs by the author, unless noted otherwise.



Osoblaha

A rural narrow gauge branch terminus in the Czech Republic

During a visit to the Czech Republic in 2001 a friend familiar with the country planned a journey for me to visit one of the 760mm gauge railways. He knew my liking for the unusual and felt I would be fascinated by the Tremesna to Osoblaha line in the far north-east, close by the Polish border.

An interesting journey

I was staying at Olomouc, so this meant an interesting and sometimes puzzling cross-country journey using loco-hauled trains and diesel railcars. At Krnov, where I made one of my changes, I was faced with a choice of four railcars and information consisting of chalked notices in Czech! I walked up to the man with the biggest hat and said "Vlak Tremesna prosim?" (Where is the Tremesna train, please?) I became quite good at buying tickets using my limited knowledge of the Czech language so never had a problem getting anywhere by train!

Originally there were four narrow gauge systems in what was Czechoslovakia. Two closed some years ago, leaving the now privatised Jindrichuv Hradec system and the Osoblaha line, which was still operated by Ceske Drahy (CD) in 2001.

Right
The ample goods shed and two-road loco shed hint that Osoblaha was formerly a much busier location.

Below
705 916 at Osoblaha after arriving with two coaches as the 12.28 from Tremesna.



Below
Between the goods shed and the station building is a separate toilet block.

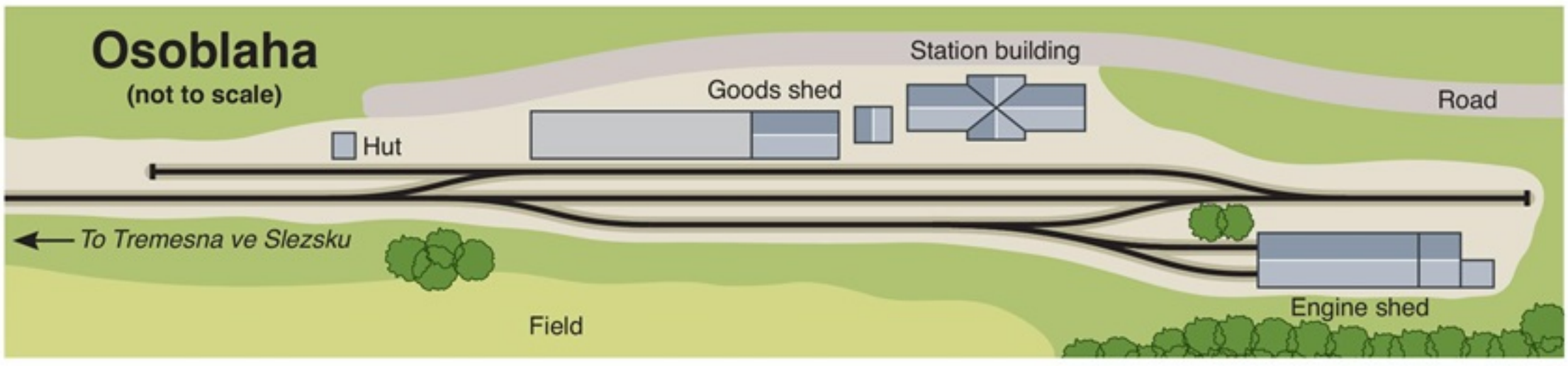
Motive power

The regular services were worked by TU47 bogie diesels, a type first built in 1954 for narrow gauge lines in Czechoslovakia and for possible export.



The first six were numbered T47.001 to 006; the prefix was later changed to TU, indicating they were for narrow gauge. They were based on proven technology as the traction motors were the same type as used on trams, and the CKD 12V170DR diesel engine was also used in the CSD standard gauge class M262 railcar. In the TU47 it developed 350hp, giving a top speed of 40km/h. The loco was a Bo-Bo weighing 30.5tons with an axle load of 7.6 tons and a neat looking steel body that was quite long at 12 metres.

The first six went to the Jindrichuv Hradec system and were a success. As a result a modified version was developed by CKD for export to the Soviet Union. The modified Soviet locos were known as type TU3 and forty-five were built with deliveries starting in 1957. The order was rumoured to be for up to two hundred but the remainder were never built due to a number of problems: the wheelbase was too long for the tight curvature on many Soviet narrow gauge lines, and spare parts were more expensive than for the home-built TU2. Also, as more narrow gauge lines were closed, the TU2s could be moved to cover those remaining so fewer TU3s were needed, but they were still seen all over the Soviet Union and more recently in some of the separate republics.



OSOBLAHA CZECH REPUBLIC



Left and below left
705 916 runs round. The unusual tapered shape of the coaches is to cope with traversing some tight curves.

Foot of page
Little had changed by 2010: *left*, the back of the loco shed; *right*, the station building. The operating procedure was also much the same.
Photographs (2): Blair Hobson.

Below
I did wonder why there was a nice model of a castle in front of the loco shed ...









Above
705 916 awaits departure with the 13.37 to Tremesna, now with only one coach; the other has been pushed onto the headshunt. The weather is deteriorating.

Below
Looking back down the line towards Tremesna.

In 1958 CKD built fifteen more TU47s to the improved specification for use on CSD lines. According to a 1995-dated Czech motive power book, eleven were allocated to Tabor for the Jindrichuv Hradec system with the remaining four at Krnov for the Osoblaha line, including 705.916-5 and 705 917-3 which were seen on my visit.

Line history

In 1872 two standard gauge lines were opened in the area, the closer one was actually across the border in what was then part of Prussia, 6km to the north, running from Leobschutz to Neustadt. The other line ran from Olomouc to Krnov, 20km to the south. The owners of a local sugar refinery needed better transport links to bring in locally grown sugar beets and take out the refined sugar, so with the support of the local population in and around Osoblaha they lobbied the Ministry of Transport to build a line linking up with the northern line. This was refused because it was in another country, so plans were made for a link to the other line even though it was further away.

But only 10% of the estimated construction costs could be raised locally, so the plans were shelved. Arguments and negotiations lasted for nearly ten years until finally it was decided to build a line from Albrectice to Osoblaha using a grant from the Moravian regional government, with construction starting in 1896. In fact it did not start until spring 1898, and to a revised plan, with the line being built to 760mm gauge and running from Tremesna instead of Albrectice.

Above
705 917 leaving Tremesna with a service for Osoblaha.

Track was laid in record time as the line was opened in December 1898, but initial enthusiasm was replaced by disappointment that it had not been built to standard gauge. Thereafter there was at least one serious attempt to get it converted.

The line started with three steam locomotives, four passenger carriages, nine assorted goods vehicles, and four adaptor trucks for carrying standard gauge wagons. There were three mixed trains daily, with a fourth added in 1911.

The line operated to a reduced timetable during the 1914 to 1918 war. At the end of the war, with the break-up of the Austro-Hungarian empire, Czechoslovakia became an independent country.

In the 1920s, local councils pooled funds to buy two rail buses and a trailer for the line, based on the unusual standard gauge M130 built by Tatra Koprivnice. These were nicknamed 'Submarines' because the driver sat in a central raised 'conning tower'!

Despite the new rail buses, traffic declined in the early 1930s due to competition from road transport.

During the Nazi occupation, speed restrictions and a rule that all trains had to wait two minutes at every station hampered attempts to speed up services. Towards the end of the war services were severely reduced and eventually stopped completely in March 1945.

Though there was a lot of war damage around Osoblaha, the line itself escaped almost unscathed but nearly all the rolling stock was badly damaged or destroyed. The line was re-opened in October 1945 as a priority to transport food and supplies for the returning population. The two resident steam locomotives could not cope so military trucks were used to carry passengers. This still was not enough so another loco and later a railcar were transferred from the Jindrichuv Hradec line.

The following year all Sudeten Germans were expelled, and this sharp drop in the population meant manpower shortages for the railway and local farmers.

It became more and more difficult to keep the older steam locos in service. Two more steam locos arrived, one in 1948 another in 1955, and two new railcars arrived in 1948. But the problems were only properly addressed when the four TU47 diesel locomotives arrived in 1958. The railcars were retired in the early 1960s and the diesel locos were then used on all trains.

Twice since then, in the 1970s and 1980s, the line has nearly closed but managed to hang on. Between 1985 and 1989 the line received general repairs.

Its unique character means the line now has a future, and since my visit there are now steam-hauled trains in season.

Above
Soon after a heavy shower in which I got soaked, 705 916 heads for Osoblaha with the town of Tremesna in the background.



Above and left
705 917 approaching Tremesna on the return from Osoblaha.

Below
Tremesna station – narrow gauge on the left, standard gauge on the right.

Modelling the line

1:87 scale models of the diesel locomotives (now class 705) and the unusual tramcar-like coaches have been produced by Pragomodel (**www.pragomodel.cz**). I visited the Pragomodel shop in Prague, near Hlavni station, some years ago and remember seeing models of most Czech Railways loco types either ready-to-run or as basic cast resin bodies. The coach has an etched body.

There are websites devoted to the line which feature drawings of the station building.

The goods shed is a large attractive wooden structure which contrasts nicely with the rendered masonry station building.

It would be nice to visit the line again after twenty years. I think I could still ask for the right ticket at Praha Hlavni station: "Povratna Osoblaha prosim"!

Joseph Garcia wanted to capture the essence of the New York Subway and plans a series of portable modules. *Photographs by the author.*



Tunnel vision

An unusual choice for modelling – and an unusual approach

New York City and its subway are inseparable. Subway riders either love the subway or they hate it. I am among those who love it. I grew up in New York City, rode the subways all the time, and still do. I have always considered riding the subway a special treat, even when merely commuting. It was an integral part of my daily life for thirty years, and continues to be my preferred form of transportation when I visit.

So in 2008, when Lionel first produced a 1960s vintage 1:48 scale R-27 subway set with working doors with pre-recorded station announcements, something deep inside me was touched. I had to get one and build a layout for it. It took a while, but the layout is finally under construction.

I previously modelled in N scale, and I had packed away a large permanent attic layout. In order to minimise any burden on my family in the event of my demise, I came up with a plan to build four portable modules for the subway that would be easy to move and dispose of.

My desire is to produce a collection of working subway dioramas, each on a module about 1.8m long and 28cm wide. The layout modules are sized to navigate the spaces to be traversed between my attic and my car.

The dioramas will show a cut-and-cover tunnel, a Times Square station, a transition section between cut-and-cover and open cut right of way, and a Brighton Beach station. In this scale, there is little room for more than a straight run of track and adjoining scenery on a module of this size. Nonetheless, I feel this design achieves a reasonable representation of typical subway activity. Truth is, the viewer is invited to bring a vivid imagination!

Each of the four modules is constructed of two L-shaped beams joined together by cross pieces, and topped by ¼"

Above
The light in the tunnel is a train coming towards you!

Below left
Each module is free standing and can be linked to the next either by a straight plain section ...

Below
... or a curve, allowing the planned group of four to be assembled as a continuous run.









Above
The tunnel section features thirty-thee support frames carrying a roadway above.

Right
When not in operation, the module is displayed under a clear plastic cover.

Below
The module connection.

Bottom
All the necessary wiring and control equipment is fixed to the underside of the board.

Below right
The first of the tunnel beams made from plastic I sections.

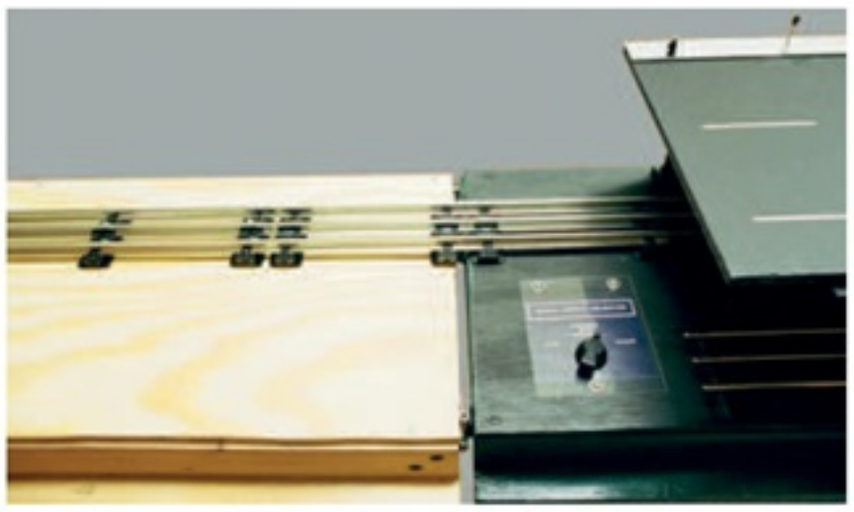
plywood sheet. Each module is supported by two steel folding saw-horse legs. Hinges and pins are used to join the modules in either a circle or end to end, and additional L-girder beams support the track that links the modules when they are arranged in a circle.

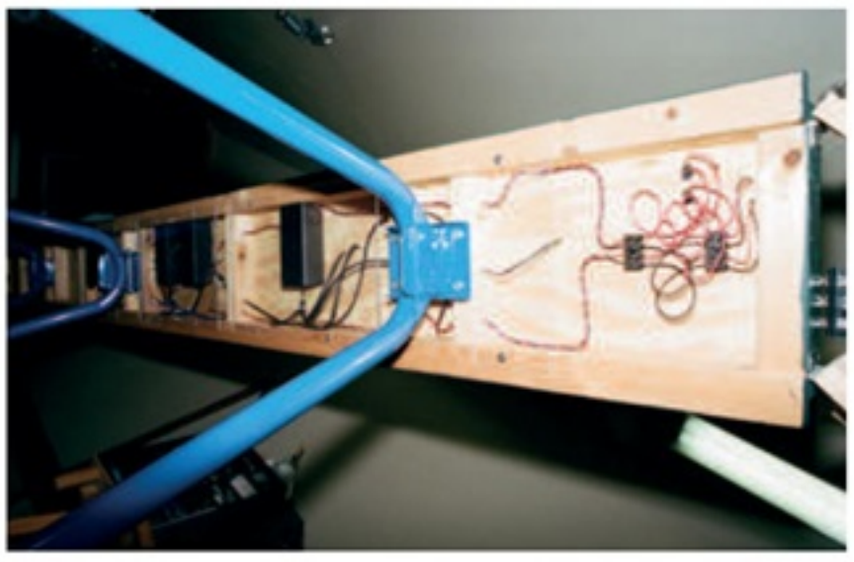
So far I have completed the tunnel section. I expect to take several years to complete the rest of the modules. The module shown depicts a typical cut-and-cover section, built by excavating a huge trench in the middle of a street, erecting supporting steel, and placing a new road surface on top of the steel. The module contains 66 supporting columns made of plastic I-beams, and 33 cross beams supporting a streetscape made of black foamcore board. Each support assembly consists of two vertical I-beams, one horizontal I-beam, and T-sections reinforcing the join between vertical and horizontal pieces. The ends of the crosswise beams fit into I-beams running the length of the module, imparting overall rigidity to the structure.

Simulated utility cables are strung in the tunnel along the columns. These are constructed of a bundle of five strands of 0.25 mm plastic line, with a thin brass rod in the bundle for support. The bundle is tied together with single strands from electrical wire, the whole bundle then painted black. Staples cut in half and inserted into holes drilled into the columns support the cable.

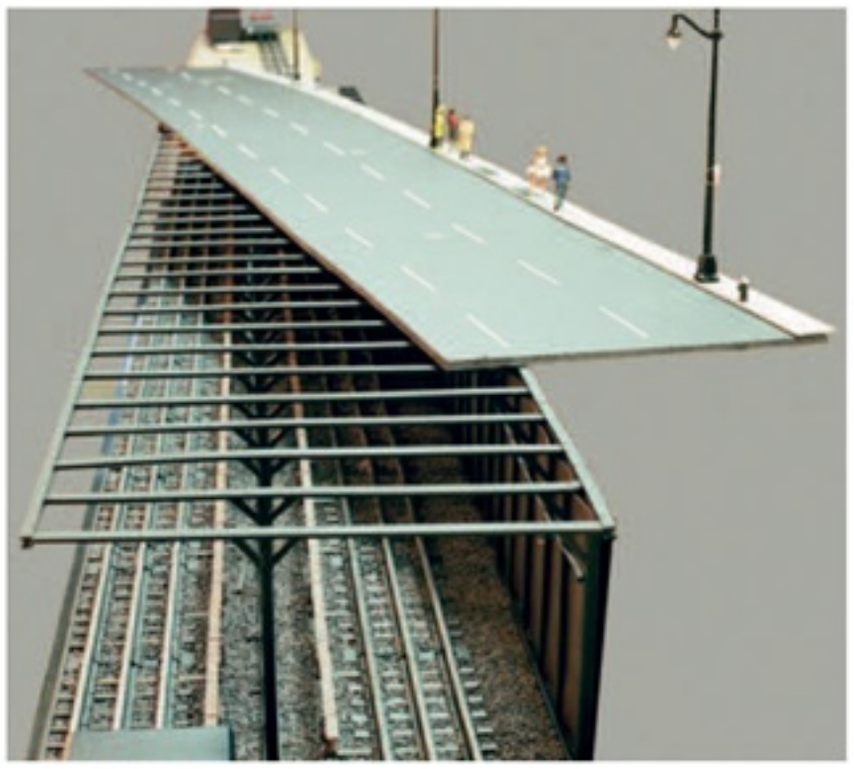
The wall of the tunnel consists of thin styrene sheet sections curved to fit in between adjoining vertical columns to simulate the poured concrete between the columns.

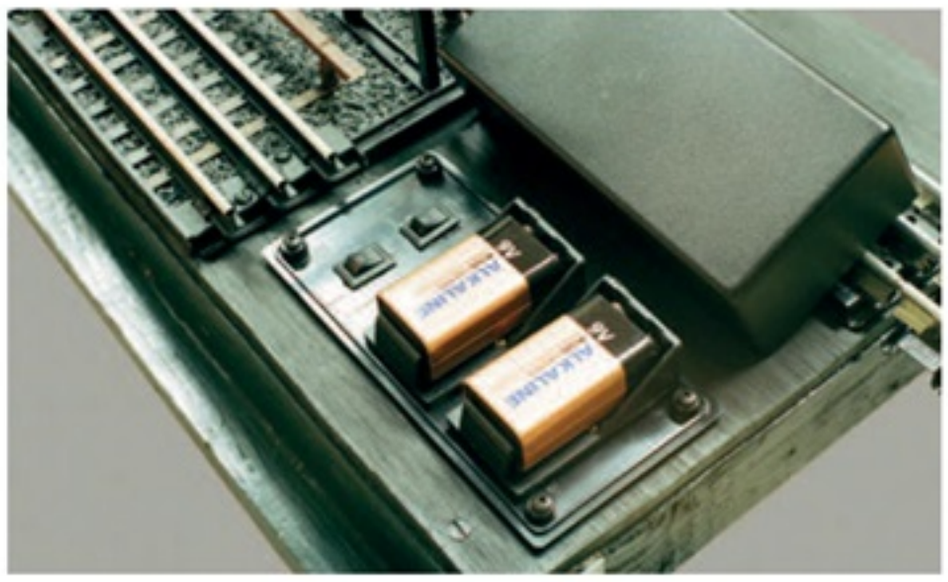
The tunnel is illuminated by a simulated incandescent light bulb approximately every 40' – NY subway tunnels were very dark in those days! The light bulb is represented by the end of a 0.50mm fibre optic cable flared with a heat source. The cable is embedded in the column and runs to a light source beneath the module.















Left
The road with sidewalk was made as a simple overlay.

Above
Batteries are used as a separate power supply for the tunnel lights and signals.

Above right
The three-colour signals are illuminated by fibre optics.

Left
The outside third rail is only a cosmetic approximation, supported on ceramic beads.

Below
The standard Lionel track has the rails painted black, additional wooden ties, and crushed stone ballast.

Below right inset
The VW Beetle has collected a parking ticket.

Lower right
A driver tries to make sense of the notoriously complicated local parking regulations.

Fibre optic cables, again flared at one end, also illuminate the two three-colour signals. The signal bodies were produced by a 3D-printing shop. The signals are manually operated by a three-position switch for appearance purposes only. The end of each fibre optic cable in the three-colour signal is covered by a piece of transparent coloured plastic to simulate red, yellow, and green.

An interesting problem arose due to the blue-ish nature of the white LED light source. I became aware of the blue tint when the piece of green plastic placed over the end of the cable emitted a yellow light! Through trial and error using different colour plastic, I arrived at a reasonable rendition of the desired colours.

The tunnel lights and signals are powered by two 9-volt batteries and miniature on-off switches in a control box on the plywood base at the end of the module.

Track is standard Lionel three-rail tubular sectional toy train track, screwed to the plywood base without any intervening roadbed or noise deadening material. More noise is better than less when it comes to the subway! To mitigate the track's toy train appearance, the rails are painted black, wood ties are inserted in between the track's metal ones and spiked to the rails, and crushed stone O scale ballast is applied.

Train control is via Lionel's AC 'Legacy' digital wireless system, which enables individual addressing of trains, and activation of door operation and announcements.







The third rail was constructed as an approximation and not an exact replica. It uses two types of ceramic beads for the supporting chairs, and wire staples covered with thin styrene sections for the cover supports. The cover itself has proved challenging because the thin styrene I used is sensitive to temperature variations in my attic, so while it looks level in the winter when it is cool, the material expands and flexes dramatically in warm weather. I will explore using thin brass section instead of styrene on future modules, but it is too late to do anything about the ones already installed.

The streetscape on top of the tunnel began as an afterthought, yet became a delightful aspect of the project. Black foamcore board works well as a simulated blacktop road surface, being realistic in appearance and very light in weight, albeit delicate because of the paper covering the foam core. Nonetheless it proved easy to embed sewer gratings and utility access covers in the pavement, provided a very sharp, preferably brand-new, knife blade was used. I located a vendor who custom-engraves O scale utility covers, who supplied NYC SEWER, BELL TELEPHONE, and CON EDISON covers typical of NYC streets.

Because of the narrow module width, I could only represent a small slice of sidewalk in the streetscape, but enough to include lamp posts, parking meters, fire hydrants, and even gratings through which the subway can be seen passing under the sidewalk. The sidewalks are attached to the foamcore with hot glue.

On the internet, I found and printed appropriately sized images of actual NYC parking regulation signs, which are famously difficult to understand, and installed them on the light poles, using single electrical strands to simulate supporting metal bands. I then added a figure of a befuddled person trying to decide if parking is permitted.

Above
The Lionel subway cars have sliding doors which can be opened remotely.

Right
The sidewalks even have metal gratings though which the subway can be seen.

Below
The metal utility covers were custom engraved.

Below right
A well-known scene from *The Seven Year Itch*.

Foot of page
Authentic signs decorate the edges of the module.



Also on the internet, I found models of vehicles appropriate to NYC streets of the 1960s, including a Hachette 'New Look' (also known as a 'Fishbowl') bus, an IXO Checker taxicab, a Faller VW sedan, an ERTL GMC panel van, and a NEO Chevrolet Corvair panel van. All but the Faller VW are easily disassembled to enable placement of figures inside. The bus driver figure is a model of a British diesel driver made by Detailed Miniatures of Kent. It fits perfectly in the GMC bus seat!

On now to the next module, Times Square Station!





Below
At the bus stop.



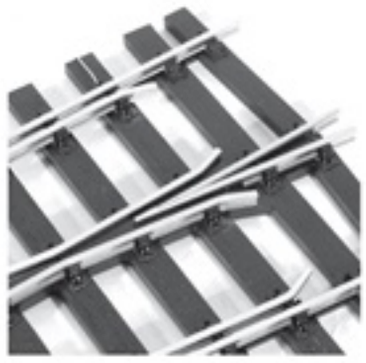


Reviews

Evaluated by our own specialist staff







HO kit for traditional sawmill new by Busch



This kit is based on a prototype at Neumühle (Elster) which was in operation until recently.

It consists of laser-cut wood and card parts in various realistic colours – our sample has not been painted.

The timber framing and cladding is real wood – the frame material is quite tough, so take care when cutting through the tabs to release parts from the fret. In contrast, the cladding is quite soft, so be careful not to split it.

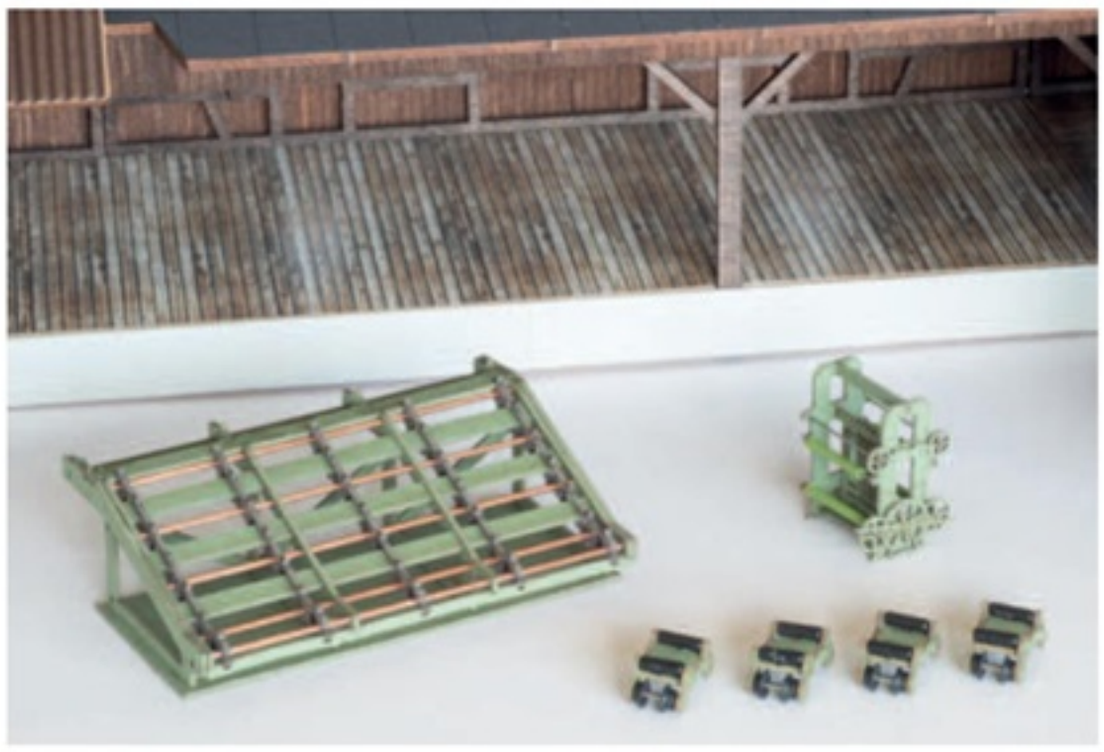
There is ample clear sheet which must be cut to size (not specified, but 15.5mm x 11mm) for the glazing.

The parts generally fit very well, and the design cleverly uses tabs and slots that are not symmetrical to ensure correct orientation.

There are no locating tabs on the roof overlays, so some care is needed to place them correctly.

A selection of signs, printed in colour, is included on the instruction sheet.

Accessories provided include a bandsaw frame, a log lifter, and log carrying trucks. These feature some small and delicate parts and a dry run is recommended as some of the assembly is quite complicated and not completely clear from the diagrams (parts 11h, for example, are diagonal braces). The card parts of these frameworks are thin and not very rigid, and may flex while being aligned. It is worth smoothing off the leading edge of the metal



rods (parts 26) before threading them through the log lifter. Metal pins inside plastic tubes form the crosspieces of the bandsaw frame. Metal axles are supplied for the log trucks, along with plastic disc wheels. There is also a sprue of plastic Feldbahn track, and a handful of moulded plastic logs – most modellers will no doubt want to use actual twigs of suitable size.



There is no advice on where to place these accessories, and what else might be required to occupy what is quite a large structure.

The instructions are a sequence of exploded diagrams, with the parts clearly identified by number. They should be easy to follow.

The kit is not supplied with glue – Busch ref.7592 for laser-cut kits or ref.7599 general purpose is recommended. We used the former and found it worked well.

The kit is suitable for installing interior lighting, using for example Busch ref.5998 LEDs.

The finished structure occupies an area of 300mm x182mm, and stands 94mm high.

Construction was a generally enjoyable process, and the result an interesting building, ripe for more detailing.



Manufactured by

Busch,
Heidelberger Straße 26,
D-68519 Viernheim, Germany.
www.busch-model.com

DISTRIBUTED IN THE UK BY
Golden Valley Hobbies
Unit 1, Pontrilas Business Park,
Pontrilas, Herefordshire, HR2 0AZ.
www.goldenvalleyhobbies.com

PRICE ref.1676 £81.80.



HO

ÖBB Rh2070 diesel new from Jägerndorfer





Recently released by Austrian specialists Jägerndorfer is their long-awaited brand new model of the ÖBB Rh2070.

This class of ninety B-B diesel-hydraulics for shunting and light mixed traffic work was built for the Austrian Federal Railways by Vossloh at the MaK plant in Kiel, Germany, between 2000 and 2004, to the now familiar low hood, off-centre cab design. The type designation is G800BB. They have Caterpillar engines and are rated at 738kW (990hp), with a top speed of 100km/h. They can be operated in multiple, with remote control operation and automatic shunting couplings. The cabs are air conditioned. Six more were built as part of the Vossloh leasing fleet.

The model was made in China and is classified as a High End Metal edition.

Our sample represents a machine with the Epoch VI 'Wortmarke' style logo; it is offered with a choice of two running numbers (048 and 074); the model is also available with two numbers (018 and 056) with the Epoch V 'Pflatsch' logo.

The finish is first class, with the main colour even, the grey roof clearly defined, and all markings very nicely printed on sides, ends, frame, and fuel tanks.

The model conforms closely to published dimensions.



The body shell is a combination of metal hoods and plastic cab, with the various grilles and panels neatly formed; added parts include horns, exhaust, air vents, aerials, buffers, and the walkway railings, the latter very finely moulded in resilient plastic which is an excellent colour match. Beneath the domed etched metal top grille is a separate fan. The side radiator grilles are equally fine etched metal. All the steps are perforated.

The cab interior is detailed, windows are flush glazed, with wipers moulded in place and neatly painted black.

The bogie side frames have excellent relief detail of the axleboxes, springs, and shock absorbers, with added sandboxes; the sand pipes are in line with the wheel treads. Wheels are blackened, with a representation of the brake discs.

The mechanism is based on a cast metal frame which carries a central can-type motor with twin flywheels, driving all axles through reduction gears in the bogies. There is pickup from all wheels. The model weighs 268gr, and to ensure good pulling power traction tyres are provided on one inner wheel of each bogie. Spare wheelsets without tyres are also provided – highly commendable.

Operation is smooth and quiet, with good control across the speed range from a crawl to a reasonable maximum.

LEDs provide directionally-controlled white head and red tail lights, shunting lights, and cab interior light, all separately switchable under digital control.

Factory-fitted DCC sound and AC versions are also available.

The internal printed circuit board has a Plux22 socket for a digital decoder; the model is intended to use the ESU LokPilot or LokSound 5. There is space for two loudspeakers (ESU ref.50321) under the hood, and a clip-on enclosure is provided.

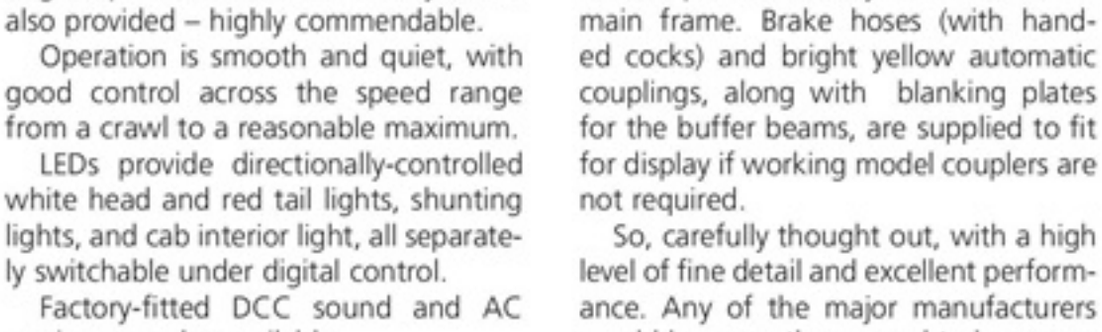




Standard couplers are supplied to fit in NEM pockets flexibly mounted on the main frame. Brake hoses (with handed cocks) and bright yellow automatic couplings, along with blanking plates for the buffer beams, are supplied to fit for display if working model couplers are not required.

So, carefully thought out, with a high level of fine detail and excellent performance. Any of the major manufacturers would be more than proud to have produced this item. In short, an impressive model – which could make you change period to accommodate it if you are already modelling Austrian, or take it up if you are not.





Manufactured for

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

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Arundel, West Sussex, BN18 0BN.
www.gaugemaster.com

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MIBA-Spezial 125
Mehr Wagen wagen

Edited by Martin Knaden

VGB – Verlagsgruppe Bahn GmbH, MIBA-Verlag,
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German text ref.12012520

The latest special from *MIBA* is concerned with rolling stock, too often neglected by modellers more interested in the motive power but essential if an authentic picture of railway operation is to be achieved. Railways are about moving people and goods; locos rarely run light. The title pun does not really translate but challenges modellers to look beyond – perhaps behind would be a better word – the locomotive.

As usual, there is much reference to the prototype combined with practical modelling advice, aimed at enhancing proprietary items and developing craft skills.

Products from many well-known manufacturers are represented, plus some from smaller specialists.

Most of the modelling is in HO, though there is some O, reflecting the increasing interest in this scale in Germany, but much of the material could be applicable to all scales.

The leading article looks at goods train crew vans (14 pages), and incidentally explains why the name is *Gepäckwagen* (baggage van) and not *Packwagen* (luggage van). (Because luggage is what travels with passengers in the coach while baggage is handled separately – though this does not explain why the classification is Pwg and not Gpwg!)

Other features include: station vans (old vehicles used as more-or-less static stores) (8 pages); weathering cement silo wagons (10 pages); Post vans, a traffic now lost to rail (8 pages); weathering fertiliser wagons (6 pages); assembling a 3D-printed HO kit for an insulated reduced loading gauge ferry van (4 pages); dealing with unusual out-of-gauge loads, of all sizes (4 pages); removable loads for small open house-to-house containers, using magnets (4 pages); assembling O gauge brass kits for the BTs50 container flat and Smr35 flat with stakes (4 and 6 pages respectively); adding details to an O Scale Models four-wheel tank wagon (6 pages); enhancing wooden and steel floors in flat and open wagons (7 pages); and fitting figures to the new HOm Harz open observation wagon from Tillig, as well as adding lighting and detailing the accompanying coach and van.

The customary layout planning feature in this issue focuses on a wagon maintenance works with all the trimmings (6 pages), and is augmented with a description of a model of an Austrian maintenance facility in HO (4 pages).

The work is illustrated by over 200 photographs, most in colour, with some historic black & white, all very well reproduced on good quality paper, supported by a number of drawings and diagrams.

Presentation is in the usual clear, straightforward *MIBA* style with no extravagant use of fonts, different type sizes, or colours. There are some summary information panels, and occasional use of tinted backgrounds to define separate sections for clarity.

Reasonable German will be needed to get the most from the text, but the high pictorial content makes it generally comprehensible.



The issue includes the equivalent of eight pages of advertisements; most are for other *MIBA* and VGB publications, but some promote relevant suppliers and selected retailers.

If you want to run a realistic stock on a German layout, you will find plenty of advice in this special.

MIBA Extra 1/2020
Modellbahn digital

Edited by Martin Knaden

VGB – Verlagsgruppe Bahn GmbH, MIBA-Verlag,
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One of the main features in this digital extra from MIBA demonstrates that controlling a layout with a computer and iTrain software does not necessarily have to result in automated operation; properly implemented the software should serve as a convenient way for the operator to achieve whatever is required.

A second HO layout is controlled by the very realistic ESTWGJ software which can simulate various forms of German signal box, allowing the operator to work in a manner very similar to the prototype.

The issue also includes the obligatory regular market survey of standard and mini decoders, sound decoders, and adaptor circuit boards for loco decoders, with reviews of selected recent releases.

Other topics include a survey of standards for function mapping; function mapping loco decoders using the Next18 socket; the basics of sound programming; PoM programming through RailCom with iTrain and BiDiB-Monitor from Fichtelbahn; digitalising a BR24 in N; retro-fitting locos with RailCom transmitters; and basics of programming micro-processors for your own needs

The articles are substantial and detailed, occupying between four and twelve pages.

The work is illustrated by over 250 photographs, diagrams and screen shots, all well reproduced on good quality paper.

Presentation is in the usual clear, straightforward MIBA style with no extravagant use of fonts, different type sizes, or colours. There are some summary information panels, and occasional use of tinted backgrounds to define separate sections for clarity.



A good knowledge of German will be required as the text is inevitably technical.

The issue includes a number of advertisements; most are for other MIBA and VGB publications, but some promote relevant suppliers and selected retailers.

Also included is a free DVD which contains not only a large amount of free- and share-ware, demo versions, and screen savers (altogether more than sixty, covering track planning, databases, software for central units, controllers, and tools) but also high definition film clips related to the contents of this issue. It also includes the current complete index for *MIBA*.

German Signalling Guide
Auxiliary Railway Signalling in West and East Germany

by Wilf Riding and Wolf-Dieter Upphoff

German Railway Society
GRS Sales, 4, Woodmere Avenue,
Croydon, Surrey, CR0 7PA.
www.grs-uk.org
300mm x 215mm 140pp
Softback £22.00 + p&p.
No ISBN

The latest the range of useful guides to aspects of German railways from the German Railway Society complements their previous books on the development of signalling and on semaphore and colour light signals in Germany (all still available).

Alongside the more prominent *Formsignale* (semaphore signals) and *Lichtsignale* (colour light signals) that are used in German railway practice to regulate train movements and provide an indication to the driver of conditions ahead, a range of auxiliary signals was developed, and in fact they are much more numerous than the main signals. As well as many lineside boards, subsidiary lights on signal masts, and so on, supplementary signals include temporary signs, flags, lamps, and even whistles and bells.

In time, efforts were made to standardise signals and to compile a national *Signalbuch* (as the official reference became known). The first of these was produced in 1907. All signals received a number. In the 1930s the numbers were replaced with codes, and since then the codes have seen further change with the gradual changes in the nature of rail traffic.

This book collects the auxiliary signals together, probably for the first time in English and possibly in any language. The result of extensive research by the authors, it will be indispensable for those who take an interest in German railway signalling. The basis was hand-written notes compiled by the late Wilf Riding, which have been augmented, extended, and furnished with illustrations by Wolf-Dieter Upphoff, with reference to authoritative primary and secondary source material in German. It must have been a massive task.

Loco-Revue Hors Serie 73
Soignez votre ligne!

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French text

The latest special from the leading French model railway magazine *Loco-Revue*, dated June 2020, might be translated 'look after your line!'; the subtitle is perhaps more helpful – the railway in the landscape.

It deals with a number of details that will make any countryside section more realistic.

In all there are twenty-three features, grouped into two main sections, each prefaced with an impressive double-page single photo.

The first, with eleven articles, is 'strolling along the track'. This consists of: laying and ballasting track (4 pages); superelevation and transition curves (3 pages); lineside walkways (3 pages); essential technical conduits (2 pages); guardrails to prevent falls (3 pages); 1,500 volt catenary masts and overhead wiring (6 and 5 pages respectively), largely scratchbuilt; a level crossing (3 pages); a lineside hut, from a brass kit by ABE (3 pages); two concrete bridges, scratchbuilt (3 pages); and a tunnel mouth scratchbuilt from foamboard (5 pages).

The second section is devoted to 'the line in the landscape' and encompasses twelve articles: telegraph poles, using etched arms from a kit (6 pages); realistic road surfaces and markings (3 pages); life-like pastures, complete with cows (4 pages); undergrowth and embankments (4 pages); a scratchbuilt poplar tree (3 pages); a silver maple made from hydrangea flowers (2 pages); an undulating landscape (4 pages); a river in a rocky mountain valley (4 pages); a wooded hillside backdrop (3 pages); autumn patchwork (4 pages); a white coat in winter, with an anti-snowdrift lineside fence, shown in summer and winter (5 pages); and illusions in the background, using perspective tricks when painting the backscene to merge it with the layout (6 pages).

As can be seen, these are all relatively short and eminently practical. The features come from a number of contributors, including Cédric Schirra, Jean Cuynet (CFFC), Thomas Gallé (with examples from the construction of his *Orelle-Prémont* layout – see CM French Special), and Gaëlle and Olivier Taniou (who have also had work featured in CM). It is not clear whether the articles were created for this special or curated from submissions to the regular magazine – perhaps making good use of material too detailed for incorporation in a normal layout description. All display a high standard of modelling, but this tends to encourage rather than deterrent.

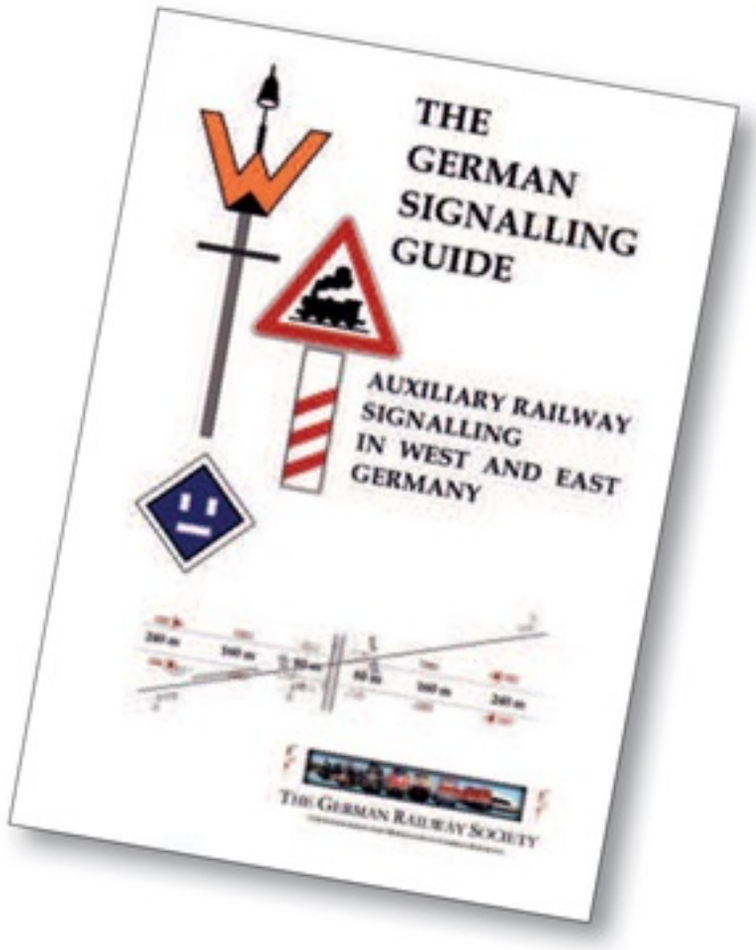
The collection is illustrated with more than 350 photos and diagrams, many in easy-to-follow sequences. Both the step-by-step and finished layout photos are technically competent and clear; all are in colour and well reproduced on good quality glossy paper.

The presentation is clear and straightforward, with restrained use of different fonts and colours for the chapter titles and sub-headings. There are tinted panels with lists of tools and materials for each project, plus a few tips or points of interest highlighted on tinted circles.



This is an interesting and informative collection. A reasonable grasp of French will help to get full benefit but the high pictorial content makes it worth a look for anyone modelling the French scene, and some of the techniques would be more widely applicable.

The book includes just three pages of advertisements.



The Footplate Ride

by Ian Black
Published by the author.
295mm x 210mm 40pp
Softback A$18.00
No ISBN.

This booklet provides an overview of the range of kits for New South Wales locomotives produced by DJH/Model Loco in Britain and marketed under the Footplate Models label by Lloyds Model Railways of Canberra, starting in 1987; building on kits already sourced locally, they were to have a major effect on the modelling of the local prototype, when the only ready-to-run option was expensive limited edition brass, long before volume produced models were so numerous or widely available, and even now they are sadly missed by many modellers, as around half of the prototypes have not (yet) been produced ready-to-run.

They employed state-of-the-art combined etched brass and cast whitemetal components, with high quality motors and gearboxes. Each kit was meticulously researched and highly detailed. As a result they were quite complicated, and some acquired a reputation for being hard to build.

The author looks at all the kits produced and comments fairly on their pros and cons, based on his own considerable experience, augmented by other capable modellers.

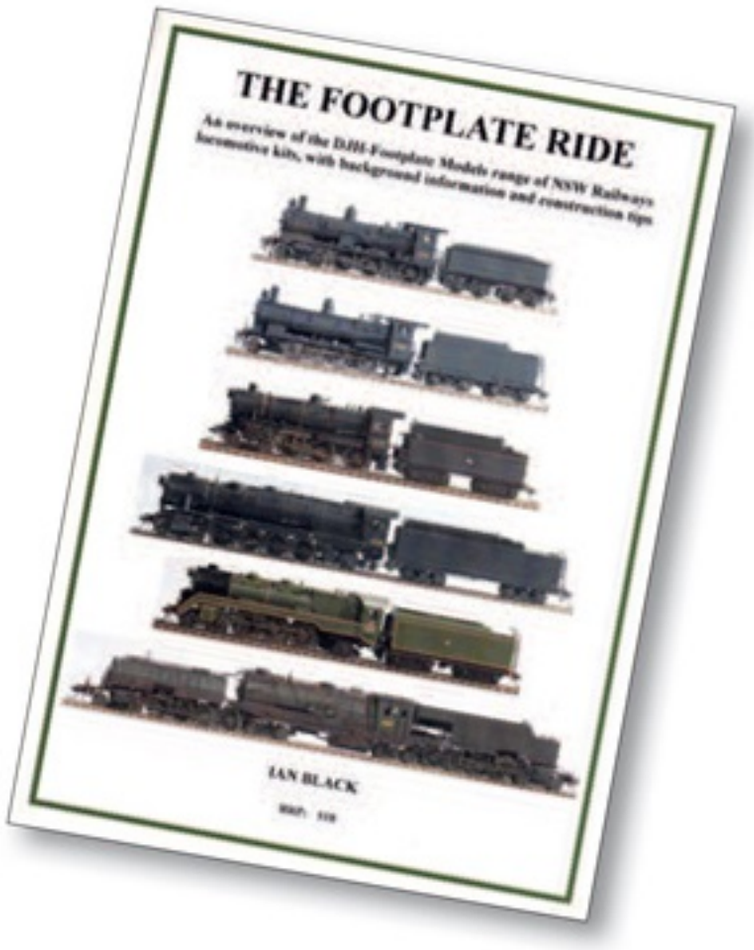
It is quite a list: C32 4-6-0; D50 2-8-0; D53 2-8-0 conversion; Commonwealth turret tender; 442 Co-Co diesel-electric; C30T 4-6-0; Z16 tender; C36 4-6-0 with Belpaire firebox; D59 2-8-2; C36 4-6-0 with round top firebox; AD60 4-8-4+4-8-4 Garratt; D53 2-8-0; Wampu tender; Z13 4-4-2; D57 4-8-2; D58 4-8-2; C35 4-6-0; NN 4-6-0; D55 2-8-0; C38 4-6-2 (streamlined and standard); Z12 4-4-0; Z20 2-6-4T; C34 4-6-0; and even the ten year anniversary mug (not a kit ... !).

Quite a range, with considerable variety.

The options and variations for each loco are discussed.

There is a useful note on sourcing numbers and transfers.

The presentation is simple and straightforward. The photographs are all in colour, and reproduced well. Most show finished examples, but there are some of components and unpainted models to illustrate the composite construction.



The work concludes with a list of references to relevant articles in the *Australian Journal of Railway Modelling* and the *Australian Model Railway Magazine*.

A fascinating survey of a significant piece of Australian modelling history, and a worthy tribute to an extensive range of quality kits.

The booklet is available in model and specialist book shops in New South Wales and Victoria.

By post, copies can be obtained from:

Stephen Johnson Models, P.O.Box 31, Red Rock, New South Wales 2456, Australia.

www.ajrm.com.au

Airmail postage for a single copy is A$5.00.

Payment can be via PayPal.

The collection is illustrated with a wealth of relevant photos, some from official documents, and some obviously taken for the purpose, but many in which the signal must have been an incidental detail – until identified as an item of interest here. The technical descriptions in the text are supported by a mass of clear drawings, many of which should enable modellers to make their own miniature versions and place them appropriately.

The presentation is straightforward and clear.

The inside front cover of the book gives general information about the Society and its activities.

In short, an absolute mine of information, which is not only interesting in itself but will also assist modellers in creating and placing small details which will make all the difference to the authenticity of a layout both in appearance and operation. Well done to all involved with the compilation and production.

EK-Bibliothek: Eisenbahn-Bildbände

Eine Eisenbahnreise durch "Good old Germany"

In den fünfziger und sechziger Jahren Fotografiert von Amerikanern und Briten in der Nachkriegszeit

by Udo Kandler

EK-Verlag GmbH
Lörracher Straße 16,
D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
210mm x 300mm 144pp
Hardback €35.00
ISBN 978-3-8846-6206-1
German text ref.6206

This recently published book is a collection of photographs of the railways in Germany taken by Americans and Britons following the Second World War, in the 1950s and 1960s, showing predominantly steam but also diesel and electric motive power. A few pictures of trams are also included.

A single page prologue is followed by three main sections: 'Britische Zone anno 1945' (pages 6-11), 'Bahnreise durch "Good old Germany"' (pages 12-127), and 'Bunte Schienenwelt' (pages 129-144).

Working from north to south, among the locations shown are Hamburg, Hannover, Rheine, Düsseldorf, Aachen, Köln, Kassel, Minden, Bebra, Frankfurt am Main, Heilbronn, Ulm, Nürnberg, and München.

The first section features nine black & white photos, including two rare views of condensing tender locomotives 52 1906 and 52 2003.

The core of the collection is a tour through Germany as seen by visiting American and British enthusiasts, many no doubt serving soldiers. No fewer than 145 black & white photos are featured, including Deutsche Bundesbahn steam locos of classes 01, 03, 10, 18, 23, 24, 38, 39, 41, 44, 50, 55, 56, 64, 66, 80, 91, and 92, as well as one from the Köln-Bonner Eisenbahn. Also included are pictures of electrics of classes E10, E18, E19, and E41, and diesel, railbuses, and units of classes V36, V60, V100, V200.0, VT36, VT60, and VT95. A few trams are also included.



Technically outside the period covered, one page has a fine photo of diesel-hydraulic 230 001-0 double-headed with Pacific 012 001-4 at Hamburg-Altona on 2nd May 1971.

A page listing all the publications from which background information was gathered precedes the final section, which offers 22 colour photos of steam, diesel, and electric motive power, including BR01 Pacifics, a BR44 on a heavy train of bogie hopper wagons in the Mosel Valley, a VT24.6 diesel multiple unit at Eller, and electric E10 1266 on the crack express TEE 22 *Rheinpfeil* at Bingen. Also featured is a view of a tram car in Kiel and the 'Gläserner Zug' electric railcar ET91 01 in Salzburg Hbf. in Austria.

This is an excellently produced collection of photos, most presented large, one to page, with detailed captions. In general the image quality is remarkable given the age of the originals, and the whole thing offers a rare perspective on the railways in a period of recovery. A reasonable knowledge of the German language will be required to get the best from the text, but the images will be particularly useful for the modeller of German railways in Epoch III seeking period detail.

Le Train – spécial 101 1/2020

Les Grands Trains

Tome 7: *Rheingold/Rheinpfeil – Edelweiss/Iris*

by Jean-Marc Dupuy

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

This new special from *Le Train* is another in the occasional series covering the great trains of Europe, and follows these famous services from the steam era to (almost) the present day.

Most of the luxury trains introduced before the First World War were necessarily composed of sleeping cars, plus restaurants and baggage vans, due to the long distances involved. After the war, the possibility of faster services led to the development of day trains on medium distance routes, using Pullman-style stock. Notable among these were the *Rheingold* and the *Edelweiss* trains linking The Netherlands with Switzerland, catering for a wealthy clientèle, many travelling from Britain.

The *Rheingold*, operated by Mitropa, first ran in May 1928, using the high speed route through the romantic valley of the Rhine. To compete, the CIWL quickly launched the *Edelweiss* just a month later, also connecting Amsterdam and Basel, but running via Brussels, Luxembourg, and Strasbourg. Of course, both were forced to cease in 1939.

After the Second World War, the increasing competition from aviation put severe pressure on such trains but the *Rheingold* was relaunched in 1951, and the *Edelweiss* reappeared in 1955, using a new high speed diesel train in contrast to the traditional stock of the *Rheingold* and its combination of steam, diesel, and electric traction. The *Edelweiss* became part of the Trans Europ Express network as early as 1957, the *Rheingold* in 1965. The Iris was introduced as a second service between Belgium and Switzerland in 1974, making use of Swiss train sets which could operate under four electric systems. It was relatively short-lived, losing its TEE branding in 1979, followed by the *Edelweiss* in 1981; the *Rheingold* retained this status until 1987. The *Edelweiss* name was used for a EuroCity service until 1999.

The book considers the parallel history of these two famous trains appropriately enough in two main sections.

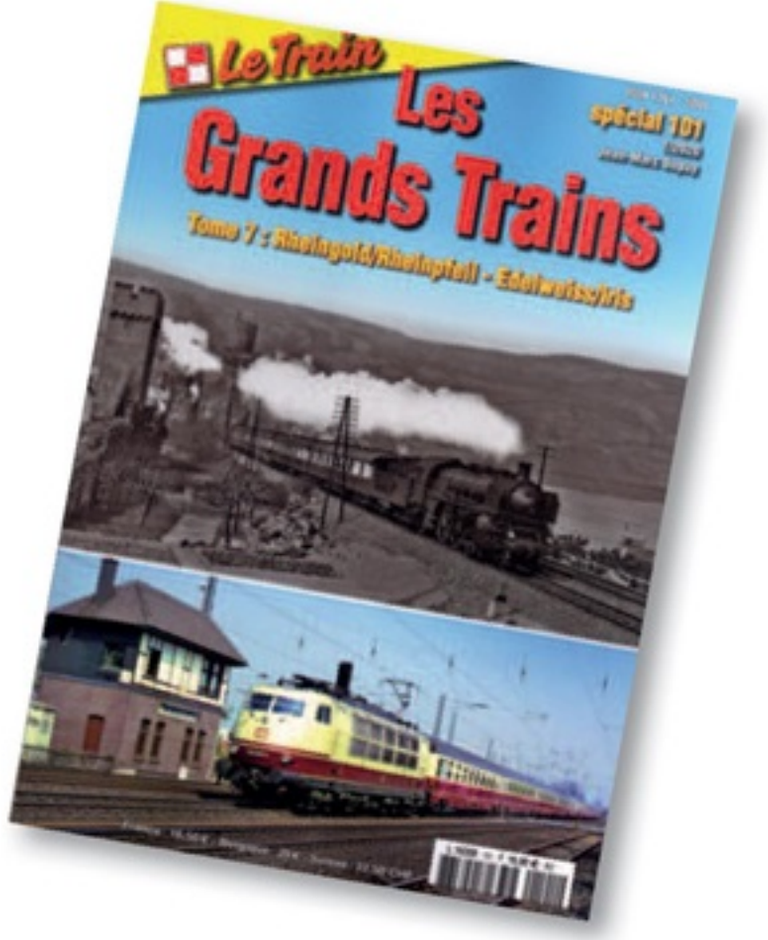
The first deals the *Rheingold* and *Rheinpfeil*, the great trains of the Rhine valley, from the birth of the legendary train (the earliest photos are indeed from May 1928!) through its rebirth in 1951. Even after the introduction of the BR01 Pacifics, the elegant BR18^{5}s remained frequent performers, though one photo here even shows a modest BR38 4-6-0 in charge. Post-war, the BR03 Pacifics were often seen as well before V200 diesels and then E10 electrics took over, the latter with new stock including the famous dome observation coaches which put the *Rheingold* back at the centre of the world's great trains. After 1965 the *Rheingold* and *Rheinpfeil* became 'super TEE' services, hauled almost exclusively in Germany by E03 electrics – much more stylish than the utilitarian Swiss Re4/4^{I} or anything used in The Netherlands.

The second section deals with the *Edelweiss* and *Iris*. In the 'roaring twenties', the *Edelweiss* Pullman train from Amsterdam to Luzern featured a greater variety of motive power. In the difficult aftermath of the Second World War, the service was provided first by RGP units and then the purpose-built joint Swiss-Dutch TEE diesel train sets, which feature prominently here. Eventually the SBB RAe electric trains were much used on these TEE services (with the creation of the new *Iris*).

The *Iris* became an InterCity working in 1981, and the *Edelweiss* slowly declined after 1986, though the coverage here continues with the most recent photo dating from 1996. There is a useful note about the final train compositions which modellers may find helpful.

As usual, the work is built around an excellent collection of 121 photographs, black & white and colour, all very well reproduced.

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



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

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

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

Reasonable French will be needed to follow the text, but the captions and tabular information should be clear enough and the publication can be appreciated for the illustrations.



Mit dem Molli an der Ostsee unterwegs

EK-Eisenbahn-Videothek *DVD c.58mins ref.8481 €19.80*

This program has been produced to mark twenty-five years of the Mecklenburgische Bäderbahn Molli GmbH, operator of the 900mm gauge line from the standard gauge main line at Bad Doberan to nearby beach resorts on the Baltic coast. It is perhaps best-known for the tram-like running through the narrow streets in the centre of Bad Doberan, remarkably still in use today. But its other claim to fame is quite a contrast – it also has the highest permitted speed of any German narrow gauge railway, and makes full use of this on the long relatively straight and level section between the outskirts of Bad Doberan and the intermediate station at Heiligendamm, running alongside a road lined with an avenue of trees.

In 1886, the Grand Duke of Mecklenburg granted a concession to build a narrow gauge railway from Bad Doberan 6.5km to Heiligendamm, and it opened the same year. In 1908 it was extended to Arendsee, now known as Kühlungsborn. Initially a summer-only operation, two years later the trains ran all year round over the entire 15.4km route.

On 1st October 1995, the Molli became the first non-federally owned railway in Mecklenburg – Western Pomerania after being spun off from DBAG. Privatisation has been a success: a new operating concept was developed and implemented, and the line was progressively renovated as required, having become rather run down under the DR. The infrastructure and rolling stock are now in pristine condition.

But its history has not been forgotten: many relics have been rescued and restored and are among things which can be admired in the Molli Museum, as shown in this programme.

The Molli is a major provider of local transport year round, now as originally serving tourists and visitors to the coast, with the added attraction of historic stock and special workings in season, several of which are shown in this programme – the staged train robberies are particularly popular, it seems!

Steam traction has been retained, and five locomotives are currently in regular use, including one 2-8-2T built brand new in 2009 to the successful 1932 design.

Produced with the full co-operation the company, this programme features the service trains, specials with historic stock, a charter freight, and a detailed account of the journey from Kühlungsborn to Bad Doberan.

As well as well-chosen lineside locations, utilised according to the time of day, there is aerial footage showing trains in the rapeseed fields alongside the Baltic Sea, and images from cameras on the engines and in the cab. Get on board, ride trains, watch them cross in Heiligendamm, and take a privileged look inside the depot.

To complement the current recordings, there is some archive material.

There is also a lengthy interlude on the North Sea island of Borkum, where Molli 0-8-0T locomotive 99 331 was a guest for two weeks in 2019. Borkum is the only other common carrier in Germany to use 900mm gauge, more often found in industry and thought to have been adopted for the Molli from pre-existing local agricultural lines rather than either 750mm or metre gauge. As a result, the Molli had – and has – a unique character which is well documented here. It may not have the dramatic scenery of the Harz or Saxony but the landscape is quite pleasant and in many ways the railway is typical of minor lines which once served much of Germany and have now all but disappeared.

The production is to the usual high technical standard we have come to expect from EK.

The commentary (only in German) is clearly delivered, with plenty of background and technical information. There is some backing music under the introduction.

The DVD concludes with about seven minutes of trailers for five other EK productions.

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



Right
Mecklenburgische Bäderbahn Molli new-build 2-8-2T 99 2324-4 by the tree-lined avenue approaching the outskirts of Bad Doberan, May 2012. The permanent way looks to be in fine condition. The double EE sign (PI4 in DR classification, formerly K7e under the DRG) indicates the end of continuous bell ringing, required for street running in the town section.

Photo: Graham Lightfoot.

Die Vorkriegs-Elloks der Reichsbahn

by Dirk Winkler

Eisenbahn Kurier Verlag,
Lörracher Straße 16, D-79115 Freiburg, Germany.
www.eisenbahn-kurier.de
297mm x 210mm 176pp
Hardback €45.00
ISBN 978-3-8446-6037-1
German text ref.6037

This substantial publication, the latest in the *Eisenbahn Kurier* series of class portraits, is concerned with the electric locomotives built for the Deutsche Reichsbahn Gesellschaft before the Second World War.

The development of electric traction had been making progress even before the First World War, notably in Baden, Bavaria, and Prussia. After the interruption of that conflict, the DRG took up the legacy of the state railways in expanding electric traction, even under the financial constraints of the early 1930s. In collaboration with industrial concerns, both electrical companies and established locomotive builders, a large number of locomotive types were designed, though usually only built in small numbers for trials and tests.

The book traces the development of these interesting locomotives which were put into operation between 1920 and 1937, and portrays the individual types with technical data and operational history. The move from necessarily large electric motors mounted on running gear very similar to steam locomotives to the bogie designs which are now universal is clear.

The book begins by summarising the situation at the end of the First World War and the plans for the future, particularly for the Berlin suburban network (to be worked with multiple units, not locomotives) and the experiments in Schlesien. The development of new motive power between 1918 and 1933 takes us through the search for a standard design, the quest for fast express locos and the use of single axle drives, the move from heavy passenger locos to a universal mixed traffic machine, the development of separate specific types for goods trains and smaller units for shunting. As the electrified network was gradually expanded, and separate sections were linked up, centralised supervision and procurement replaced more regional management. This eventually facilitated the necessary development of an electric locomotive as part of the wartime austerity programme. The story is concluded with an account of electric operations up to the end of the war, and in its immediate aftermath.

The main part of the work consists of detailed descriptions of the specific classes:

E05^{0} and E05^{1}; E06^{0}; E06^{1}; E15 01 (originally E18 01); E16 101; E21^{0}; E21^{1}; E42^{1} and E42^{2}; E44 101; E44 201; E50^{3}; E50$^{4\text{-}5}$; E73^{2}; E73^{3}; E77; E79; E80; E95; and E244 (the four different test machines for the Höllentalbahn, with its different supply).

It will be noted that the types which were built in quantity – e.g. E44, E93, and E94 – are not dealt with in detail (though naturally mentioned in the scheme of things) as they are subjects of separate EK class portraits.

The work is supported with 290 photographs, naturally all in black & white. Most of the photos are presented large, two or at most three to the page. They range from scenes during construction and close-ups of specific details through classic roster records to views of the locos in service. Some have been drawn from manufacturers' records and official railway sources, others from early enthusiasts.



The standard of reproduction is excellent, and every image is fully captioned and credited.

The technical sections are enhanced with many drawings and diagrams, which go into considerable detail.

The book concludes with a comprehensive list of sources, referenced to the text.

Another standard work of reference from EK, of interest and value to both historians and modellers.

News

Information from CONTINENTAL MODELLER



New Busch HO accessories reflect current health situation

Busch have wasted little time in producing accessories which reflect the current health crisis, with a touch of humour to help lighten the situation. While it should be taken seriously, there is no need to over-react. With this in mind, Busch encourage us to stay safe and enjoy these little scenes which hopefully will soon only be remembered with a degree of amusement.



The dispute (ref.7910, £18.17)
Suddenly toilet paper became a scarce commodity – why that particularly? No doubt because no matter how bad the situation, hygiene has to be right! There was fighting over pallets and in front of shelves in the supermarket, and the police even had to intervene in drastic cases. In this set two women argue over the last large pack of toilet paper in front of an empty shelf. With two figures, a large empty shelf (ready assembled), and various sizes of suitable poster holders and advertising stands with appropriate signs.

Panic buying (ref.7911, £17.26)
Many customers tried to acquire what seemed like their annual supply in one purchase. Some of the so-called 'hamsters', protected with face masks and extra long rubber gloves, stuffed their cars to the brim. This set features a man with a shopping trolley bulging with large packs of toilet paper; it too comes with a selection of signs.

Transport (ref.7912, £25.45)
How many large packs of toilet paper do you think can be loaded into a Mercedes-Benz Vito van? With figure, vehicle, and appropriate signs.

These figures and accessories appear to have been 3D-printed rather than injection moulded in plastic (apart from the van).

They are neatly painted to a basic level of detail.

Each set includes two small printed sheets of signs (in three languages - German, French, and English), the same in each pack, though the number of signboards varies. Some assembly/removal from sprues will be required.

The sets are supplied in a standard Busch box, intended for hanging on a display dispenser; most are rather large for the items included.

Note that the appellation 'action set' does not indicate that the accessory is animated, or even that it could be, but rather that it depicts some kind of activity.

www.busch-model.com

DISTRIBUTED IN THE UK BY
www.goldenvalleyhobbies.com









New scenic accessories by Noch





Noch have released improved, even more realistic, versions of their popular high quality Nordmann firs and spruces, now with fine 'needle' foliage applied electrostatically. Each is available in a choice of three heights – 120mm, 145mm, and 185mm.



Hard foam walls for HO
These walls are ideal for enclosing gardens and fields. They are made of high-quality structural hard foam and appear extremely realistic. Four finishes are available – granite, basalt, sandstone, and natural stone. The wall height is 15mm, pillar height 22mm, and each pack provides an overall length of 1.04m. They are easy to adapt – once the pieces have been separated from the carrier plate (with a craft knife), they can be shaped either with hot air or hot water. If required, they can then be painted and weathered.



More embossed card sheets
These versatile building materials are inexpensive, easy to use, and realistically textured. They are printed in a realistic matt colours on strong card and then embossed. The card sheets are 0.5mm thick and measure 250mm x 125mm; they can easily be cut to size with a sharp craft knife. As the card is high quality, it can also be bent quite easily if required.

New finishes recently added to the range include:

HO – concrete wall with graffiti (*above*); limestone wall (*top right*).

N – brick wall (*right*); stone wall (*below right*).

www.noch.de
www.gaugemasterretail.com









New HO wagons by Brawa



Brawa have recently delivered the first examples of their brand new model of the Uerdingen 30m³ type Z (P) four-wheeled tank wagon.

In 1938 the Waggonfabrik Uerdingen received an order to develop a light-weight tank wagon with 30m³ capacity. As early as 1939, three prototypes were delivered for testing. A small intermediate batch was built in 1940, and series production began in 1941. The largest order (c,2,200) was for the Luftwaffe, and in total around 3,700 were built. In the post-war period, the wagons were used in both German states, mainly by larger oil companies but also smaller private companies as well as DB and DR, as well as in other European countries.

The models are highly accurate and are characterised by numerous details, such as added brake system components, brake shoes in line with the wheel treads, separately applied steps and walkways, and extremely fine painting and printing.

The first four releases are:

Epoch II 'WIFO' registered with the DRG, running number 921 088 [P] (ref.50001).

Epoch III 'IVG' registered with the DB, running number 5 593 879 [P] (ref.50010).

Epoch IV 'Esso' registered with the DB, running number 21 80 000 2 682-1 [P] (ref.50005).

Epoch IV 'Texaco' registered with the DB, running number 21 80 000 1 385-2 [P] (ref.50011).

The recommended price is €35.90.

Representing chemical transport of an earlier age there are further versions of the four-wheeled acid vat wagon, with open brake platform:

Epoch III type Z [P] 'BASF' DR Brit-US-Zone (ref.49315).

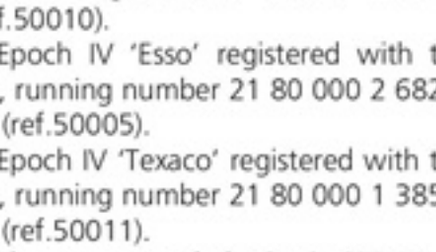
Epoch III type Rj CSD (ref.49316).

Epoch III type SZwf SNCF 'Kuhlmann (ref.48317).

Epoch III type Z [P] ÖBB 'Alpine Chemische A.G. Kufstein' (ref.49318).

Epoch IV type Z DR (ref.49319).

www.brawa.de



New edition of a classic



The Vienna type G powered trams were built in 1900 by the Grazer Waggonfabrik, and later rebuilt twice by the WStB main workshop. It was used on the first electrified routes when the last horse-drawn trams were discontinued and steam trams were still in use (until 1922).

Some of the G trams did not have a pantograph on the roof. Since electrification with overhead lines was not allowed on some roads in the city, some of the early open G trams had to be equipped with the trouble-prone and labour-intensive Siemens Halske slot system.

Despite their advanced age, the majority of the type G trams were not retired until the 1960s. They have long been part of the Vienna city scene.

These HO models have proved popular and previous batches sold out quickly. The new edition includes three typical versions. For the first time in almost ten years, the popular enclosed tram with straight glazing is available again, with three different numbers. The elegant open tram with the elaborate livery is also offered, and there are two different numbers for the distinctive variant with Kobel glazing.

All are available as static models for the showcase or as ready-to-run motorised models.

Suitable magnetic couplings can be purchased for double traction.

These models are being produced in a small batch and will only be available for a short time.

Ferro-Train / Leopold Halling
Leopoldigasse 15-17,
A-1230 Vienna, Austria.
www.halling.at

Coming next month

out 15th October



- **Neuburg – 2013**
  A station on the Rhätische Bahn brought up to date – Jim Finlayson describes the second stage of his ingenious Swiss HOm twin layout project.
- **Wild West freight depot**
  Josh Backhouse took a Peco Model Scene cricket pavilion and adapted it for use on an American HO diorama.
- **Moos ÖBB**
  Mike Roualle describes his new Austrian HO layout, an interchange between standard and narrow gauge set in a location which did not actually have a railway – but could, and should, have done!
- **SNCF X4900 *autorail***
  Jacques Poré updates a venerable Jouef HO model of a diesel railcar, a type suitable for many French layouts but not yet available as a model to current standards.
- **Isla Blanca**
  Giles Barnabe has converted and extended his freelance On30 exhibition layout for home use.

... and much more!

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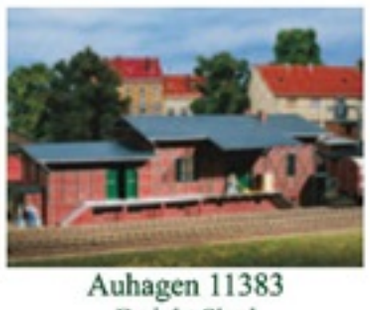


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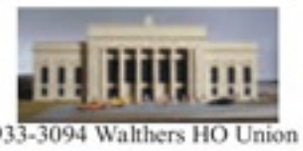
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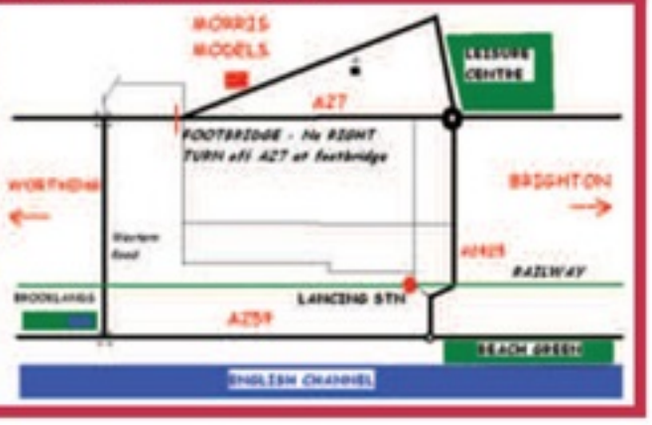
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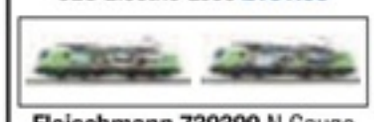
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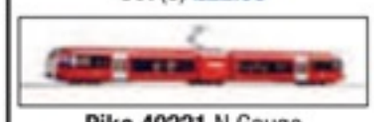
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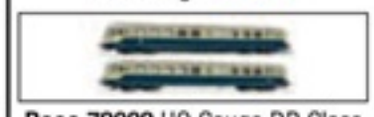
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309107 NS 2nd, blue/yellow ... £10.00
309285k NSB 2nd BS-2 26053, brown/yellow stripes ... £20.00
201206 SBB 'Grey Mouse' Rae extra coach, two tone grey ... £25.00
309162UK SBB 2nd/drivers, green ... £20.00
309189k SBB Kindergrten coach, green/graphics ... £20.00
309268k SBB 2nd, mkII, green/gold doors, later logo ... £12.00
309296k SBB 2nd Lightweight, two tone green, red doors ... £15.00
309297k SBB 2nd Rilcar Centre coach, two tone green, red doors ... £25.00
309334k SBB Bogie baggage, green, late logo ... £10.00
309365k SBB Bogie baggage, green/grey ... £10.00
309521k SBB 2nd, mkII, green/gold doors, later logo ... £14.00
309593K SBB MkII 2nd 700 yrs Schweiz (Ltd Ed Special of 1991), red/white/canton shields ... £40.00
309597k SBB MkII 1st 700 yrs Schweiz, red/white ... £20.00 (4)
309613k SBB Le Buffet Suisse, purple/grey ... £16.00
L309268k SBB 2nd, mkII, green/gold doors, later logo ... £14.00
L309320k SBB Baggage, green/grey (Velo logo) ... £10.00 (2)
L309421 SBB 1st/2nd EWII, blue/grey/yellow doors ... £18.00
309669k SBB Hupac Lorry Driver coach, light grey ... £15.00
L309385 SNCF 2nd Corail TER 'Languedoc Roussillon', silver/blue ... £20.00 (2)
L302839k DB Bauknecht 4wh LWB van, grey ... £7.00
302909k DB Bogie gravel carrier, grey ... £9.00
302223k DB cargo Bogie eaos open, red/weathered ... £6.00
HL6002 DB Cargo bogie stake with 3 x cont, red ... ~~£20.00~~ £15.00 (2)
HL6002 DB Cargo Long Bogie flat with 3 x Swapbody, red ... ~~£24.00~~ £17.50
L303194 DB Gtl 19 van mieke, grey ... £8.00
303266k DB Slidewall van, silver/brown/weather ... £9.00
303537k DSB Slidewall van, brown/weather ... £8.00
3300k NS Cargo Bogie Hopper Eaos, red ... ~~£7.00~~ £5.00
303565 OBB Slidewall van, silver/brown ... £7.00
85323 SBB 4wh tanker, grey ... £7.00 (2)
309049k SBB Bogie Eaos open, grey ... £7.00
309049k SBB Bogie Eaos open, grey/weathered ... £7.00
303302k SBB Flat with 2 x cont ... £8.00
303641k SBB Hbils Slidewall van, silver ... £7.00 (2)
303564k SBB Hbils Slidewall van, silver ... £7.00
303638k SBB Holderbank x 2 bogie hopper set ... £18.00 (2)
302291k SBB k4 van (Oelwehr) van ... £7.00

MEHANO

54322 DBAG Alstrom Lint 41 Artic DMU, red ... £135.00
19844 DB Cargo SGKkms 698 flat with 2 x DB Cargo swap body ... £15.00 (5)
58796 DB Cargo SGKkms 698 flat with DB Schenker cont ... £24.00 (2)
58793 DB Cargo SGKkms 698 flat with 2 x DB Cargo Cont ... £24.00 (2)
58791 DB Cargo SGKkms 698 flat with Hoyer Tank Cont ... £24.00
58789 DB Cargo SGKkms 698 flat with 2 x Rallon cont ... £24.00
58792 DBAG Cargo bogie flat with 2 x Nord Sud cont ... £28.00 (2)
58789 DBAG Cargo bogie flat with 2 x Rallon cont ... £28.00 (3)
17900 DBAG Falns 121 bogie hopper, Schuttgut, brown/graphics ... £15.00 (2)
18506 DBAG SGKKms 698 + 2 x MAX cont ... £15.00 (2)
19844 DBAG SGKKms 698 + 2 x DB Cargo Cont ... £15.00
19846 DBAG SGKKms 698 + 2 x WADT Cont ... £50.00
2778 EVB IN2001 (Br216), red/cream ... £50.00
58587 HHP d77 (F-mix), blue ... £85.00
7673 Thys 4 unit set, red/silver (+ub Bar Car) ... £110.00

ROCO (NEW AND SH)

43339 BAV 4515 Glasskasten 0-4-0T, green ... £70.00
63882.1 BLS Ae4/4 #251, brown (Swiss Special) ... £115.00
43710 BLS Ae6/8 #206, brown ... £130.00
63698 DB 110 365-4, blue ... ~~£65.00~~ £50.00
63430 DB 142 001-7 diesel, maroon ... ~~£70.00~~ £55.00
43271 DB 74 1006, 2-6-0T ... £55.00
63689 DB Cargo 232 800-3, red ... £65.00
43659 DB E10 27, blue ... £70.00
43636 DB E41 001, blue ... £80.00
63773 DB E94 032, green ... £110.00
63642 DBAG (ESG) 111 030-3 "Vampire" graphics ... £115.00
43619 DBAG 103 231.7, red ... £80.00
63825 DBAG 182 009-1 DHL, yellow/red ... ~~£95.00~~ £85.00
52501 DBAG 232 559-5, red (not sound) ... £80.00 (2)
67875 DBAG 290 189-0, t/b ... £60.00
63710 DBAG Cargo 150 111-3, red ... £60.00
43527 DBAG ET 491/001-4 Glasstrain, dark blue/cream + Preiser figures ... £95.00
43666 DBSG 290 023-2 (DCC Fitted) ... £55.00
73709 DR 142 004-1, maroon (not sound) ... £75.00
43704 DR 232 100-8, maroon/white stripe ... £60.00
63194 DRG 18 201 Streamline 4-6-2, green ... £135.00
63261 DRG 93 527 2-8-2T ... £80.00
43353 DRG 98 306, 0-4-0T Glaskasten ... £70.00
43188 DUWAG 2 unit Artic, cream ... £90.00
8504A DUWAG 3 Part Artic tram, red/cream ... ~~£85.00~~ £75.00 (2)
43190 DUWAG Night + Day 3 part Artic tram, blue/graphics ... £95.00
72626 FS E636.034 electric, brown ... £120.00
72322 FS E645.102 electric, brown ... £120.00
63644 FS E645.104, Artic electric, green/grey, ep/V (Ltd Ed) ... £190.00
43767 OBB 110 529-3, red/grey ... ~~£80.00~~ £75.00
43553 OBB 2045.07 diesel, orange, heavy weathered roof ... £50.00
52522 OBB 2048 030.7, diesel, orange ... £70.00
62861 RZD RE 109-017, blue/yellow stripe ... £90.00
62699 SBB 460 016-9, red/black, large logo ... £100.00
73597 SBB 482 018-9, Alpazahmer, blue/red faces ... £120.00
43698 SBB Ae6/6 #11423, red/chrome bands ... £90.00
43508 SBB Be4/6 #12320, brown ... £80.00
73944 SBB Cargo INT 193 469, multi colour (DCC sound) ... £150.00
44014 Bavarian set 4 x short 4wh coach, lined green ... £55.00
44580 BAV 1st/2nd bogie coach, lined blue ... £50.00
44583 BAV Bogie baggage, lined green ... £50.00
44812 BAV Short 4wh baggage, lined green ... £12.00
45418 BAV 2nd/3rd, 6wh, lined green ... £30.00
45418 BAV 6wh 2nd/3rd, lined green ... £22.00
45450 BBO 1st/2nd Pikes ep/II, green ... £22.00
45452 BBO 2nd Pikes, ep/II, green ... £22.00
45034 BBO 3rd, recess door, green ... £20.00
44476 BLS Bogie short bagagge, blue/dark cream ... £18.00 (4)
44770 BLS 1st mkIV, Blue/cream ... £30.00
44868 BLS Bogie baggge, green ... £25.00
45195 BLS Bogie baggage, blue/cream ... ~~£25.00~~ £19.00 (3)
45195 BLS Bogie baggge, blue/cream ... £25.00
45196 BLS Bogie baggage, blue/cream ... £20.00
74390 BLS 1st mkIV, blue/cream ... £30.00
74391 BLS 2nd mkIV, blue/cream ... £30.00 (2)
74393 BLS baggage mkIV, blue/cream ... £30.00
42390 BLS 2nd mkII, blue/cream ... £18.00 (2)
44598 CFL 2nd/DEV, green ... £22.00
4201 DB 2nd 4wh gondola ends, green ... £10.00
4202 DB 1st/2nd 4wh gondola ends, green ... £10.00
4203 DB 1st 4wh gondola ends, green ... £10.00
4216 DB 2nd/Baggage 6wh convert, green ... £15.00
4289 DB 1st, Pikes, green ... £12.00 (2)
4290 DB 2nd, Pikes, green ... £12.00
4291 DB 1st/2nd, Pikes, green ... £12.00 (2)
4293 DB Baggage, Pikes, green ... £15.00
44211 DB 1st/2nd 4wh, gondola ends, green ... £12.00
44250 DB EB85 2nd 6wh, centre coach for railcar, maroon ... ~~£10.00~~ £7.00
44253 DB 2nd, 6wh maroon/cream stripe (used with railcars) ... £15.00
44395 DB TEN sleeper, maroon, 1:100 ... £12.00
44445 DB Pikes works coach, yellow ... £15.00
44449 DB Baggage Pikes, green, ep/II ... £15.00
44456 DB Bogie baggage, recess door, green, ep/V ... ~~£20.00~~ £18.00 (2)
44506 DB 1st 6wh, clerestory, green ... £15.00
44509 DB Post 6wh, green ... £16.00
44548 DB 1st, recess door, green, ep/II ... £16.00
44549 DB Bogie baggage, recess door, green, ep/II ... ~~£20.00~~ £18.00 (2)
44550 DB 2nd, recess door, green ... ~~£15.00~~ £14.00 (4)
44552 DB 1st/2nd, recess door, green, ep/V ... ~~£20.00~~ £18.00
44592 DB Aux Baggage, green ... £16.00 (2)
44651 DB 2nd, t/b ... ~~£20.00~~ £18.00 (2)
44651 DB 2nd/open, t/b ... £20.00 (5)
44653 DB 1st/corridor TEE, red/cream Eurofima ... £20.00
44671 DB 2nd, centre entrance, orange/grey, S-Bahn ... ~~£24.00~~ £18.00 (2)
44683 DB 2nd, centre entrance, t/b ... ~~£22.00~~ £20.00 (3)
44684 DB 1st/2nd, Centre entrance, t/b ... ~~£22.00~~ £17.00 (5)
44685 DB 2nd/Drivers, centre entrance, t/b, 1:87 ... ~~£24.00~~ £19.00
44746 DB 2nd t/b ... £20.00
44803 DB Pikes work coach, green ... New ~~£18.00~~ £14.00 (4)
44832 DB 2nd/Post 4wh, green, ep/II ... £12.00 (2)
44841 DB TEN sleeper, blue/cream roof ... ~~£24.00~~ £19.00 (4)
44841 DB TEN sleeper, blue/white roof ... ~~£25.00~~ £19.00
44900 DB 2nd/Touropa, green, ep/V ... ~~£22.00~~ £16.00 (2)
44923 DB 1st/corridor, blue/grey (Pop livery) ... ~~£20.00~~ £17.00
44926 DB 2nd/Corridor, Hapag-Lloyd Tours, t/b ... ~~£20.00~~ £18.00
45068 DB Bogie baggage, green/grey, ep/V ... ~~£20.00~~ £15.00
45249 DB 2nd, two tone pink/grey ... £20.00
45349 DB works recess door, maron, ep/II ... New ~~£20.00~~ £15.00
45662 DB 2nd, recess door, green, ep/II ... £22.00
45663 DB Bogie baggage, ep/II, green ... ~~£25.00~~ £22.00
64408 DB 1st TEE Rheingold, red/cream ... £25.00
4214A DB 885.003-4 6wh EMU centre coach, maroon ... ~~£10.00~~ £7.00
4214B DB Deutsche Wrinstrasse 6wh 2nd, blue/cream ... £12.00 (6)
4236B DB 1st/Corridor TEE, red/cream 1:100 ... £12.00
42489A DB 2nd Pikes, green, ep/II ... £15.00 (2)
4250D DB 2nd Bogie convert, green/light green stripe ... £12.00
42525 DB 1st/2nd bogie convert, green ... £12.00
4254S DB 2nd/baggage bogie convert, green ... £12.00 (2)
42905 DB 1st Pikes, green, ep/II ... £15.00
42915 DB 1st/2nd Pikes, green, ep/II ... £15.00
42925 DB 1st, Pikes, green ... £15.00
44206A DB 2nd 6wh Clerestory with brake hut, green ... £12.00
44232A DB 2nd, recess door, green ... £20.00 (3)
44233A DB 1st/2nd, recess door, green ... £20.00
44235A DB Baggage,recess door, green ... £20.00 (2)
44309A DB Works 6wh 2nd/Baggage, blue ... ~~£10.00~~ £9.00
4554D DB 2nd/baggage bogie convert, green/light green stripe ... £12.00
54234A DB 2nd, t/b ... £18.00
DB 1st, t/b 1:87 ... ~~£20.00~~ £15.00
DB 1st, t/b 1:87 ... ~~£20.00~~ £15.00
DB 1st/2nd, silverfish, black skirt, ep/II ... £28.00
DB 2nd, silverfish, black skirt, ep/II ... £28.00
DB 6wh works coach, blue ... ~~£20.00~~ £16.00
44672 DBAG 2nd Drivers S-Bahn, orange/grey ... ~~£38.00~~ £30.00
44757 DBAG Restaurant, two tone pink/grey, 1:100 ... £25.00 (2)
44792 DBAG 1st/corridor, two tone blue/grey ... £22.00 (2)
44792 DBAG 1st/corridor, two tone blue/grey, 1:87, Eurofima ... ~~£25.00~~ £18.00 (3)
44795 DBAG 2nd Gesellschaftswagen, two tone blue/grey ... £22.00
44916 DBAG Autozug coach, red/grey ... ~~£30.00~~ £22.00
45045 DBAG 2nd/corridor, ICE colours ... £25.00 (2)
45046 DBAG 1st Bord Bistro, ICE colours ... £26.00
45049 DBAG 2nd/Snackpoint, red/grey stripes, 1:87 ... ~~£25.00~~ £18.00 (2)
45050 DBAG 1st/Bistro Cafe, two tone blue/grey ... £24.00
45051 DBAG 2nd/open, two tone blue/grey ... £22.00
45052 DBAG 1st, two tone blue/grey ... £24.00 (2)
45052 DBAG 1st/Bistro Cafe, two tone blue/grey ... £22.00
45053 DBAG 2nd/Corridor, two tonebluе/grey ... £22.00
45065 DBAG 1st/2nd Nachtzug sleeper, red/grey ... ~~£28.00~~ £25.00 (2)
45174 DBAG 1st, Vampire, 1:100 ... New ~~£25.00~~ £18.00 (2)
45231.2 DBAG 2nd, ICE colours ... £25.00
45235 DBAG 1st, VAmpire, blue/grey ... £25.00
45256 DBAG 1st Eurofima, two tone pink/grey ... £20.00
45268 DBAG 1st, red/grey Eurofima ... £25.00 (2)
45273 DBAG 2nd/Snackpoint, red/grey ... £25.00
45278 DBAG 1st/Bord Restaurant, ICE colours ... £28.00
45286 DBAG 2nd, D Deck, green/grey ... ~~£28.00~~ £18.00
45343 DBAG Cargo drivers coach, red ... ~~£30.00~~ £18.00
45474 DBG Kombiverkehr for rolling road, light grey ... £25.00
45485 DBAG 2nd/drivers two tone green/grey ... ~~£35.00~~ £32.00 (7)
64423 DBAG 2nd (Nacht Zug), red/grey/bicycle ... £28.00
64766 DBAG Sleeper, red/grey ... £28.00
64900 DBAG 2nd/ Touristik, blue/yellow/graphics ... £35.00
DBAG 2nd/baggage, two tone pink/grey (passengers) ... £22.00
44026 DR 2nd 4wh gondola ends, green ... £12.00
44227 DR 4wh 2nd, gondola ends, green ... £10.00
44863 DR 2nd/3rd 6wh green ... £15.00
44998 DR baggage, 4wh, green ... £14.00
45453 DR 1st Pikes, green, ep/V ... ~~£15.00~~ £10.00
45510 DR 1st, green/cream/brown roof ... £28.00
45677 DR 1st, recess door, green, ep/II ... ~~£25.00~~ £22.00
45678 DR Bogie Packwagen, green ... £22.00
44510 DRG POST 6wh, clerestory, green ... £15.00
44530 DRG 1st/2nd, recess door, green ... ~~£18.00~~ £12.00
44531 DRG 2nd/3rd, recess door, green, 1:87 ... ~~£15.00~~ £12.00 (3)
44541 DRG 6wh Baggage with Cupola, green ... £20.00
44825 DRG 4wh 3rd, gondola ends, green ... ~~£15.00~~ £10.00
44833 DRG 2nd 4wh green ... £12.00
44855 DRG 3rd 6wh, gondola end, green ... ~~£15.00~~ £10.00 (3)
44863 DRG 2nd/3rd 6wh green ... £15.00 (2)
45448 DRG Pikes Post/baggage, green ... ~~£18.00~~ £12.00
45477 DRG 3rd 6wh, gondola end, green ... New ~~£20.00~~ £12.00
45584 DRG 1st/2nd Bogie Munchen, green ... ~~£30.00~~ £22.00
64569 DRG 2nd, Recess door, green ... £27.00 (2)
64571 DRG 3rd, recess door, green ... £27.00 (3)
42010 DRG 3rd 4wh gondola ends, green ... £10.00
42898 DRG Pikes 3rd, green ... ~~£15.00~~ £10.00
64752 DSB TEN sleeper, blue ... ~~£25.00~~ £22.50
42905 DSG Sleeper, Pikes, maroon ... £15.00
44906 Euro-Express, maroon/cream stripes ... £28.00
44700 FS 3rd, recess door, green, ep/II 30-690 ... ~~£25.00~~ £22.50
44703 FS 1st Compartment coach, grey/copper finish windows ... £30.00
44707 FS 2nd Compartment coach, grey/copper finish windows ... £30.00
44772 FS 1st/Corridor, grey ... £25.00
45043 FS 2nd/Corridor, Eurofima, orange ... £22.00
45218.1 FS 1st/Eurofima, green/grey ... £30.00
45431 FS 1st/Baggage, green/grey ... ~~£30.00~~ £27.00
45615 FS TEN sleeper, blue/white stripe, white roof ... £30.00
45633 FS 1st/Restaurant, grey/green ... £30.00
64038 FS 2nd/Corridor, maroon/grey ... £30.00
64611 FS 1st/2nd/Corridor, maroon/grey ... £30.00
64753 FS 1st/2nd Treno Notte, blue/stripes ... £30.00
64768 FS TEN sleeper, blue/silver roof ... £30.00
FS 1st, maroon/grey 51 83 22 80 003-3 ... ~~£30.00~~ £24.00 (2)
45570 KPEV 2nd/3rd 6wh, green/brown ... £18.00
45571 KPEV 3rd 6wh, brown ... £18.00
45572 KPEV 3rd 6wh, brown ... £18.00
45573 KPEV 4th 6wh, grey ... £18.00
64760 NS TEN sleeper, blue/cream stripe ... New £30.00
44487 OBB Lightweight, orange/cream ... £15.00
44864 OBB 2nd/Corridor 4wh baggage, green, reversing lights ... £35.00 (2)
44865 OBB 1st/Eurofima, red/black ... £28.00 (4)
44850 OBB 2nd JAFFA, orange/cream ... £28.00 (2)
44850.1 OBB 2nd JAFFA, orange/cream/grey roof ... £28.00 (2)
44851 OBB 1st JAFFA, orange/cream/cream roof ... £28.00 (2)
44866 OBB 2nd 6wh gondola ends green ... £14.00 (2)
45521 OBB 2nd centre entrance, orange/cream ... £30.00
45835 OBB 2nd/corridor, two tone grey/red, tail lights ... £25.00
64588 OBB 4wh 2nd, gondola ends, green ... £22.00
64589 OBB 4wh 2nd, gondola ends, green ... £22.00
64671 OBB 1st lightweight, green ... £25.00
64760 OBB Bdmpoz 2nd/baggage, green ... £28.00
64781 OBB 2nd Bmpz, orange/cream ... £25.00
74487 OBB "Shunting" 4wh baggage, green reversing lights ... £35.00 (2)
54236A OBB 1st/Corridor, orange ... £20.00
9408 SBB EWII Interregio proto type, blue/black/yellow ... £40.00
44269 SBB 2nd/Family, green/grey Childrens Faces, 1:100 ... £18.00
44298 SBB 3rd heavyweight, green #8809 ... £25.00
44320 SBB 1st mkII, two tone grey/pink stripe ... ~~£20.00~~ £18.00 (3)
44329 SBB 1st mkII, green, late logo ... £20.00
44329 SBB 1st mkII, green/gold doors, modern logo ... £20.00
44330 SBB 2nd mkII, green, early logo ... £20.00
44333 SBB Bogie Baggage, late logo, green ... £18.00
44334 SBB Bogie baggage, green/grey ... £15.00
44336 SBB 2nd mkIV, green/grey 1:100 ... £16.00 (3)
44337 SBB 1st/2nd mkII, green/gold doors, modern logo ... £20.00
44337 SBB 1st/2nd, mkII, green ... £22.00
44339 SBB 1st/2nd mkII, blue/grey/red doors (for railcar) ... £25.00 (4)
44358 SBB Sleeper, blue/maroon + stars, 1:00 ... £20.00 (2)
44439 SBB 1st/2nd NPZ, blue/grey/yellow doors ... £25.00
44466 SBB 3rd heavyweight, green #8754 ... £25.00
44466 SBB 3rd, heavyweight, green, LIT ... £25.00
44471 SBB 2nd mkIV, green/grey 1:100 ... £16.00
44472 SBB 2nd, mkIV, Childrens (Tedy Bear) 1:100 ... £16.00
44473 SBB Restaurant, Panto, mkIV, red/grey, 1:100 ... £20.00
44495 SBB 1st/diner, heavyweight, brown ... £26.00
44655 SBB 1st/Eurofima, orange ... £20.00
44768 SBB 1st/Panorama, white/grey ... £48.00
44769 SBB 1st Panorama, two tone grey/white ... £45.00
44874 SBB 1st/heavy weight, green, early logo ... £25.00
44892 SBB 2nd/Drivers mkIV, green/grey/red face ... £48.00 (2)
44976 SBB 2nd/corridor, blue ... £28.00
45108 SBB 1st mkII green (old logo) ... £22.00
45109 SBB 1st mkII, green (old logo) ... £22.00
45189 SBB Bogie baggage, green/grey ... £18.00
45193 SBB Baggage, green/grey ... £25.00
45193 SBB Bogie baggage, green/grey ... £25.00
45194 SBB Baggage, green/grey ... £25.00
45460 SBB 1st D Deck, white/blue/red doors ... £48.00 (2)
45461 SBB 1st/Bagg D Deck, white/blue/red doors ... £48.00
45462 SBB 2nd D Deck, blue/white/red doors ... £60.00 (5)
45462 SBB 2nd D Deck, white/blue/red doors ... £48.00
45462.1 SBB 2nd D Deck, blue/white/red doors ... £60.00 (3)
45462.2 SBB 2nd D Deck, blue/white/red doors ... £60.00 (2)
45464 SBB 2nd D Deck, white/blue/red doors ... £48.00
45464.1 SBB 2nd/drivers D Deck, blue/white/red doors ... £75.00
45468 SBB 2nd/drivers D Deck, blue/white/red doors, Dinosaur graphics ... £80.00
45469 SBB 2nd/drivers D Deck, blue/white/red doors, Moon graphics ... £80.00
45470 SBB Elsevtino Food, blue/white/red doors ... £80.00 (2)
45470 SBB Eviletino/2nd D Deck, white/blue/red doors ... £50.00
64027 SBB TEN Sleeper x 2 set, blue (early logo) ... £50.00
64365 SBB Bogie post, green #939 ... £24.00 (2)
64770 SBB TEN sleeper WLAm, blue ... £30.00
64851 SBB 2nd D Deck, white/blue/red doors ... £48.00
64852 SBB 2nd/Drivers D Deck, white/blue/red doors ... £65.00
67184 SBB 2 x 4wh Post coach, green, #309+390 ... £50.00
67839 SBB 1st mkIV, green/grey 1:100 ... £18.00
67841 SBB 2nd mkIV, green/grey, 1:100 ... £18.00 (2)
4238D SBB 2nd, mkII, green, late logo ... £20.00 (4)
44200B SBB 3rd Heavyweight, green ... £22.00
44201A SBB 1st mkIV, green/grey 1:100 ... £16.00 (2)
44227A SBB 2nd mkIV, green/grey 1:100 ... £16.00
54234A SBB 2nd/corridor Coudhette, blue ... £20.00
Stalber SBB Le Buffet Suisse, mkIV, purple/grey, 1:100 ... £25.00
SBB 2nd mkIV, green/grey ... £28.00
SBB 2nd/drivers, D Deck, white/blue/red doors ... £65.00
SBB TEN Sleeper, blue (Early logo) ... £24.00 (2)
SBB TEN Sleeper, blue/cream stripe ... £24.00 (2)
45416 Schwarz 6wh coach, light grean ... £16.00
45649 SJ 3rd Pikes, brown ... £22.00 (2)
64493 SNCB 1st/Corridor Eurofima, grey/blue/red ... £30.00
44350 SNCB 1st/Eurofima, silver/blue/red ... £30.00
44610 SNCF 1st DEV, green ... £20.00
44611 SNCF 1st DEV, green/grey ... £20.00
45730 SNCF 1st/Eurofima Corail, two tone grey/orange doors ... £30.00
4222C SNCF 2nd Bruhat centre entrance, blue/green ... £18.00 (4)
45202.2 SNCF 2nd DEV, green/grey ... £28.00
44608 SNCF 2nd DEV, green/silver ... £20.00
45113 SNCF 2nd/Corridor/Eurofima, grey/silver ... £30.00
45113.1 SNCF 2nd/Corridor/Eurofima, grey/silver ... £30.00
44601 SNCF 2nd/couchette, DEV, green

CONTI KITS

STRICTLY MAIL ORDER

Continued from the previous page

23989 BAV LWB 4wh cattle wagon, green £20.00
24045 BAV wine barrel wagon, Castell (Profi-club 2004) £25.00
24082 BAV Stein beer van with brake hut, white (Profi-club 2007) £18.00 (2)
24086 BAV Milk vn, white (Profi-club 2009) £24.00
24100 BAV stock van, green £24.00
24102 BAV Lowenbrau beer van with brake hut, white £24.00
24103 BAV Auerbrau van with brake hut, white £20.00
24103 BAV Auerbrau van with brake hut, white £24.00 (2)
24301 BAV Gs Spirit car with brake hut, grey/green £18.00
24305 BAV Guards van, green £20.00
24308 BAV OLEX BP 4wh tank with brake hut, gay £12.00
24310 BAV 3 x wine barrel wagon, Castell £22.00
24311 BAV covered open wagon + lorry, Castell Set £30.00
3264k BAV wood lowside, Ragensberg, green £12.00
23639k BAV wood lowside, with brke hut £12.00
3567k BAV Short 4wh two plank open, green £12.00
3617k BAV 4wh tanker with brake hut, grey £14.00
23663 DB Artic Car Carrier (old metal construction) £15.00 £12.50 (3)
23875k DB Lowenbrau van, turquoise £12.00
24031 DB Gr20 van X2 with packing case load £38.00
24050 DB lidded wagon with brake hut, track cleaner £18.00
24052 DB 4wh stake with load ..... ~~£20.00~~ £15.00
24108 DB (EBV) 3 x side dump hopper set, brown ..... ~~£55.00~~ £45.00
24344 DB long bogie lowside £18.00
23997k DB Gondola van, green, ep/II £15.00
92005 DB Bogie stake with brake hut £16.00 (2)
24069 DR/DB 5 x steel coal open (early 1950s) set £75.00
24350 DRG 2 x 4wh tanker set NITAG + DEROP ..... ~~£32.00~~ £27.50
23934 DRG 3 x long bogie coal hoppers, brown/weathered £75.00
361851 DRG Lederbrau Beer van with brake hut, cream £15.00
23923 DRG Meret C Bolle van, cream £15.00
3605k DRG OLEX BP 4wh trk with brake hut, yellow £12.00
24310 DRG Wine wagon (3 barrel) with brake hut £17.00
24033 Grundig van + lorry (Museum set 2003) £20.00
24081 LYRA wagon +van (Museum set 2007) £20.00
23916 Royal Bavarian Freight train, 5 x wagon + lorry + loads £85.00
24004 Scholler van + lorry (Museum set 2004) £20.00
23913 Illurt Gefellchaft Ulm beer van, cream £16.00

MARKLIN 2 RAIL

45250 BAV 3 x beer van set £75.00
46020 BAV 3 x medium open set, green £42.00
46074 BAV Dallmayr 4wh special open, cream/blue (2002 wagon) £15.00
43989 BAV Guards van, green £20.00
44563.003 CFL x 3HBIS van, silver/turquoise roof £35.00
38880 DB 044 534-6, 2-10-0 (Marklin) £115.00
94059 DB Museum set Freiherlich van + wagon (Brewery), epI £30.00
4515 DB Set 4 x 4wh flat with 40' cont loads £58.00
4736 Deutsche Bundespost van w4wh, LWB, green £10.00 (3)
46601 DRG 3 x Gas Tank wagon, grey (for heating/lighting coaches) £16.00
46828 DRG Gantar Beer van with Brake hut + heavy haul lorry trailer £27.00
48604 Intermodel 2004 Museum beer van (Dortmund), cream £12.00
43981 PFALZ Bahn palatine Branch set, 2 x coach + 2 x wagon £70.00
3336 SBB Ae6/6 geneve, red £110.00
84735-2 SBB Hbils slidewall van, Coop graphics £15.00 (2)
4735-954 SBB Hbils slidewall van, Heidland graphics £15.00
4735-921 SBB Hbils slidewall van, Hurlimann, red/white £15.00
84735-12 SBB Hbils slidewall van, PEPSI £15.00 (3)
84735-14 SBB Hbils slidewall van, SIHL + EIKA, red £15.00 (2)
4735-911 SBB Hbils slidewall van, SIHL Paper, white £15.00 (2)
4735-932 SBB Hbils slidewall van, Wallser Beer, white £15.00
8163 SNCB 1602 electric, yellow/blue £65.00
3152 SNCB 1605 electric, blue £65.00
3459 SNCB 8002 0-6-0 diesel, green/yellow £70.00
46743 Illurt 3 barrel wine wagon £18.00
48808 Illurt 4 x wagon set (+ Illacker Trailer load) £65.00 (2)
45101 Illurt 6 x wagon set (Gleilinger Grade) £80.00 (2)
45102 Illurt 6 x wagons set £95.00

See us at the following events: due to the current uncertainty surrounding public gatherings please check website for up to date information on shows.

4210 Wurt Bogie 2nd/3rd #2455, green £20.00
4214 Wurt Bogie 4th #3839, grey £20.00
48293 Wurt Dinkelacker beer van, cream £14.00
Marklin Wurt Floster Brau Beer van, cream £12.00
48851 Wurt Heizwagen, green £16.00
48281 Wurt ZAHN beer van, cream £14.00
1996 Wurt Franck van, red £15.00
1997 Pfalz Saenffish beer vann cream/blue £15.00
1999 Baden Metzger wine van, white £15.00
2002 BAV special van Dalmaye £18.00
2003 WBJ 3 x barrel wagen £18.00
2008 Knorr 3 x cont wagon, blue £18.00
2009 Stake wagon with VW Combi + trailer (Surf) £25.00
1992 Wurt 4wh tanker, silver + wagon £20.00
1993 Wurt L Wackler van + lorry (+ load) £20.00
1994 Wurt Genossenschafts Beer van + lorry + barrels £22.00
1996 Wurt Salach Papier van + lorry £20.00
1998 DRG Gaisser van + lorry £20.00
1999 DRG van + lorry £18.00
2000 Wurt long bogie coal hopper + Leonhard Weiks lorry £28.00
2001 Wurt Schuler long bogie stake + machine part load £28.00
2003 DRG Carl Stahl open with cable load + lorry £24.00
2004 Goppinger Gas tank wagon + lorry £25.00
2005 DRG Samen Zentrale van + lorry £22.00
2006 Kaiser Beer 3 x cont wagon + lorry with load £25.00
2008 DB wine ESSIG wagon + lorry £22.00
2011 DB GEBR Bader van + lorry load £25.00

VITRAINS

1001 FS Trenc ME Minuetto Artic EMU, cream/blue/turquoise £235.00
1080 FS x 3 set, 2 x 2nd + Pilot/2nd with rear lights, XM/PR livery (factory lights) £160.00
2001 FS E464.177 XM/PR livery, ep/II £125.00
2147 FS E464.566, XM/PR livery ep/II (No Motor) £75.00
2164 SNCB 1604 electric, blue/yellow stripe £120.00
3009 FS XM/PR D Deck 2nd/Driving trailer, XM/PR, green/grey/blue doors £55.00
3081 FS MDVE 2nd, XM/PR livery and regional service (factory lights fitted) £48.00 (2)
3082 FS MDVE 1st, XM/PR livery and regional service (factory lights fitted) £48.00 (2)

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ATHEARN GENESIS

91507 BNSF GP60M #122 (Warbonnet), red/silver £40.00
89315 C+NW 50' Box car, turquoise/grey panels #717078 ..... £10.00
96774 CN RS-3 #3024, green/yellow stripes £50.00
8061 CONRAIL SD-50 #6809, blue/weather £38.00
7997 GP38-2 #5575, black £40.00
8048 NS SD50 #6516, black £45.00
8049 NS SD50 #6517, balck £45.00
89874 Penn Central SD40, black #6277 (DC fitted) £52.00
G22528 Rio Grande F3A + F3B passenger set, orange/grey (DCC ready) £185.00

ATLAS

8702 SF Alco S-2 #2352, blue/yellow £35.00
8828 UP Alco S-3 #1290, yellow £35.00
8757 MILW Rd S-4 #817, orange/black £35.00
8260 CSX U23B #3243, weathered £35.00
8650 CONRAIL GE U23B #2751, blue £35.00
9264 Southern SD35 High Nose #215k £45.00
9975 Southern MP-15DC #2409, black £50.00

ATLAS MASTER (DECODER EQUIPPED)

9525 Rio Grande H15-44 #151, black £60.00
9223 Jersey Central SD35 Low Nose #2504, black £50.00
9585 Rio Grande H15-44 #151, black/yellow £50.00

ATLAS WAGONS

1014-1 ACF Demonstrator #1 Coalveyor, white £15.00
20001836 B+A 50' Single Door Box, red/white/blue £10.00
20000247 B+M Evans Gondola #9001, black/weather £10.00
1600 B+O GSC Pulpwood Flat, open ends, wood load (Special repaint) £14.00 (6)
1603-5 C+O Pulpwood flat #81750, wood load £14.00
20003106 Chicago + Illinois Mid #273 EV Caboose, green £16.00
1310-1 Chicago Central #199049 St Cupola Caboose, black/yellow £16.00
6307-5 Conrail NE-6 Caboose #23866, green £15.00
1902-1 Cotton Belt #40 EV caboose, brown £17.00
1612-1 D+H GSC Pulpwood Flat,#8021, wood load £14.00
1005-20 Dairyland Power Coop #169 Coalveyor, black/blue £14.00
1005-24 Dairyland Power Coop #199 Coalveyor, black/blue £14.00
20003601 Family Lines (CSR) NE-6 caboose #1079, red £16.00
1608-1 FRISCO GSC Pulpwood Flat #4304 ..... £12.00
6123-2 HM Noack 36' Wood Reefer #3117, yellow £15.00
1980-1 Hooker #32035 ACF 3-Bay Cyl Hopper £16.00
1616-1 ILL Cent Gulf Flat #101367, wood load £14.00 (2)
20001727 Invista #207320 ACF 25500 Gal Tank Car, blue/grey £15.00
1849-2 JC PS-2 Cov hopper #846, grey £10.00
11356 JC TM Cupola Caboose, #91539, red/white £12.00
20002717 Kartsbrau beer 40' Wood Reefer #3215, yellow £15.00
20000253 Maine Central Evans Gondola #1123, green £10.00
6245-1 Minnesota Com #2003B1 17600 gallon tank £16.00
6314-2 NH #C-681 NE-6 Caboose, black £16.00
6113-1 Nickelplate 36' Wood Reefer #300, yellow £15.00
20001466 Northern Refrig 40' Reefer #6399, yellow £15.00
1018-1 NPPX Rotary End #1400 Coalveyor, black/yellow £14.00 (2)
1407-1 NS 3 Bay Centreflow Hopper #251080, grey £14.00
1407-2 NS 3 Bay Centreflow Hopper #251133, grey £14.00
6114-2 Nudkoll Packing Co #101 36' Wood Refrig Car, yellow £15.00
1559-4 Olin-Mathieson #19441 17360 Gal Tank Car, blue £15.00
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1997-1 RF+P #905 EV Caboose £18.00
20001810 Rio Grande 50' GARX Plug Door Box Car, orange/silver £12.00
20002725 Schmidts 40' Wood Reefer #3454, yellow £15.00
1610-3 Seaboard Coastline GSC Pulpwood Flat #670 283 ..... £12.00
1606-2 SF GSC Pulpwood Flat,#92995, wood load £14.00
6136-1 Swift Premium Bacon Reefer #1860, orange £15.00
1006-19 Unitrain Service Iowa Power #448, black/green £14.00
1006-22 Unitrain Service Iowa Power #483, black/green £15.00
6121-1 Wescott+Winks 36' Wood Reefer #1043, yellow £15.00
6138-1 Wescott+Winks 36' Wood Reefer #1055, yellow £15.00

BACHMANN

60302 SF GP40 #3501, yellow/blue (DCC/DC) £35.00
61108 NS GP38-2 #5612, black/white (DCC/DC) £35.00
64301 SF FTA, red/silver (DCC sound) £78.00
64701 CN ALCO FA2, green/yellow (DCC sound) £78.00
64702 NYC ALCO FA2, black/grey (DCC sound) £75.00
65601 PRR GP7, black #8809 (DCC sound) £75.00
65609 JC GP7, green/yellow #1523 ..... £75.00
50904 C+O 2-8-4 #2724 (DCC) £65.00

BROADWAY LTD

1324 Austin + Texas Central LH Alco RSD-15 #442 ..... £150.00
062 NYC JE 4-6-4 #5395, Big Four, (DCC sound) £176.00
109 PRR USRA Light 2-8-2 #9627 (DCC sound) £135.00
141 NP SW7 phI #112, black/yellow (Sound) £95.00
2628 SAL NWZ #1410, orange/black (DC+DCC sound) £98.00
740 Chicago + E. Illinois E7A #1101, blue/orange stripe £125.00
646 CNJ SW7 #1081, blue (pro repaint), Sound £90.00
1473 GACX 5376' Wood Express Refrig car MKT 2 car set, Pullman, green £34.00
1475 GACX 5376' Wood Express Refrig car NC+STL 2 car set, Pullman, green £34.00
1476 GACX 5376' Wood Express Refrig car NKP 2 car set, Pullman, green £34.00
6012 MILW Track Mobile (DCC) £45.00
O72 NYC JE 4-6-4 #5331, block Letters (Sound) £175.00
217 NYC/P+LE H-9D, 2-8-2 #9513 (Sound) £135.00
O51 PRR M1a #6735 ..... £195.00
2164 USRA Heavy Mikado 2-8-2 (Paragon 2 Sound/DC/DCC) £165.00

BROADWAY BLUELINE

5064 CP Ge AC6000 #9801, red (DC sound/DCC ready) £135.00
5018 C+O T-1 2-10-4 #3023 (DC sound/DCC ready) £148.00

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5093 AT SF #815 RSD-15 low hood Zebra stripe £135.00
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INTERMOUNTAIN

49965-02 NKP USRA 2-8-4 #740 ..... £125.00
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49013S RI EMD F7A, orange/green (Sound) £110.00 (2)

KATO

37-6360 CEFX SD90/43MAC #118, red (DCC) £78.00
37-6347 CP SD90/43MAC #9120, red £75.00
37-6344 CSX SD80MAC #801, blue/grey £70.00
37-11A Southern NW2 #6504, black/grey stripe £40.00
37-1011 SP NW2 #1319black/orange £45.00
37-1010 SP NW2 phI #1313, black/orange £45.00
37-1714 SP SD45 #7514, grey £50.00
37-110 UP NW2 phII #1006, yellow/grey £40.00
37-2505 UP RS-2 (unnumbered), yellow/grey (Lenz DCC) £50.00

MTH

85-2014-0 Santa Fe F-3A, red/silver (DCC fitted) £75.00
85-2013-3 NYC F-3A, black/grey £50.00
81-94003 Miller R-40-2 Woodside reefer, red/graphics £18.00

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589 Reading T1 4-8-4 #2102, Iron Horse Ramble (Sound) £175.00
342 D+RGW ALCO PA2, California Zephyr, 630-1st (Sound DC/DCC) £165.00
598 Reading T1 4-8-4 Chessie Steam Special #2101, black/orange/yellow £245.00

PROTO 2000 HERITAGE

920-32001 AT&SF 2-8-8-2 #1794 (Sound) £198.00
30028 USRA 2-8-4 #505 Virginian £145.00
30029 Virginian #508 USRA 2-8-4 ..... £135.00

PROTO 2000 (BLUE BOX)

8106 AT+SF GP20 #3167 DCC fitted, blue/yellow £48.00
30528 BN GP18 #1990 DCC fitted, green £48.00
21634 BN GP9 #1949 DCC fitted, green £48.00
30545 BNSF #8720 GP60, blue/yellow £45.00
23031 C+NW GP7 #1558, DCC fitted, yellow/green £48.00
23030 CB+Q GP7 #267 DCC fitted, black £48.00
8848 CN SW9/1200 #7001, green/yellow £35.00
232842A CN USRA 0-8-0 #8400 (Special) £110.00
8015 CONRAIL E8/9 #4020, black/yellow £45.00
23582 D+RGW #5103 GP7, black/yellow £45.00
21673 D+RGW #601 PA (Dynamic Brakes + Mars Light), blue/yellow £52.00
920-67202 D+RGW USRA 2-8-8-2 #3508 ..... £135.00
23017 FEC GP7 #620 DCC fitted, red/yellow £48.00
23723 GM+O #661 S1, purple/grey £45.00
23583 GN #608 GP7, orange/green £45.00
23206 IC #4001 E6A with Mars Light, brown/yellow £52.00
30209 L+N FA2 #306 w/o dynamic brakes, black £40.00
23249 L+N GP7 #514 DCC fitted, black/yellow £48.00
LH FA1 #548 + FB1 #549, maroon £80.00
30520 MP #4815 GP18, green/grey £45.00
23258 MP GP7 #4252 DCC fitted, blue/grey £48.00
21680 MP PA #8002 with Mars Light, blue/grey £45.00
920-40107 NH PA without Mars Light #0769, orange/black £45.00
23591 NKP #402 GP7, black/yellow £45.00
23591 NKP GP7 #402 DCC fitted, black/yellow £48.00
23594 NP GP7 #555 DCC fitted, yellow/green £48.00
920-60002 PRR 2-10-2 #8263 ..... £125.00
920-60003 PRR 2-10-2 #8360 ..... £125.00
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2112 SP E7A #6000 w/Mars light, red/orange (DCC fitted) £55.00
21622 SP PA #6043, grey/red (DCC Fitted) £55.00
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23277 UP E6 #997 with Mars light, yellow £45.00
21625 UP PA #600 w/Mrs light + dynamic brakes, yellow £40.00
30029 VGN USRA 2-8-4 #508 ..... £125.00

PROTO 2000 (GREY BOX)

31401 ACL #975 U30B, black/yellow (Sound) £85.00
920-40101 AT+SF #628 PA (Mars Light) + PB #60A, red/silver (both powered) £80.00
30724 C+NW SD45 #6566, yellow/green (DCC) £55.00
920-40657 CN F7A+ F7B, green/yellow (DCC+sound) £200.00
920-40104 D+RGW #6001 PA (Mars Light) + PB #6002, orange/silver (both powered) £80.00
31263 LV Centre Cupola Steel Caboose #95064, brown £14.00

920-47785 NKP H10-44 #126, black (DCC) £55.00
31155 NP GP9 phI #2020, green/yellow (DCC fitted) £55.00
30688 N+W GP18 #943, black £50.00
920-31359 PC #2407 RS27, black (Sound) £95.00
920-47803 PC #8248 H1044, black £50.00
920-47986 PRR #5851A (A-Unit) E7 Ph1, green/gold stripes £55.00
920-4734 PRR SD7/9 #8589, black (DCC) £55.00

SPECTRUM

84302 AT+SF 2-10-0 Russian Decapod #2553(DCC sound) £115.00
81709 AT+SF 2-10-0 Russian Decapod #2554 (DCC+sound) pro weather £115.00
80040 B+M Ge44 ton diesel switcher (DCC ready), black/red £50.00
11410 Baldwin 2-8-0 Consolidation (unlettered) + Wabash decals £48.00
81102 Baltimore + Annapolis GE70T diesel #50, black (Buckeye coupling) £25.00
83302 C+M Light 2-10-2 #600 (DCC) £65.00 (2)
83303 C+M USRA Light 2-10-2 #603 (DCC fitted) £60.00
89832 C+O USRA Long Tender (DCC Ready) £18.00
84305 Nashville Chattanooga + St Louis 2-10-0 #952 (Sound) £110.00
89202 New Haven Coach, green £15.00
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89204 New Haven Diner, green £15.00
89206 New Haven Observation, green £15.00
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89205 New Hven Coach, green £15.00 (5)
89103 NYC Coach #809, two tone grey £16.00
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WALTHERS

932-41066 ATSF Flex 1-van mark IV flat with 2 x trailer #291001 ..... £25.00
932-41408 B+O/Chessie DIFCO Dump Car #913821 (with stome load) £18.00
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932-6909 Rock Island Pullman AC+F Baggage-mail, silver £25.00
920-15203 Rock Island Pullman St 10-5 sleeper, silver £25.00
932-6850 Rock Island Pullman St Plan 4140 10-6 sleeper, silver £25.00
920-13067 Rock Island63' Budd Rail Post Office, silver £25.00
932-6722 SFe Pullman St 6-6-4 sleeper, grey £25.00 (3)
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E

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Eisenbahn, Canada....14a
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F

Features....4a & 5a
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G

Gaugemaster/Faller....11a
Gaugemaster/Marklin....7a
Gaugemaster/Noch....10a
Gaugemaster/Piko....9a
Gaugemaster/Preiser....OBC
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Hampshire Models....23a
www.hampshiremodels.co.uk
Hattons Model Railways....18a
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K

Kato....15a
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L

Lendons of Cardiff....23a
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M

Mac's Model Railroading, Kirriemuir....26a
www.macsmodels.co.uk
Marcway Models & Hobbies, Sheffield....23a
www.marcway.co.uk
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N

Newsagents Form....25a
The NMRA British Region....23a
www.nmrabr.org.uk
N Scale CH....23a
www.nscalech.com

O

Osborn's Models....23a
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P

PECO CM Digital only....24a
PECO Modellers Library....33a
PECO Strictly European....23a
PECO Subscriptions....29a
PECO Time to Build....12a
PECO Tools....page 641

R

Rails of Sheffield....30a & 31a
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S

Scograil, Ipswich....27a
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Strictly European....23a
Swiss Railways Society....24a
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